



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, December 13, 2022, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99
(depending on your provider)

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2495 692 7244 # #

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

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

CLERK: Elijah Saunders

Remote Access to Information and Participation

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

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

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



ITEM	PAGE
1. Roll Call	
2. Chair's Report – INFORMATION	
3. Executive Director's Report – INFORMATION	
4. Approve the Minutes of the December 6, 2022 Meeting – ACTION*	5

Consent Agenda

ITEM	PAGE
5. [Final Approval] Appoint Calvin Ho to the Community Advisory Committee – ACTION*	13
6. [Final Approval] Allocate \$9,122,182 in Prop K Funds, with Conditions, and Allocate \$1,000,000 in Prop AA Funds, for Nine Requests – ACTION*	21
<p>Projects: SFMTA: Replace 18 Paratransit Vehicles (\$2,273,920), Replace 27 Paratransit Vehicles – Additional Funds (\$370,353), Traffic Signal Upgrade Contract 36 (\$2,367,909), Bicycle Facility Maintenance (\$200,000), Bicycle Safety Education and Outreach (\$110,000), Howard Streetscape (\$500,000), Folsom Streetscape (\$3,200,000), and 29 Sunset Improvement Phase (\$1,000,000). SFPW: Jane Warner Plaza (NTIP Planning) \$100,000.</p>	
7. [Final Approval] Amend San Francisco's One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations to Shift \$4,899,000 from San Francisco Municipal Transportation Agency's (SFMTA's) Bayview Community Multimodal Corridor Project to San Francisco County Transportation Authority's (SFCTA's) West Side Bridges Seismic Retrofit Project (West Side Bridges); Approve a Fund Exchange, With Conditions, of \$14,899,000 in OBAG 3 Funds From SFCTA's West Side Bridges With an Equivalent Amount of Prop K Funds Allocated to SFMTA's Light Rail Vehicle Procurement Project; and, Appropriate, With Conditions, \$14,899,000 in Prop K Funds for the West Side Bridges – ACTION*	39
8. [Final Approval] Adopt the San Francisco Transportation Plan 2050 – ACTION*	75

End of Consent Agenda

ITEM	PAGE
9. Major Capital Project Update: Caltrain Modernization Program – INFORMATION*	133
10. Potrero Yard Modernization Update – INFORMATION*	139



Items From Personnel Committee

ITEM

PAGE

- 11.** [CLOSED SESSION] Evaluate Public Employee Performance and Approve the Executive Director's Performance Objectives for 2023
- **ACTION***

153

The Transportation Authority will hold a closed session under California Government Code 54957 concerning the evaluation of the performance of the Executive Director.

OPEN SESSION: After the closed session, the Chair shall report the vote taken on motion(s) made in the closed session, if any.

- 12.** Adopt the Revised Salary Structure, Amend the Existing Employment Agreement and Set the Annual Compensation for the Executive Director for 2023 - **ACTION***

185

Per the Administrative Code, the Transportation Authority shall fix the

- 13.** compensation of the Executive Director.

Other Items

ITEM

- 13.** Introduction of New Items – **INFORMATION***

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

- 14.** Public Comment

- 15.** Adjournment

*Additional Materials

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

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

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



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

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



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 6, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, and Walton (6)

Absent at Roll Call: Commissioners Chan, Peskin, Ronen (entered during Item 1), Safai (entered during Item 4), and Stefani (5)

2. [Final Approval on First Appearance] Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) - ACTION*

There was no public comment.

Commissioner Melgar moved to approve the resolution, seconded by Commissioner Mar.

The resolution was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, Ronen, and Walton (7)

Absent: Commissioners Chan, Peskin, Safai, and Stefani (4)

3. Approve the Minutes of the November 15, 2022 Meeting - ACTION*

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, Ronen, and Walton (7)

Absent: Commissioners Chan, Peskin, Safai, and Stefani (4)

4. Community Advisory Committee Report - INFORMATION*

Kevin Ortiz, Chair of the CAC, reported that the CAC elected him as Chair for the remainder of the year as well as nominated him for Chair for 2023 Kat Siegal as Vice Chair for 2023, with CAC elections to be held in January. Chair Ortiz went on to report that the CAC supported the Prop K and Prop AA allocations requests, the West Side Bridges Seismic Retrofit funding actions, and San Francisco Transportation Plan 2050 which were action items on the Board's December 6 agenda. He complimented Transportation Authority staff on their creativity in finding a funding solution for the



West Side Bridges. Chair Ortiz closed by reporting that the CAC received updates on Potrero Yard modernization, the 2022 Vision Zero High Injury Network, the Safe Streets Evaluation Program 2022 Report, and Walk SF's 'Safe Speeds City' Report.

Chair Mandelman thanked Chair Ortiz for his report and stated that he looked forward to more reports from him in the future.

There was no public comment.

5. Appoint One Member to the Community Advisory Committee - ACTION*

Amelia Walley, Analyst, presented the item per the staff memorandum.

Commissioner Mar thanked the previous District 4 representative Nancy Buffum for her service and valuable input. Then he stated that he was pleased to nominate Calvin Ho to the CAC. Commissioner Mar described Mr. Ho as a passionate transit rider and described his qualifications. Commissioner Mar stated that Mr. Ho would bring valuable experience and perspective to the CAC and urged his fellow commissioners to support his nomination.

Calvin Ho spoke to his interest and qualifications in being appointed to the CAC.

Commissioner Mar moved to appoint Mr. Ho to the CAC, seconded by Commissioner Walton.

The motion to appoint Calvin Ho was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, Ronen, and Walton (7)

Absent: Commissioners Chan, Peskin, Safai, and Stefani (4)

6. Allocate \$9,312,182 in Prop K Funds, with Conditions, and Allocate \$1,000,000 in Prop AA Funds, for Ten Requests - ACTION*

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

Commissioner Melgar stated that she was pleased to see progress on the 29 Sunset Improvement Project given that it was an important route between the Bayview neighborhood and Lowell High School, Lincoln High School, and other schools on the west side of San Francisco. She expressed concern about east-west connectivity and the impact it had on the desegregation order for the San Francisco Unified School District. She said she has heard from the Youth Commission that the 29 Sunset route is always full of kids, and so overcrowded that students were often passed up at stops. She expressed support for the project which would address these issues and would save 15 minutes on the route.

Commissioner Melgar stated that she thought a pilot project for a paratransit electric vehicle should have happened 10 years ago. She requested that as a condition of the approval of the funding for the Replace 18 Paratransit Vehicles project and the Replace 27 Paratransit Vehicles - Additional Funds project, that SFMTA present a plan for the transition from gasoline to electric paratransit vehicles. She stated that SFMTA had a plan for the transition to electric buses and that it was time to do the same for paratransit vehicles. She noted that the life span for paratransit vehicles was five years,



which would go by quickly, and that now was the time to demand that this important part of the Climate Action Plan happened. She stated that she supported the allocation requests but suggested that reimbursement should be conditioned upon progress towards an electrification plan for paratransit vehicles.

Commissioner Melgar said she was concerned about the Sloat and Skyline Intersection Improvements project and the stress that the closure of the Great Highway between the zoo and Daly City would put on the intersection as drivers would pass through the location on the way to Sunset Boulevard. She said that she had met with San Francisco Public Utility Commission staff and asked them to pay for improvements to the intersection as mitigation for the impacts of their project. She said she also met with Caltrans staff who showed her two different redesigns for the intersection, neither of which were proposed to be designed with funds from the allocation request.

Commissioner Melgar asked why the project only addressed signals at the intersection instead of reconfiguring the intersection per one of the two redesign options. She described the two redesign options as a T-shaped signalized intersection option and a roundabout option. She stated that she did not want to spend money on minor improvements and then have that be used as an excuse not to reconfigure the intersection in the future. She said there was land around the intersection that could be used to reconfigure the roadway, such as the lot that was used for a Christmas tree lot and zoo parking. She stated that she did not want to rush to a sub-optimal solution because of the time sensitivity to get something constructed before the Great Highway closure south of Sloat, instead of doing the right thing to redesign the intersection now.

Ms. LaForte read proposed language for the new deliverable requested by Commissioner Melgar for the Replace 18 Paratransit Vehicles and the Replace 27 Paratransit Vehicles – Additional Funds requests: "By September 30, 2023, the SFMTA shall provide an update to the SFCTA Board and CAC on the plan for transition of the SFMTA paratransit vehicle fleet to all electric vehicles by 2035, per the California Air Resources Board mandate. The plan should address at a minimum vehicle procurement, charging infrastructure, maintenance and storage of the fleet, funding, and associated risks affecting timely compliance with the mandate. The SFMTA shall provide written updates on plan implementation and refinement every 6 months, and present those to the Board and CAC, if requested."

Bryant Woo, Transportation Engineer at SFMTA, responded that the two intersection reconfiguration options for Sloat and Skyline that Commissioner Melgar referred to, a squared-up T intersection and a traffic circle, were considered in the outreach process that SFMTA did with the community starting in 2017. He stated that the traffic circle was deemed infeasible due to land acquisition from the zoo that would be required. He said the design also did not address access to the houses along the north side of Sloat with driveways and garages, and to provide access to those driveways there would need to be a parallel road next to the traffic circle, which could then be used as a cut through road and thus defeat the purpose of the traffic circle.

Mr. Woo said that the squared-up T intersection design was analyzed, and it was determined that the number of lanes and the layout of the intersection would not have been able to handle the amount of traffic that would flow through it following the Great Highway closure. He stated that the amount of infrastructure work that would be



required for the squared-up T intersection also could not be accomplished with the available budget. He said that he recognized that adding signals to the current intersection's configuration was not the best or most deluxe configuration of the intersection but noted that the proposed design did make an effort to reduce traffic speeds and control pedestrian crossings to make the intersection more accessible than it was now. He noted that this was the last intersection along the Sloat corridor and within Caltrans right-of-way that did not have a signal, making the signal an improvement over the existing conditions.

Commissioner Melgar responded that she had no issue with making improvements to the intersection but was worried that the proposed design was a small token of what was needed, which was a reconfiguration of the intersection. She noted that there were no crosswalks, and the bike lane disappeared at the intersection. She expressed disappointment that there was no community outreach or outreach with the supervisors around the current design.

Commissioner Mar thanked Commissioner Melgar for her comments about the Sloat and Skyline Intersection Improvements and thanked SFMTA for their work looking into the two other intersection reconfiguration options that had been considered. He stated that the current design was not what he had been hoping for since it was one of the most challenging intersections on the West Side. He stated that this was a project he was eager to see funded and delivered, and that it was a necessary component of the Ocean Beach Climate Change Adaptation project and a supportive project for the Great Highway pilot project. He acknowledged Assemblymember Ting for delivering critical state funding for the construction phase of this project. He said that he would have liked to see better bike infrastructure in the design, especially considering that it was located near the Lake Merced Pedestrian and Bike Improvement Project and the Outer Sloat Quick Build Project. He stated that he hoped bike infrastructure improvements could be included during the detailed design phase of the Sloat and Skyline Intersection Improvements project.

Commissioner Mar commented on the importance of the 29 Sunset Improvement Project and highlighted the advocacy of students at Lowell High School for initiating the discussion and planning for this project. He noted that Phase 1 alone would not deliver all the service improvements, but it was a meaningful and needed step forward and he thanked SFMTA staff for their work on this project.

Commissioner Dorsey asked if spot paving was included in the Bicycle Facility Maintenance project and if the \$200,000 was for specific locations.

Ms. Laforte responded that the Bicycle Facility Maintenance project referenced spot repaving in bike lanes and that the \$200,000 was for the total cost of all the work that was planned, which included materials and labor for all elements, not just spot repaving.

Commissioner Dorsey stated he was surprised that \$200,000 would cover the cost of resurfacing bike lanes, given the rough conditions of bike lanes. He said that he had experienced rough bike lane surfaces on Folsom Street. He stated that better surfacing of bike lanes could incentivize scooter riders to not ride on sidewalks. He asked if there was a larger plan or effort to look network-wide at the need for spot repaving of bike lanes.



Ms. Laforte responded that \$200,000 was unlikely to take care of all the bike facility paving maintenance needs for the entire bike network and said she would follow up with Public Works and SFMTA about how will determine and prioritization of locations.

Commissioner Melgar asked about the accelerated timeline for the Sloat and Skyline Intersection Improvements project and asked what would happen if the request was delayed by a month. She requested additional information about the new design that was presented for funding and stated that she would like to better understand the tradeoffs with going with this design and not selecting one of the two designs that Caltrans staff had seen. She stated that she did not want to give up on the bicycle safety design issues that Commissioner Mar brought up and did not want to jeopardize the state money, but also asked how much \$1.2 million would be able to accomplish.

Ms. Laforte replied that the accelerated timeline was also driven by the planned closure of the Great Highway south of Sloat in early 2024 and the need to have the intersection improvements done before the closure happened. She also noted that SFMTA was planning to incorporate this intersection into an existing signal contract, which created some cost savings due to efficiencies.

Commissioner Melgar noted that the City had been talking about the closure of Great Highway for years.

Mr. Woo replied that the urgency for the project was that delays would mean that SFMTA would not be able to deliver the signals by the estimated deadline of December 2023/January 2024 when the Public Utilities Commission planned to close the Great Highway south of Sloat. He stated that SFMTA was in ongoing talks with Caltrans to get this proposal approved through their design review because two of the legs of the intersection fall under Caltrans jurisdiction. He said that if the design was still in flux there would be subsequent delays and rippling effects that could delay the whole project.

Commissioner Melgar thanked Mr. Woo for the answer and stated that it was not adequate given that the closure of the Great Highway had been talked about for years. She requested that the Sloat and Skyline Intersection Improvements project be postponed so that there was time to understand the comparison of this new design to the two previously proposed designs. She stated that she did not want to give up on a better design and settle for a signal because there was not enough time to do more.

Commissioner Mar stated that he felt comfortable moving forward with the Sloat and Skyline Intersection Improvements allocation request given his recent meetings with Transportation Authority and SFMTA staff and with the input that District 4 had provided but said he said he appreciated Commissioner Melgar's comments and request for a deeper explanation about the potential for more significant redesign concepts as proposed earlier. He said he was supportive of continuing this allocation request for one week to obtain additional information.

During public comment, Francisco DaCosta expressed disappointment that the Transportation Authority did not receive enough input from the people who are serviced by paratransit, especially seniors, and stated that there was a need for a needs assessment. He also expressed disappointment that electric paratransit vehicles were not yet planned for in 2022.



Barry Toronto asked why the paratransit vehicle purchases did not include ramp taxis given that most have reached the end of their useful life. He stated that ramp taxis are now more expensive and need more subsidies, especially because the taxis are a service on demand instead of by appointment like the other paratransit vehicles. He said funding for more ramp taxi incentives would keep the diligent drivers incentivized and avoid losing their service. He said there should be a certificate program for drivers and an instructor to teach new ramp taxi drivers. He stated that the Folsom Streetscape project and the Howard Streetscape project should include wayfinding signage for drivers to understand the confusing aspects of the bike ways.

Chair Mandelman excused Commissioner Safai from the remainder of the meeting.

Chair Mandelman clarified that Commissioner Melgar had proposed two amendments to this item. The first was previously read into the record proposing addition of a new deliverable [regarding a transition plan for the paratransit vehicle fleet to electric vehicles] to the Replace 18 Paratransit Vehicles request and the Replace 27 Paratransit Vehicles - Additional Funds requests. The second was to continue the Sloat and Skyline Intersection Improvements request to give Commissioners Melgar and Mar the opportunity to discuss more in depth with staff about how to incorporate the proposed signal improvements into the broader planning around Great Highway, Sloat, and Skyline. Chair Mandelman asked if Commissioner Melgar would like to make the motion to approve the requests with two proposed amendments he just described.

Commissioner Melgar moved to approve the item as amended, seconded by Commissioner Mar.

The motion was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Preston, and Ronen (6)

Absent: Commissioners Chan, Peskin, Safai, Stefani, and Walton (5)

7. Amend San Francisco's One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations to Shift \$4,899,000 from San Francisco Municipal Transportation Agency's (SFMTA's) Bayview Community Multimodal Corridor Project to San Francisco County Transportation Authority's (SFCTA's) West Side Bridges Seismic Retrofit Project (West Side Bridges); Approve a Fund Exchange, With Conditions, of \$14,899,000 in OBAG 3 Funds From SFCTA's West Side Bridges With an Equivalent Amount of Prop K Funds Allocated to SFMTA's Light Rail Vehicle Procurement Project; and Appropriate, With Conditions, \$14,899,000 in Prop K Funds for the West Side Bridges - ACTION

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

During public comment, Francisco DaCosta said the \$4.899 million shift from the Bayview Multimodal Corridor project was concerning because the Bayview would not receive these funds. He commented that for full transparency, the Transportation Authority's decision-making process for the amendment should have included community outreach.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Melgar.



The motion was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, and Ronen (6)

Absent: Commissioners Chan, Peskin, Safai, Stefani, and Walton (5)

8. Adopt the San Francisco Transportation Plan 2050- ACTION*

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

Commissioner Melgar said that it would take additional resources to realize San Francisco's goals because assumptions in the San Francisco Transportation Plan were based on existing strategies from a variety of agencies. She mentioned that the Transportation Authority Board had often discussed San Francisco's lack of progress on Vision Zero and how improvements were driven by opportunity rather than by a comprehensive plan. Commissioner Melgar shared that many people wanted to move faster and that doing so required working with partners, however she said that she was supportive of the San Francisco Transportation Plan.

During public comment, Francisco DeCosta shared that he wanted a more specific discussion of safety in the San Francisco Transportation Plan, especially related to the safety of elders and children on Muni.

Commissioner Melgar moved to approve the item, seconded by Commissioner Mar.

The motion was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, and Ronen (6)

Absent: Commissioners Chan, Peskin, Safai, Stefani, and Walton (5)

Chair Mandelman stated that the Board would take a five minute recess and reconvene at 11:25.

9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2022 – INFORMATION*

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Other Items

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

Roland Lebrun commented on the CAC report, stating that the CAC did not in fact get a report on Caltrain Modernization as that item was on their consent agenda due to a packed agenda and there was no staff presentation or public comment. Mr. Lebrun went on to say that there was a 6-page report from Deputy Director of Capital Projects



Carl Holmes that highlighted potential serious issues with the project. He then commented on a previous caller's comment, noting that the funding for the southeastern corridor of San Francisco was not eliminated, rather replaced with a different funding source.

12. Adjournment

The meeting was adjourned at 11:30 a.m.



Memorandum

AGENDA ITEM 5

DATE: December 1, 2022
TO: Transportation Authority Board
FROM: Maria Lombardo – Chief Deputy Director
SUBJECT: 12/6/2022 Board Meeting: Appoint One Member to the Community Advisory Committee

RECOMMENDATION ☐ Information ☒ Action

Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.

SUMMARY

There are three open seats on the 11-member CAC, one of which requires Board action at this time. Commissioner Mar's office is ready to nominate a candidate (Calvin Ho) to fill the vacancy left when the previous representative did not seek reappointment after their term expired. The current roster of CAC members is included in Attachment 1. The application for the District 4 candidate is included in Attachment 2. We note that the District 1 and 11 offices are currently evaluating potential candidates since the prior representatives for those districts did not seek reappointment when their terms expired this fall. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☒ Other: CAC Appointment

DISCUSSION

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

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and



the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents.”

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

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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – CAC Roster
- Attachment 2 – CAC Application (Mr. Calvin Ho)
- Attachment 3 – Resolution

Attachment 1
Updated 12.1.22

Community Advisory Committee Members

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			1				
VACANT			4				
VACANT			11				
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz, Chair	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Dec 2023
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024
Najuawanda Daniels	F	AA	10	Hunters Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sept 2022	Sept 2024
Rachael Ortega	F	C	8	NP	Business;Environment;Social and racial justice;Neighborhood;Public Policy	Oct 2022	Oct 2024
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2024

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



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103

415-522-4800

info@sfcta.org

www.sfcta.org

San Francisco County Transportation Authority Application for Membership on the Community Advisory Committee

Calvin Ho	Ho	Male	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
Southeast Asian		No	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
4	Outer Sunset	[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	San Francisco	CA	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

I have lived in D4 since 2017, having relied on almost every transit line in the area to get to work, college, or to visit local businesses. Over the past 5 years, I have also dedicated my professional life to serving San Franciscans by doing community outreach and advocating for our most vulnerable neighbors. I have extensive experience at the local, state, and federal levels where I have been tasked with researching and analyzing transportation policies to improve the quality of public transit for our residents. My passion for this district and its residents, as well as my desire to make transit more accessible for all, makes me uniquely qualified to serve D4.

Statement of objectives:

I am seeking to provide input on behalf of Sunset residents to improve bus/light rail services and pedestrian safety in the district. The return to in-person work and schooling has led to overcrowding and subpar bus service, particularly on the 28/29 lines. This is paralleled with an increase in drivers which highlights a need for infrastructure improvements that slow down cars, improve visibility, and prevent traffic-related fatalities. To better support our seniors, people with disabilities, and youth, I also support community-run shuttles that can supplement existing lines. Additionally, I will act as an advocate for transit-oriented housing.

San Francisco County Transportation Authority
Application for Membership on the Community Advisory Committee

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

Business, Disabled, Environment, Social and racial justice, Labor, Neighborhood, Public Policy, Senior

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

Yes

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

Calvin Ho

11/30/22

NAME OF APPLICANT

DATE

CALVIN HO

(Redacted) (Redacted)
(Redacted)

Having lived in D4 since 2017, I am seeking a position on the San Francisco County Transportation Authority Community Advisory Committee to provide meaningful representation for the district. I will be able to use my previous and current experience working for local, state, and federal entities to better advocate for our district and provide a voice for disadvantaged transit users.

EXPERIENCE

APRIL 2022 – PRESENT

FIELD REPRESENTATIVE \ CASEWORKER, OFFICE OF CONGRESSWOMAN NANCY PELOSI

- Plans, organizes, and executes events for the Congresswoman within the district.
- Drafts memos and materials concerning local issues for the Congresswoman and staff.
- Conducts outreach with stakeholders regarding the following areas: transportation and infrastructure, housing, homelessness, AAPI issues.
- Assists constituents with issues concerning federal agencies (IRS, HUD, SBA, USPS).

NOVEMBER 2021 – APRIL 2022

COMMUNICATIONS SPECIALIST, CHINATOWN COMMUNITY DEVELOPMENT CENTER

- Researches and implements new platforms to improve internal communications.
- Drafts, reviews, edits all organization-wide communications including newsletters, e-blasts, and messaging via Outlook and Teams.
- Drafts, reviews, edits press releases.
- Assists with marketing and outreach for organization-led external events including website creation and content creation.

SEPTEMBER 2019 – NOVEMBER 2021

EXECUTIVE ASSISTANT, CHINATOWN COMMUNITY DEVELOPMENT CENTER

- Compiles monthly reports for, maintains records of, and oversees communications for Board of Directors.
- Prepares agendas for and leads organization-wide meetings such as All Staff and Management Team.
- Manages communications/press releases with external stakeholders, government officials, and constituents.
- Manages special projects related to townhalls, community events, and annual galas.

JANUARY 2019 – AUGUST 2019

OPERATIONS SPECIALIST, ASIAN PACIFIC AMERICAN PUBLIC AFFAIRS ASSOCIATION

- Manages internship program that promotes AAPI youth participation in elected offices.
- Creates and leads workshops for youth.
- Researches and applies for organizational grants at local level.
- Organizes and assists with voter outreach events.

AUGUST 2017 – OCTOBER 2018**POLICY FELLOW, OFFICE OF SUPERVISOR JANE KIM**

- Performs legislative analysis of issues primarily impacting AAPI communities: SRO housing, transit access, language accessibility, and Free City for monolingual speakers.
- Staffs community events with the Supervisor and staff. Assists with outreach to constituents to promote understanding of ordinances and resolutions.
- Connects constituents to local government services.
- Manages multiple schedules for the Supervisor and staff. Manages meetings with constituents and government agencies.

MAY 2017 – AUGUST 2017**ADMINISTRATIVE INTERN, OFFICE OF ASSEMBLYMEMBER DAVID CHIU**

- Performs legislative analysis on housing, immigration, community college access.
- Staffs community events with the Assemblymember and staff. Assists with outreach to constituents about legislative process and pending legislation.
- Connects constituents to State-level agencies and services.

EDUCATION**MAY 2019**

B.A. – POLITICAL SCIENCE, B.A. – ASIAN AMERICAN STUDIES, SAN FRANCISCO STATE UNIVERSITY



**San Francisco
County Transportation
Authority**

BD120622

RESOLUTION NO. 23-20

RESOLUTION APPOINTING CALVIN HO TO THE COMMUNITY ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There is a vacancy on the CAC resulting from one member's term expiration on September 21, 2022, and

WHEREAS, At its December 6, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing Calvin Ho to serve on the CAC for a period of two years; now therefore, be it

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

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



Memorandum

AGENDA ITEM 6

DATE: December 1, 2022 [Revised 12.07.22]
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 12/6/2022 Board Meeting: Allocate \$9,312,182 in Prop K Funds, with Conditions, and Allocate \$1,000,000 in Prop AA Funds, for Ten Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$9,212,182 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Replace 18 Paratransit Vehicles (\$2,273,920) 2. Replace 27 Paratransit Vehicles - Additional Funds (\$370,353) 3. Traffic Signal Upgrade Contract 36 (\$2,367,909) 4. Bicycle Facility Maintenance (\$200,000) 5. Sloat and Skyline Intersection Improvements (\$190,000) 6. Bicycle Safety Education and Outreach (\$110,00) 7. Howard Streetscape (\$500,000) 8. Folsom Streetscape (\$3,200,000) <p>Allocate \$100,000 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 9. Jane Warner Plaza [NTIP Planning] <p>Allocate \$1,000,000 in Prop AA funds to SFMTA for:</p> <ol style="list-style-type: none"> 10. 29 Sunset Improvement Phase 1 <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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FOLLOW UP

At the December 6, 2022 Board meeting, the Board adopted a motion deferring the SFMTA's Sloat and Skyline Intersection Improvements request to the call of the Chair for additional staff follow up at the request of Commissioner Melgar. The Board's motion also directed staff to add a new deliverable to the SFMTA's Replace 18 Paratransit Vehicles and Replace 27 Paratransit Vehicles - Additional Funds requests requiring SFMTA to prepare and provide regular updates on a plan to transition its paratransit vehicle fleet to an all-electric fleet by



2035 per the California Air Resources Board mandate. The attached resolution and relevant attachments have been updated accordingly.

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g., stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

SFMTA Bike to Wherever Day - Sponsorship and Bike Safety Education and Outreach Requests. At the November 8, 2022 meeting, following Board discussion, the Chair deferred consideration of the SFMTA's requests for Prop K funds for Bike to Wherever Day - Sponsorship and Bicycle Safety Education and Outreach to allow more time to review the requests in light of separate allegations and subsequent investigations by various organizations regarding potential inappropriate use of funds for political purposes by a non-profit (i.e., the San Francisco Bicycle Coalition or SFBC) that is a sub-recipient of Prop K sales tax funds that are allocated to SFMTA. Since then, Transportation Authority staff proposed a detailed accounting of all expenditures related to the Bike to Wherever Day sponsorship to confirm eligibility of those expenditures as a condition of reimbursement. While the sub-recipient (SFBC) had no objection to this requirement, SFMTA staff withdrew its request for Prop K funds for Bike to Wherever Day - Sponsorship and will instead use its own funds for that event.

With respect to the Bike Safety Education and Outreach request, through which SFMTA has contracted with the SFBC to provide a variety of bicycle classes and bicycle education and outreach efforts, we have revised the allocation request form to similarly condition reimbursement upon SFMTA certifying that the funds were used solely for eligible expenses and providing corresponding back up documentation. SFMTA has agreed to this condition. Lastly, in response to interest expressed by several Board members, we are working with SFMTA and SFBC to supplement information provided in the enclosed allocation request form with additional data on the demographics of who participates in bicycle classes.

FINANCIAL IMPACT

The recommended action would allocate \$9,312,182 in Prop K funds with conditions and allocate \$1,000,000 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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



Sufficient funds are included in the 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 CAC considered and supported the initial staff recommendation to fund the SFMTA's Bicycle Safety Education and Outreach request at its October 26, 2022 meeting. The CAC considered and unanimously adopted a motion of support for the staff recommendation for the remaining nine requests at its November 30, 2022 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations [Revised]
- Attachment 4 – Prop K and Prop AA Allocation Summary – FY 2022/23 [Revised]
- Attachment 5 – Resolution [Revised]
- Enclosure – Allocation Request Forms (9) [Revised per 12/06.22 Board action]

Attachment 1: Summary of Requests Received

							Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	17M	SFMTA	Replace 18 Paratransit Vehicles	\$ 2,273,920		\$ 3,781,120	84%	40%	Construction	Citywide
Prop K	17M	SFMTA	Replace 27 Paratransit Vehicles - Additional Funds	\$ 370,353		\$ 4,730,139	84%	61%	Construction	Citywide
Prop K	31	SFMTA	Sloat and Skyline Intersection Improvements	\$ 190,000		\$ 190,000	26%	0%	Design	4, 7
Prop K	33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 2,367,909		\$ 5,893,431	41%	60%	Construction	1, 2, 3, 6, 7, 8, 9, 10
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 200,000		\$ 200,000	48%	0%	Construction	Citywide
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000		\$ 110,000	28%	0%	Construction	Citywide
Prop K	39, 40	SFMTA	Howard Streetscape	\$ 500,000		\$ 4,500,000	25%	89%	Design	6
Prop K	39, 40	SFMTA	Folsom Streetscape	\$ 3,200,000		\$ 44,824,500	28%	93%	Construction	6
Prop K	44	SFPW	Jane Warner Plaza [N'TIP Planning]	\$ 100,000		\$ 100,000	40%	0%	Planning	8
Prop AA	Transit	SFMTA	29 Sunset Improvement Phase 1	\$ -	\$ 1,000,000	\$ 1,276,240	NA	22%	Design	1, 2, 4, 7
TOTAL				\$ 9,312,182	\$ 1,000,000	\$ 65,605,430	32%	77%		

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: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

³

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

⁴

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17M	SFMTA	Replace 18 Paratransit Vehicles	\$ 2,273,920		Funds would be used to procure 18 paratransit vehicles to replace vehicles that have reached the end of their useful life. This project will procure 17 gasoline paratransit vehicles and 1 electric paratransit vehicle. The electric paratransit vehicle is part of a pilot program to test its performance in San Francisco. This project will follow the Replace 27 Paratransit Vehicles procurement and includes additional contingencies to account for any potential cost increases between now and procurement. SFMTA expects the vehicles to be in service by December 2024.
17M	SFMTA	Replace 27 Paratransit Vehicles - Additional Funds	\$ 370,353		The requested additional funds are needed to supplement \$1,503,640 in previously allocated Prop K funds to replace 27 paratransit vehicles that have reached the end of their useful life. SFMTA attributes the 27% overall cost increase to the recent material shortage and inflation. Two types of vehicles will be procured: 26 vans accommodating up to 14 passengers and one smaller van with better maneuverability for use on narrow streets. Procuring different models of vehicles will provide operational flexibility. New vehicles will reduce maintenance costs and increase reliability. SFMTA will finalize specifications by December 2022 and approve vehicles for service by June 2024.
31	SFMTA	Sloat and Skyline Intersection Improvements	\$ 190,000		This request will fund the design phase of new traffic signals at Skyline Boulevard/Sloat Boulevard/39th Avenue to improve traffic, pedestrian, bicycle safety, and right of way allocations at the intersection. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring, and poles), pedestrian countdown signals, accessible (audible) pedestrian signals, and curb ramps. Final design will be begin in early 2023 and last 5 months. SFMTA plans to fund construction with a \$1.2 million state earmark secured for the project by Assemblyman Ting. The project is expected to be open for use by December 2023.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 2,367,909		This request will fund construction of traffic-signal related upgrades at 14 locations across the city to improve safety and accessibility for all road users. Upgrades include new pedestrian signals, new accessible pedestrian signals, new higher-visibility 12-inch traffic signals on mast arms, new left turn signals, curb ramps, and replacement of old/damaged signal infrastructure. Twelve of the intersections are located on the Vision Zero High Injury Network. The list of locations is shown on page 36 of the enclosed allocation request form. SFPW will issue and manage the contract on SFMTA's behalf. The schedule shows contract award by end of 2023 and the project open for use by Winter 2025.
37	SFMTA	Bicycle Facility Maintenance	\$ 200,000		Requested funds will be used to maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/ mixed zone markings using green thermoplastic treatment. Additionally, the SFMTA will focus on replacing traffic delineators with more permanent bike separation including concrete and rubber islands and curbs particularly at locations where protected bikeways are between motor vehicle travel lanes and the curb. The SFMTA will also work with SFPW on paving bikeways where potholes present an uncomfortable riding experience. SFMTA will identify locations by field review and through input received by calling 311, through sf311.org or through the SF311 app available on smartphones. The project is expected to be open for use by Winter 2025.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000		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.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39, 40	SFMTA	Howard Streetscape	\$ 500,000		This request will fund the design phase of the Howard Streetscape project between 4th and 11th streets to improve traffic safety for pedestrians, bicyclists, and motorists. The project will implement a series of treatments on the High Injury Network corridor including a traffic lane reduction, concrete median protected two-way bikeway, separate bicycle and vehicle signal phases, raised crosswalks at alleys, curb ramps and pedestrian-level lighting, and other streetscape and safety features. The conceptual design is shown on pages 71-75 of the enclosed allocation request form. Design will be done by end of 2024. Assuming funding availability, the project would be open for use by December 2027.
39, 40	SFMTA	Folsom Streetscape	\$ 3,200,000		This request will fund construction of the Folsom Streetscape complete streets project between 2nd and 11th streets to improve traffic safety for pedestrians, bicyclists, and motorists. The project will implement a series of treatments on the High Injury Network corridor including a traffic lane reduction, concrete median protected two-way bikeway, separate bicycle and vehicle signal phases, raised crosswalks at alleys, curb ramps and pedestrian-level lighting, a Muni transit only lane and boarding islands, and other streetscape and safety features. The subject Prop K request leverages over \$20 million in state and federal funding. The list of improvements by location and the map of improvements are on pages 101 and pages 103-108 of the enclosed allocation request form. The project is expected to be open for use by March 2026.
44	SFPW	Jane Warner Plaza [NTIP Planning]	\$ 100,000		Requested funds will be used to plan the Jane Warner Plaza Renovation Project. This effort seeks to make permanent some temporary features that serve pedestrian safety, to further safety of the intersection at Castro and Market streets while considering adjustments to adjacent SFMTA infrastructure that will allow the plaza and space to better serve the community for transit and pedestrian uses. SFPW and SFMTA staff will coordinate with community stakeholders and other agencies, and analyze, propose, and develop schematics. Upon completion, expected by late May 2023, SFPW will present the final plan to the Board for approval.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Transit	SFMTA	29 Sunset Improvement Phase 1	\$ -	\$ 1,000,000	<p>This project would improve the travel time, reliability, and passenger experience on the Muni 29 Sunset bus route, which extends from the Bayview District to the Presidio. This request is for design of Phase 1, which includes the western segment of the route, from Bowley Street and Lincoln Boulevard in the Presidio (District 2) to Junipero Serra Boulevard and Holloway Avenue (District 7) near San Francisco State University.</p> <p>The project is part of the SFMTA's Muni Forward program and includes stop improvements, optimization of stop locations, and transit signal priority. It also includes scope elements to provide safe pedestrian access to the bus stops with higher-visibility crosswalks, transit stops at signalized intersections, corner bulb-outs, and larger boarding areas. Part of the construction would be done through a SFPW paving project on Sunset Boulevard between Lincoln Way and Lake Merced Boulevard, which is anticipated to start construction in summer 2023. The full scope of Phase 1 is expected to be open for use by December 2026.</p>
TOTAL			\$9,312,182	\$1,000,000	
REVISED TOTAL			\$9,122,182	\$1,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations - Revised per 12.06.22 Board action ¹⁻

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
17M	SFMTA	Replace 18 Paratransit Vehicles	\$ 2,273,920		<p>5YPP Amendment: Funding this request requires a concurrent amendment to the Vehicles-Muni 5YPP to reprogram \$2,273,920 from the Mid-Life Overhauls Placeholder to the subject project. This amendment, combined with the requested 5YPP amendment for the Replace 27 Paratransit Vehicles - Additional Funds project (see below) would leave \$11,700,910 in Prop K funds available for Mid-Life Overhauls. The SFMTA is currently delivering the New Flyer Mid-Life Overhauls - Phase I project using previously allocated Prop K funds and does not require additional funds for Phase II at this time. See enclosed 5YPP amendment for details.</p> <p>Deliverable: By September 30, 2023, the SFMTA shall provide an update to the SFCTA Board and CAC on the plan for transition of the SFMTA paratransit vehicle fleet to all electric vehicles by 2035, per the California Air Resources Board mandate. The plan should address at a minimum vehicle procurement, charging infrastructure, maintenance and storage of the fleet, funding, and associated risks affecting timely compliance with the mandate. The SFMTA shall provide written updates on plan implementation and refinement every 6 months, and present those to the Board and CAC, if requested.</p>
17M	SFMTA	Replace 27 Paratransit Vehicles - Additional Funds	\$ 370,353		<p>5YPP Amendment: Funding this request requires a concurrent amendment to the Vehicles-Muni 5YPP to reprogram \$370,353 from the Mid-Life Overhauls Placeholder to the subject project. See above and enclosed 5YPP amendment for details.</p> <p>Deliverable: See above.</p>

Attachment 3: Staff Recommendations - Revised per 12.06.22 Board action ¹⁻

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
34	SFMTA	Sloat and Skyline Intersection Improvements	\$ -		<p>5YPP Amendment: Funding this request requires a concurrent amendment to the New Signals and Signs 5YPP to reprogram \$190,000 from New Signal Contract 66 to the subject project. The SFMTA is planning to request construction funds for Contract 66 once design is complete, which is anticipated later this fiscal year. SFMTA would need to seek additional funds to fully fund the Contract 66 scope. See enclosed 5YPP amendment for details.</p> <p>Special Condition: By September 30, 2023, the SFMTA shall provide an update to the SFCTA Board and CAC on the plan for transition of the SFMTA paratransit vehicle fleet to all electric vehicles by 2035, per the California Air Resources Board mandate. The plan should address at a minimum vehicle procurement, charging infrastructure, maintenance and storage of the fleet, funding, and associated risks affecting timely compliance with the mandate. The SFMTA shall provide written updates on plan implementation and refinement every 6 months, and present those to the Board and CAC, if requested.</p>
33	SFMTA	Traffic Signal Upgrade Contract 36	\$ 2,367,909		
37	SFMTA	Bicycle Facility Maintenance	\$ 200,000		

Attachment 3: Staff Recommendations - Revised per 12.06.22 Board action ¹⁻

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000		Special Condition: Reimbursement is conditioned upon SFMTA acquiring from SFBC detailed records for each expenditure line item to ensure that Prop K funds were used solely for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.
39, 40	SFMTA	Howard Streetscape	\$ 500,000		5YPP Amendment: Funding this request requires a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$20,820 from the Page Street Neighborway (Webster to Stanyan) to the subject project. This request also requires a concurrent amendment to the Pedestrian Circulation and Safety 5YPP to reprogram \$479,180 from Folsom-Howard Streetscape construction to Howard Streetscape design. See enclosed 5YPP amendment for details.
39, 40	SFMTA	Folsom Streetscape	\$ 3,200,000		5YPP Amendment: Funding this request requires a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram a total of \$2,778,217 to the subject project, specifically \$2,290,000 from Citywide Neighborways which will be funded by Prop B General Funds, and \$488,217 from Short-term Bike Parking which has funding from a Transportation for Clean Air grant. This request also requires a concurrent amendment to the Pedestrian Circulation and Safety 5YPP to reprogram \$421,783 from Folsom-Howard Streetscape construction to Folsom Streetscape construction. See enclosed 5YPP amendment for details.
44	SFPW	Jane Warner Plaza [NTIP Planning]	\$ 100,000		<p>5YPP Amendment: Funding this request requires a concurrent amendment to the Transportation/Land Use Coordination 5YPP to add the subject project with \$16,000 from the NTIP Planning Placeholder and \$84,000 from the NTIP Capital Placeholder. See enclosed 5YPP amendment for details.</p> <p>Special Condition: SFPW staff shall present a final plan to the Board for approval.</p>

Attachment 3: Staff Recommendations - Revised per 12.06.22 Board action ¹⁻

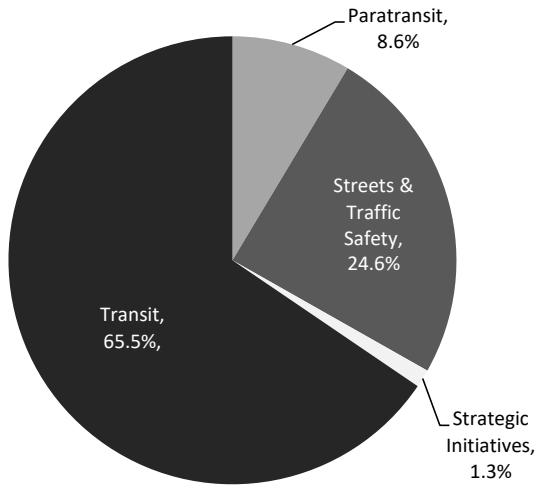
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
Transit	SFMTA	29 Sunset Improvement Phase 1		\$ 1,000,000	
TOTAL			\$ 9,122,182	\$ 1,000,000	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY2022/23 (Revised per 12.06.22 Board Action)

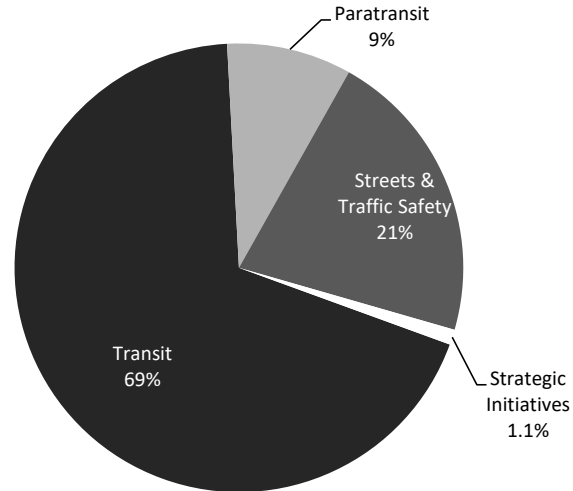
PROP K SALES TAX					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 57,939,234	\$ 17,914,023	\$ 15,558,889	\$ 22,649,601	\$ 1,816,721
Current Request(s)	\$ 9,122,182	\$ 140,000	\$ 2,333,822	\$ 5,131,640	\$ 1,516,721
New Total Allocations	\$ 67,061,416	\$ 18,054,023	\$ 17,892,711	\$ 27,781,241	\$ 3,333,442

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



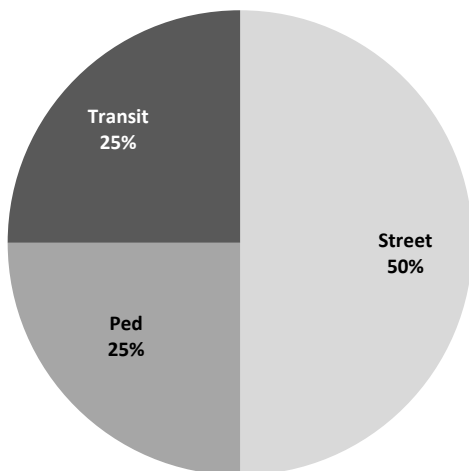
allocations and appropriations approved to date, along with the

Prop K Investments To Date



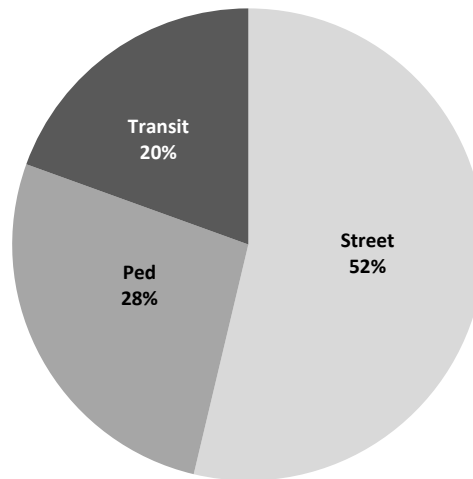
PROP AA VEHICLE REGISTRATION FEE					
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215
Current Request(s)	\$ 1,000,000	\$ -	\$ 500,000	\$ 500,000	\$ -
New Total Allocations	\$ 7,351,186	\$ 1,427,428	\$ 1,512,714	\$ 2,560,829	\$ 1,850,215

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



a)

Prop AA Investments To Date





**San Francisco
County Transportation
Authority**

BD120622

RESOLUTION NO. 23-21

RESOLUTION ALLOCATING \$9,122,182 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, AND ALLOCATING \$100,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR NINE REQUESTS

WHEREAS, The Transportation Authority received ten requests for a total of \$9,312,182 in Prop K local transportation sales tax funds and \$1,000,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Vehicles - Muni, Signals and Signs, Pedestrian and Bicycle Facility Maintenance, New Signals and Signs, Bicycle Circulation/Safety, Pedestrian Circulation/Safety, and Transportation/Land Use Coordination; and from the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

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

WHEREAS, Three of the ten requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Replace 18 Paratransit Vehicles and Replace 27 Paratransit Vehicles - Additional Funds projects require amendment of the Vehicles-Muni 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The SFMTA's request for the Sloat and Skyline Intersection Improvements project requires amendment of the New Signals and Signs 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's requests for the Howard Streetscape and Folsom Streetscape require amendment of the Bicycle Safety and Circulation 5YPP and Pedestrian Circulation and Safety 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The San Francisco Public Work's (SFPW's) request for the Jane Warner Plaza (NTIP Planning) project requires amendment of the Transportation/Land Use



Coordination 5YPP as summarized in Attachment 2 and detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating and appropriating a total of \$9,312,182 in Prop K funds, with conditions and \$1,000,000 in Prop AA funds for ten projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its October 26, 2022 and November 30, 2022 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its December 6, 2022 meeting, the Transportation Authority Board considered the subject requests and adopted a motion deferring the SFMTA's Sloat and Skyline Intersection Improvements request and adding a new deliverable to the SFMTA's Replace 18 Paratransit Vehicles and Replace 27 Paratransit Vehicles - Additional Funds requests requiring SFMTA to prepare and provide regular updates on a plan to transition its paratransit vehicle fleet to an all-electric fleet by 2035 per the California Air Resources Board mandate; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles-Muni, Signals and Signs, Bicycle Safety and Circulation, Pedestrian Safety and Circulation, Transportation Demand Management, and Transportation/Land Use Coordination 5YPPs as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$9,122,182 in Prop K funds, with conditions, and allocates \$1,000,000 in Prop AA funds for nine requests as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies



established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

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

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

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

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

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

Attachments:

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

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (9)

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: December 1, 2022

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects
Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 12/6/2022 Board Meeting: Amend San Francisco’s One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations to Shift \$4,899,000 from San Francisco Municipal Transportation Agency’s (SFMTA’s) Bayview Community Multimodal Corridor Project to San Francisco County Transportation Authority’s (SFCTA’s) West Side Bridges Seismic Retrofit Project (West Side Bridges); Approve a Fund Exchange, With Conditions, of \$14,899,000 in OBAG 3 Funds From SFCTA’s West Side Bridges With an Equivalent Amount of Prop K Funds Allocated to SFMTA’s Light Rail Vehicle Procurement Project; and Appropriate, With Conditions, \$14,899,000 in Prop K Funds for the West Side Bridges

RECOMMENDATION

☐ Information ☒ Action

- Amend San Francisco’s OBAG 3 Project Nominations to shift \$4,899,000 from SFMTA’s Bayview Community Multimodal Corridor Project to SFCTA’s West Side Bridges
- Approve a fund exchange of \$14,899,000 in OBAG 3 funds from SFCTA’s West Side Bridges with an equivalent amount of Prop K funds from SFMTA’s Light Rail Vehicle (LRV) Procurement Project, with conditions
- Appropriate \$14,899,000 in Prop K funds to SFCTA’s West Side Bridges, with conditions

SUMMARY

The Transportation Authority is delivering the West Side Bridges project on behalf of the Treasure Island Development Authority (TIDA). The project is shovel ready but for final funding actions to enable March 2023 contract award and to avoid further cost escalation. The project construction phase cost is \$113.7 million. We are recommending that the Board amend our OBAG 3 project nominations to shift \$4,899,000 from the Bayview Multimodal Corridor project to complete the construction phase funding plan for West Side Bridges, increasing the total OBAG amount to \$14,899,000 (Attachment 1). The Bayview project is now fully funded with a recently awarded state Active Transportation Program (ATP) grant and no longer needs OBAG funds. We are also recommending

- ☒ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____



<p>that the Board approve a fund exchange of \$14,899,000 in OBAG 3 funds from West Side Bridges for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project to allow the West Side Bridges contract to be awarded in March, faster than the OBAG funds would be available. Given the conditions recommended to ensure there is no impact from the fund exchange on the LRV project, staff from the SFMTA and Metropolitan Transportation Commission (MTC) are supportive of the proposal. Lastly, we are requesting appropriation of \$14,899,000 in Prop K funds for the West Side Bridges as part of this item. The fund exchange and appropriation are conditioned upon MTC approval of \$14,899,000 in OBAG funds for the West Side Bridges project as part of the MTC's OBAG 3 actions anticipated on January 25, 2023. The West Side Bridges construction phase funding plan is shown in Attachment 2.</p>	
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BACKGROUND

West Side Bridge Seismic Retrofit Project (West Side Bridges). The Transportation Authority is leading the West Side Bridges on behalf of the Treasure Island Development Authority (TIDA). This project will replace seven seismically deficient bridges and retrofit one bridge with a realigned roadway and retaining walls, a Class II bicycle facility, and a transit-only access on-ramp. It is one of a series of transportation infrastructure projects on Yerba Buena Island that are being constructed to support development on Treasure Island, which includes 8,000 units of housing at full build out, with 26% affordable. The West Side Bridges has been shovel-ready, except for the need to close the final funding gap. With new housing units being sold on Treasure Island and with increasing construction costs due to supply shortages and inflation, it is critical that we close the funding gap and enable the project to begin construction this spring.

OBAG Cycle 3 (OBAG 3) Nominations. The Board approved San Francisco's OBAG 3 project nominations in September 2022. The nominated projects include \$10 million for the West Side Bridges and \$5 million in federal OBAG funds for the construction phase of SFMTA's Bayview Community Multimodal Corridor Project. When the Board approved the OBAG 3 project nominations, we flagged the need for the Board to approve a fund exchange for West Side Bridges to ensure that the project could award the construction contract by March 2023. We also made the Board aware that the Bayview Community Multimodal Corridor Project had a pending \$12.3 million grant application for the California Transportation Commission's (CTC) Active Transportation Program (ATP) and if it was successful in getting the grant, then the Board could redirect up to \$5 million in OBAG funds to another OBAG project.

On October 20, 2022, the CTC released the 2023 ATP staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project. The full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application is fully funded with the ATP grant and no longer requires OBAG 3 funds.



DISCUSSION

The West Side Bridges project has been shovel-ready, except for the need to close the final funding gap. We are pleased to report that the original nomination of \$10 million in OBAG 3 funds provided the momentum for the remaining pieces of the funding plan to come together to close the funding gap for the \$113.7 million construction phase cost. In November 2022, the Bay Area Toll Authority (BATA) approved \$5 million in Local Partnership Program (LPP) formula funds and Caltrans committed an additional \$4.3 million in Federal Highway Bridge Program funds. With upcoming funding actions by the Transportation Authority, MTC/BATA, Caltrans, and TIDA, the project's funding plan will be complete by January 2023. The Construction Manager/General Contractor is on board and, assuming we have all project approvals and funding in place by February, we can award the construction contract in March and start construction in April 2023.

The three recommended Transportation Authority funding actions needed to fully fund West Side Bridges are described below.

Proposed Amendment to OBAG 3 Project Nominations. As detailed in Attachment 1, we recommend that the Board amend San Francisco's OBAG 3 project nominations to redirect \$5 million in OBAG 3 funds from the Bayview Multimodal Corridor Project, which is now fully funded and does not need the OBAG funds, to the West Side Bridges. This funding will close the project's construction funding gap. The remaining projects on the OBAG 3 list are not as good candidates for the \$5 million at this time. We are not recommending **SFCTA's Yerba Buena Island Multi-use Pathway** which is fully funded through the design phase, but has a \$70 million construction phase with no funding yet secured. **BART's Next Generation Fare Gates in San Francisco** is already nominated for funding for five of eight stations and the Transportation Authority is submitting a grant application this month to the state for LPP competitive funds for the remaining three stations. **SF Port's Embarcadero Resilience Master Plan** would not be fully funded with \$5 million (\$8 million requested), and the Port has indicated that it is not able to be phased.

Proposed OBAG 3/Prop K Fund Exchange. The proposed fund exchange is for \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions. The fund exchange will resolve timing issue for West Side Bridges to allow the construction contract to be awarded by March 2023. The fund exchange does not impact the SFMTA LRV project. The SFMTA and MTC support the proposed fund exchange, which is conditioned upon the following actions:

- Transportation Authority Board approval of the amended San Francisco's OBAG 3 project nominations to shift \$4,899,000 from the Bayview Multimodal Corridor project to West Side Bridges, increasing West Side Bridges OBAG funds from \$10,000,000 to \$14,899,000.
- TIDA Board approval of a Memorandum of Agreement for \$3.5 million for West Side Bridges, expected on December 15, 2022.
- MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges, expected January 25, 2023.

The fund exchange would be reflected in a Prop K 5-Year Prioritization Program amendment to the Vehicles – Undesignated category, which is where the exchanged sales tax funds from the LRV project would come from.



Prop K Appropriation Request. We are requesting \$14,899,000 in Prop K (exchange) funds for the West Side Bridges project as described in the attached allocation request form (Attachment 7). The appropriation is conditioned upon MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges and upon the Transportation Authority Board approval of the proposed fund exchange.

Next Steps. After the Board adopts the revised San Francisco OBAG 3 project nominations, we will submit the resolution and supporting materials to MTC. MTC staff is currently conducting a regional evaluation and anticipates final OBAG 3 project selection and Commission approval on January 25, 2023. We are also actively tracking and supporting upcoming December actions by Caltrans, CTC, and TIDA that together with the recommended Transportation Authority actions will fully fund the West Side Bridges.

FINANCIAL IMPACT

The recommended action would approve a fund exchange of \$14,899,000 in OBAG 3 funds from West Side Bridges for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project, and appropriate \$14,899,000 in Prop K funds deobligated from the LRV project, with conditions. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached West Side Bridges Seismic Retrofit Project Allocation Request Form (Attachment 7).

Attachment 6 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 considered this item at its November 30, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – OBAG 3 Detailed Staff Recommendation Revised
- Attachment 2 – West Side Bridges Funding Plan
- Attachment 3 – Summary of Prop K Request
- Attachment 4 – Project Description
- Attachment 5 – Staff Recommendations
- Attachment 6 – Prop K Allocation Summary – FY 2022/23
- Attachment 7 – West Side Bridges Seismic Retrofit Project Allocation Request Form
- Attachment 8 - Resolution

Attachment 1
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
Detailed Staff Recommendation - Revised 11.21.22¹

43

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
85	SFMTA	Bayview Community Multimodal Corridor	Construction	\$5,000,000	\$0	On October 20, 2022 the California Transportation Commission released the 2023 Active Transportation Program staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project. The CTC Commission is expected to approve the staff recommendation on December 7-8, 2022. With the \$12.3 million in funding, the full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application is fully funded and no longer requires OBAG 3 funds.
83	SFMTA	Central Embarcadero Safety	Construction	\$6,320,000	\$6,320,000	This application is based on a robust outreach process that identified this project as the top priority for the Embarcadero Enhancement Program. Requested funds would complete the project's funding plan. Environmental review and design are underway.

Attachment 1
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
 Detailed Staff Recommendation - Revised 11.21.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
83	SFCTA	West Side Bridges Seismic Retrofit	Construction	\$10,000,000	\$14,899,900	<p>The Transportation Authority is leading the West Side Briges project on behalf of TIDA. This is a shovel-ready project that is a critical piece of infrastructure for the Equity Priority Community on Treasure Island and Yerba Buena Island.</p> <p>Requested funds would complete the funding plan, with MTC/BATA, Caltrans, and TIDA also contributing.</p>
81	SFMTA	29 Sunset Improvement Project Phase 1	Construction	\$5,976,000	\$5,976,000	<p>This project would improve transit reliability, pedestrian safety and access to many schools and parks including Golden Gate Park and McLaren Park, as well as the Presidio. It supports geographic equity spanning Districts 1, 2, 4 and 7. Requested funds would complete the project's funding plan.</p>

San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations

Detailed Staff Recommendation - Revised 11.21.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
75	BART	Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park)	Construction	\$13,300,000	\$13,300,000	<p>This project has documented support from the disability community and improves accessibility to BART and Muni.</p> <p>BART and Muni equally share the cost for improving joint use elevators at downtown stations, per the BART/ SFMTA Joint Maintenance Agreement (JMA) for shared station facilities. The recommended OBAG programming would complete BART's 50% share of the project cost. SFMTA is responsible for its 50% share of the cost (\$17,048,115) per the JMA. SFMTA has requested that 50% of the recommended OBAG fund be credited towards SFMTA's share. We note that our proposed OBAG recommendations would fully fund all 3 applications that SFMTA submitted in response to the call for projects.</p>
74	BART	Elevator Modernization Design for 16th Street Mission, 24th Street Mission, and Balboa Park Stations	Design	\$4,945,000	\$4,945,000	<p>[Added to recommended nomination list 09.22.22]</p> <p>This project has documented support from the disability community and improves accessibility to BART and Muni. If the requested funds are secured, BART anticipates starting the design phase in January 2025.</p>

Attachment 1
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
 Detailed Staff Recommendation - Revised 11.21.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
66	SFCTA	Yerba Buena Island Multi-Use Pathway	Design	\$5,000,000	\$3,000,000	We are recommending \$3,000,000 in OBAG funds to fully fund the design phase of the project. OBAG funds would leverage an Active Transportation Program grant and position the project to be highly competitive for an SB 1 Solutions for Congested Corridors grant application that the Metropolitan Transportation Commission intends to submit and on which we are partnering for the construction phase. Environmental review has started.
60	BART	Next Generation Fare Gates in San Francisco and San Francisco International Airport	Construction	\$12,500,000	\$4,314,600	<p>[Funding Decreased to Accommodate Elevator Design Project - 09.22.22] BART staff have proposed that, with the recommended amount of OBAG funds, BART would install Next Generation Fare Gates at five stations: Powell St, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, and Balboa Park. BART staff will sequence installation of fare gates at the five stations in a manner that is efficient and avoids potential cost and technical impacts.</p> <p>SFCTA staff will work with BART to identify funding for the remaining San Francisco stations: Embarcadero, Montgomery St, and Glen Park.</p>

Attachment 1
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations
Detailed Staff Recommendation - Revised 11.21.22¹

Total Score	Sponsor Agency ²	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
53	SF Port	Embarcadero Resilience Master Plan	Planning	\$8,000,000	\$0	OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in concepts. In addition, the scope can't be phased. SFCTA strongly supports this project and will work with SF Port to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.
			TOTAL	\$71,041,000	\$52,755,500	
			REVISED TOTAL	\$52,755,500		
San Francisco's OBAG 3 Project Nomination Target³					\$52,855,600	

¹ Projects are sorted by evaluation score from highest ranked to lowest.

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

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

West Side Bridges Construction Phase Funding Plan

Source	Total (in \$ x 1M)
Project Construction Cost	\$ 113.70
Project Construction Funding	Amount
Federal Highway Bridge Program	54.84
State Prop 1B Local Bridge Seismic	7.105
Federal RAISE grant	18.00
Bay Area Toll Authority	2.00
San Francisco share SB 1 Local Partnership Program Formula funds	4.056
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	5.00
Treasure Island Development Authority	3.505
Prop K (via OBAG fund exchange)	14.89
Caltrans Highway Bridge Program	4.30
Total funding	\$ 113.70
Federal Amount	\$ 77.14
Non Federal Amount	\$ 36.56
Non Federal Percent	32.2%

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	17U	SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	\$ 14,899,000	\$ 113,700,000	NA	87%	Construction	6
TOTAL				\$ 14,899,000	\$ 113,700,000	0%	87%		

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: SFCTA (San Francisco County Transportation Authority)

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

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

Attachment 4: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17U	SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	\$ 14,899,000		Funds would be used for construction phase for the retrofit/replacement of eight seismically deficient bridge structures along Treasure Island Road to meet current seismic standards. The project is a component of the transportation system that SFCTA is implementing on behalf of the Treasure Island Development Authority to facilitate Treasure Island and Yerba Buena Island redevelopment. These bridges are critical connections between the islands and the Bay Bridge. The project includes a transit-only westbound on-ramp to the Bay Bridge to accommodate expanded service for the Muni 25 bus route, and a new Class II bicycle lane along Treasure Island Road. The project is expected to be open for use by December 2026.
TOTAL			\$14,899,000	\$0	

¹ See Attachment 3 for footnotes.

Attachment 5: Staff Recommendations ¹

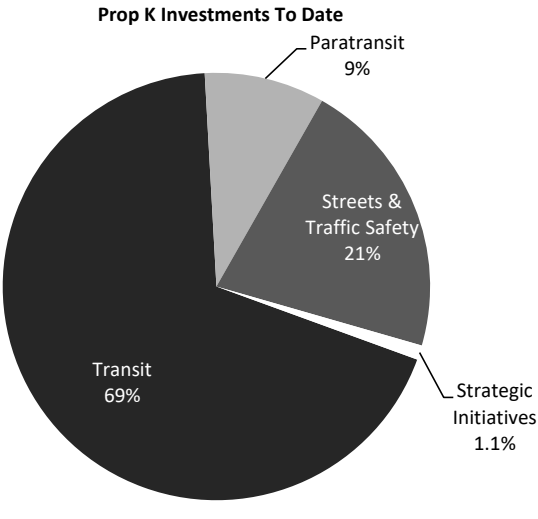
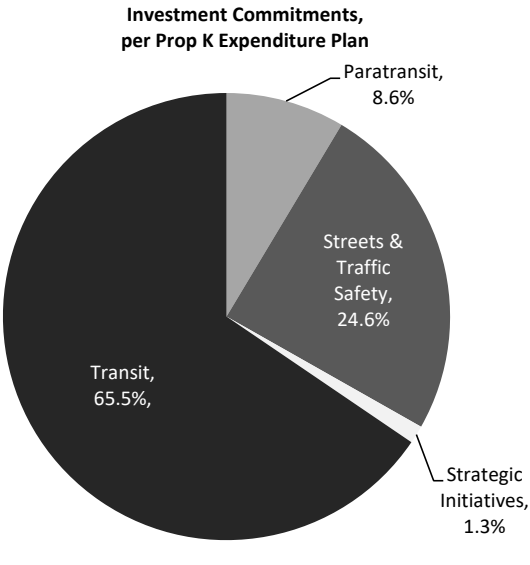
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
17U	SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	\$ 14,899,000		<p>Special Conditions: This recommendation is conditioned upon Board approval of OBAG 3/Prop K fund exchange, TIDA Board approval of the Memorandum of Agreement for TIDA project funds, expected December 15, 2022, and MTC approval of the OBAG 3 project list, expected January 25, 2023.</p> <p>5-Year Prioritization Program (5YPP) Amendment: Funding this request requires concurrent amendment to the Vehicles - Undesignated 5YPP to add the subject project and program \$14.899 M in Prop K funds deobligated from the SFMTA's Light Rail Vehicle Procurement project to the subject project. See attached 5YPP amendment for details.</p>
TOTAL			\$ 14,899,000	\$ -	

¹ See Attachment 3 for footnotes.

Attachment 6.
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	\$ 33,918,052	\$ 17,774,023	\$ 13,225,067	\$ 2,618,962	\$ 300,000
Current Request(s)	\$ 14,899,900	\$ -	\$ -	\$ 14,899,900	\$ -
New Total Allocations	\$ 48,817,952	\$ 17,774,023	\$ 13,225,067	\$ 17,518,862	\$ 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.



San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Vehicles - Undesignated
Current PROP K Request:	\$14,899,000
Supervisory District	District 06

REQUEST

Brief Project Description

The project will replace seven seismically deficient bridges, retrofit one bridge, with a realigned roadway and retaining walls and improve the horizontal clearance for the I-80 Eastbound off-ramp. Additionally, this project includes a Class II bicycle facility, and a transit-only access on-ramp. This project is designed to improve multi-modal access between Yerba Buena and Treasure Islands and the greater San Francisco/Oakland area.

Detailed Scope, Project Benefits and Community Outreach

The project consists of the following elements:

- Demolish seven (7) existing roadway bridge structures;
- Realign the roadway into the Yerba Buena Island hillside;
- Construct six (6) retaining walls to support the new roadway;
- Construct one (1) undercrossing structure (to accommodate the road and Bay Bridge ramps);
- Seismically retrofit/reconfigure one (1) bridge structure that carries Westbound I-80 on-ramp traffic to the Bay Bridge. This ramp becomes a dedicated bus lane.
- Bridge improvements include the relocation of two columns at the Eastbound I-80 Bay Bridge off-ramp to Yerba Buena Island to increase the off-ramp horizontal clearances and increase the ability for trucks to navigate the sharp off-ramp exit. The increased clearance will greatly reduce the issue of truck blockages on the Eastbound I-80 off-ramp, which result in bottlenecks and vehicular queuing on the Bay Bridge.
- Pave/stripe for new Class II bicycle facility on Treasure Island Road;
- Install water pollution, erosion control measures, and drainage system.

This project also includes a Class II bicycle facility, and a transit-only access on-ramp in addition to the replacement of seven bridges and retrofitting of one bridge.

There are also 8,000 units planned for construction by 2040 of which 26% will be affordable. Initial units are for sale now and 3 more builds are breaking ground this year. The Construction Manager/General Contractor (CMGC) is currently being worked on with the contractor through the design phase and are ready to finalize the construction contract.

Project Location

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$0

Justification for Necessary Amendment

Request includes an amendment to the Vehicles - Undesignated 5YPP to add the subject project and program \$14,899,900 in Prop K funds deobligated from the SFMTA's Light Rail Vehicle Procurement project to the subject project.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Jan-Feb-Mar	2011	Oct-Nov-Dec	2020
Right of Way	Jan-Feb-Mar	2017	Oct-Nov-Dec	2020
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Oct-Nov-Dec	2023
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2023		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

The West Side Bridges Project Team is in constant communication and coordination with Treasure Island Development Authority (TIDA) who has right of way of the project limit. When construction starts in 2023, the project team will work with TIDA to provide regular updates to the community. Construction updates can be found at: <https://sf.gov/information/treasure-island-community-development-community-construction-meetings>

The team is also in coordination with FHWA, Caltrans and Bay Area Toll Authority. SFCTA is also coordinating with the Southgate Road Project which is finishing construction and the new Hillcrest Road Widening Project next to the West Side Bridges Project.

SFCTA will submit the Request for Authorization to Proceed with Construction to Caltrans in December 2022. The RAISE grant has the following timely-use-of-funds deadlines: construction must start by April 2023 and be completed by December 2026.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-117M: Vehicles - MUNI	\$14,899,000	\$0	\$0	\$14,899,000
Bay Area Toll Authority	\$0	\$0	\$2,000,000	\$2,000,000
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	\$0	\$5,000,000	\$0	\$5,000,000
Caltrans Highway Bridge Program	\$0	\$0	\$4,300,000	\$4,300,000
Federal Highway Bridge Program	\$0	\$0	\$54,840,000	\$54,840,000
Federal RAISE Grant	\$0	\$0	\$18,000,000	\$18,000,000
San Francisco share SB 1 Local Partnership Program Formula funds	\$0	\$4,056,000	\$0	\$4,056,000
State Proposition 1B Local Bridge Seismic Retrofit Account	\$0	\$0	\$7,105,000	\$7,105,000
Treasure Island Development Authority	\$0	\$0	\$3,500,000	\$3,500,000
Phases In Current Request Total:	\$14,899,000	\$9,056,000	\$89,745,000	\$113,700,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$14,899,000	\$0	\$0	\$14,899,000
Bay Area Toll Authority	\$0	\$0	\$2,000,000	\$2,000,000
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	\$0	\$5,000,000	\$0	\$5,000,000
Caltrans Highway Bridge Program	\$0	\$0	\$4,300,000	\$4,300,000
Federal Highway Bridge Program	\$0	\$0	\$7,427,185	\$7,427,185
Federal Highway Bridge Program	\$0	\$0	\$54,840,000	\$54,840,000
Federal RAISE Grant	\$0	\$0	\$18,000,000	\$18,000,000
San Francisco share SB 1 Local Partnership Program Formula funds	\$0	\$4,056,000	\$0	\$4,056,000
State Prop 1B	\$0	\$0	\$43,815	\$43,815

State Proposition 1B Local Bridge Seismic Retrofit Account	\$0	\$0	\$7,105,000	\$7,105,000
Treasure Island Development Authority	\$0	\$0	\$4,418,000	\$4,418,000
Funding Plan for Entire Project Total:	\$14,899,000	\$9,056,000	\$98,134,000	\$122,089,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$382,000		Actual costs
Design Engineering	\$8,007,000		Actual costs
Construction	\$113,700,000	\$14,899,000	CMGC construction estimate
Operations	\$0		
Total:	\$122,089,000	\$14,899,000	

% Complete of Design:	100.0%
As of Date:	02/28/2022
Expected Useful Life:	50 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	SFCTA	Contractor
1. Construction Contract				
Contract Items	\$ 83,014,801			\$ 83,014,801
Supplemental Work	\$ 2,324,070			\$ 2,324,070
2. Contingencies	\$ 8,543,157	10%		\$ 8,543,157
3. Agency Furnished Materials	\$ 2,416,765		\$ 2,416,765	
4. Construction Engineering	\$ 12,814,735	15%	\$ 12,814,735	
5. Finance Costs*	\$ 4,586,473			
TOTAL CONSTRUCTION PHASE	\$ 113,700,000		\$ 15,231,500	\$ 93,882,027

* Finance costs are budgeted due to the anticipated delay in federal reimbursements to the Transportation Authority.

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
1	070030		LEAD COMPLIANCE PLAN	LS	1	\$ 16,478.00	\$ 16,478.00
2	080050		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	\$ 5,350.00	\$ 5,350.00
3	100100		DEVELOP WATER SUPPLY	LS	1	\$ 117,700.00	\$ 117,700.00
4	120090		CONSTRUCTION AREA SIGNS	LS	1	\$ 37,450.00	\$ 37,450.00
5	120100		TRAFFIC CONTROL SYSTEM	LS	1	\$ 807,850.00	\$ 807,850.00
6	120120		TYPE III BARRICADE	EA	12	\$ 133.75	\$ 1,605.00
7	120159		NOT USED	N/A			\$ _____
8	120198		NOT USED	N/A			\$ _____
9	120300		NOT USED	N/A			\$ _____
10	128651		PORTABLE CHANGEABLE MESSAGE SIGN (EA)	EA	2	\$ 14,445.00	\$ 28,890.00
11	129000		TEMPORARY RAILING (TYPE K)	LF	500	\$ 58.85	\$ 29,425.00
12	129140		TEMPORARY ALTERNATIVE CRASH CUSHION	EA	2	\$ 5,457.00	\$ 10,914.00
13	130100		JOB SITE MANAGEMENT	LS	1	\$ 668,750.00	\$ 668,750.00
14	130200		PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$ 8,025.00	\$ 8,025.00
15	130505		MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	4	\$ 588.50	\$ 2,354.00
16	130530		TEMPORARY HYDRULIC MULCH (BONDED FIBER MATRIX)	SQYD	80,400	\$ 1.93	\$ 155,172.00
17	130620		TEMPORARY DRAINAGE INLET PROTECTION	EA	17	\$ 278.20	\$ 4,729.40
18	130640		TEMPORARY FIBER ROLL	LF	5,350	\$ 5.89	\$ 31,511.50
19	130670		TEMPORARY REINFORCED SILT FENCE	LF	1,810	\$ 13.91	\$ 25,177.10
20	130710		TEMPORARY CONSTRUCTION ENTRANCE	EA	4	\$ 8,453.00	\$ 33,812.00
21	130730		STREET SWEEPING	LS	1	\$ 727,600.00	\$ 727,600.00
22	130900		TEMPORARY CONCRETE WASHOUT	LS	1	\$ 88,039.60	\$ 88,039.60
23	141103		REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	2,218	\$ 6.42	\$ 14,239.56
24	141120		TREATED WOOD WASTE	LB	75,000	\$ 0.32	\$ 24,000.00
25	146002		CONTRACTOR-SUPPLIED BIOLOGIST	LS	1	\$ 217,210.00	\$ 217,210.00
26	148006		VIBRATION MONITORING	LS	1	\$ 169,381.00	\$ 169,381.00
27	170103		CLEARING AND GRUBBING (LS)	LS	1	\$ 48,150.00	\$ 48,150.00
28	190101	F	ROADWAY EXCAVATION	CY	15,158	\$ 94.16	\$ 1,427,277.28
29	190105		ROADWAY EXCAVATION (TYPE Z-2) (AERIALLY DEPOSITED LEAD)	CY	2,190	\$ 310.30	\$ 679,557.00
30	192003	F	STRUCTURE EXCAVATION (BRIDGE)	CY	5,684	\$ 48.15	\$ 273,684.60
31	192037	F	STRUCTURE EXCAVATION (RETAINING WALL)	CY	9,948	\$ 374.50	\$ 3,725,526.00
32	193003	F	STRUCTURE BACKFILL (BRIDGE)	CY	910	\$ 535.00	\$ 486,850.00
33	193013	F	STRUCTURE BACKFILL (RETAINING WALL)	CY	8,921	\$ 267.50	\$ 2,386,367.50
34	193007	F	NOT USED	Ø			\$ _____
35	198212		SUBGRADE ENHANCEMENT GEOTEXTILE	SY	50	\$ 17.66	\$ 883.00
36	193116	F	CONCRETE BACKFILL (SOLDIER PILE WALL)	CY	672	\$ 1,005.80	\$ 675,897.60
37	193119	F	LEAN CONCRETE BACKFILL	CY	130	\$ 1,005.80	\$ 130,754.00
38	210010		MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	2	\$ 545.70	\$ 1,091.40

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
39	210270		ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	60,300	\$ 0.86	\$ 51,858.00
40	210281A		EROSION CONTROL (WIRE MESH BLANKET)	SQFT	36,900	\$ 18.73	\$ 691,137.00
41	210300		HYDROMULCH	SQFT	60,300	\$ 0.16	\$ 9,648.00
42	210350		FIBER ROLLS	LF	6,275	\$ 5.56	\$ 34,889.00
43	210420		STRAW	SQFT	60,300	\$ 0.16	\$ 9,648.00
44	210430		HYDROSEED	SQFT	60,300	\$ 0.21	\$ 12,663.00
45	210610		COMPOST (CY)	CY	70	\$ 178.69	\$ 12,508.30
46	211111		PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	1	\$ 81,320.00	\$ 81,320.00
47	280001		CONCRETE BASE	CY	2,021	\$ 593.85	\$ 1,200,170.85
48	377504		NOT USED	N/A			\$ _____
49	390132		HOT MIX ASPHALT (TYPE A)	TON	2,597	\$ 184.04	\$ 477,951.88
50	398200		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	304	\$ 109.14	\$ 33,178.56
51	460210		GROUND ANCHOR (TIEBACK)	EA	251	\$ 19,795.00	\$ 4,968,545.00
52	460211		GROUND ANCHOR (SUBHORIZONTAL)	EA	117	\$ 19,795.00	\$ 2,316,015.00
53	460300		SOIL NAIL	LF	11,616	\$ 117.70	\$ 1,367,203.20
54	490317		STEEL SOLDIER PILE (W 14 x 68)	LF	655	\$ 144.45	\$ 94,614.75
55	490321		STEEL SOLDIER PILE (W 14 x 90)	LF	1,510	\$ 176.55	\$ 266,590.50
56	490323		STEEL SOLDIER PILE (W 14 x 132)	LF	1,045	\$ 224.70	\$ 234,811.50
57	490324		STEEL SOLDIER PILE (W 14 x 159)	LF	140	\$ 288.90	\$ 40,446.00
58	490320		STEEL SOLDIER PILE (HP 14 x 89)	LF	3,145	\$ 288.90	\$ 908,590.50
59	490400		24" DRILLED HOLE	LF	555	\$ 144.45	\$ 80,169.75
60	490403		30" DRILLED HOLE	LF	4,289	\$ 149.80	\$ 642,492.20
61	490585		PERMANENT STEEL CASING (36" X 3/4")	LF	1,178	\$ 540.35	\$ 636,532.30
62	490587		PERMANENT STEEL CASING (36" X 1")	LF	2,480	\$ 758.63	\$ 1,881,402.40
63	490604		30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	451	\$ 347.75	\$ 156,835.25
64	490605		36" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	6,374	\$ 353.10	\$ 2,250,659.40
65	490681		30" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET)	LF	352	\$ 355.24	\$ 125,044.48
66	490682		36" CAST-IN-DRILLED-HOLE CONCRETE PILING (ROCK SOCKET)	LF	2,421	\$ 352.03	\$ 852,264.63
67	510051	F	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	77	\$ 1,177.00	\$ 90,629.00
68	510053	F	STRUCTURAL CONCRETE (BRIDGE)	CY	2,385	\$ 2,675.00	\$ 6,379,875.00
69	510060	F	STRUCTURAL CONCRETE (RETAINING WALL)	CY	3,093	\$ 2,717.80	\$ 8,406,155.40
70	510064	F	STRUCTURAL CONCRETE, RETAINING WALL-WALER	CY	195	\$ 8,132.00	\$ 1,585,740.00
71	510072	F	STRUCTURAL CONCRETE (BARRIER SLAB)	CY	385	\$ 3,210.00	\$ 1,235,850.00
72	51 0086	F	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N (30))	CY	80	\$ 1,605.00	\$ 128,400.00
73	510094	F	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	31	\$ 4,424.45	\$ 137,157.95
74	510502		MINOR CONCRETE (DRAINAGE CHANNEL)	CY	63	\$ 2,931.80	\$ 184,703.40
75	511035	F	ARCHITECTURAL TREATMENT	SQFT	19,740	\$ 47.22	\$ 932,122.80
76	511106		DRILL & BOND DOWEL	LF	487	\$ 53.50	\$ 26,054.50

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
77	511111		DRILL AND BOND (CHEMICAL ADHESIVE)	LF	134	\$ 60.99	\$ 8,172.66
78	519100		JOINT SEAL (MR 2")	LF	51	\$ 249.31	\$ 12,714.81
79	520101	F	BAR REINFORCING STEEL (BARRIER SLAB)	LB	49,141	\$ 1.98	\$ 97,299.18
80	520102	F	BAR REINFORCING STEEL (BRIDGE)	LB	617,801	\$ 1.77	\$ 1,093,507.77
81	520103	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	660,429	\$ 1.77	\$ 1,168,959.33
82	520104	F	BAR REINFORCING STEEL (RETAINING WALL)-WHALER	LB	94,500	\$ 1.50	\$ 141,750.00
83	520108	F	BAR REINFORCING STEEL (CIDH CONCRETE PILING)	LB	828,917	\$ 1.77	\$ 1,467,183.09
84	520116	F	BAR REINFORCING STEEL (RETAINING WALL)-SHOTCRETE	LBS	45,500	\$ 1.93	\$ 87,815.00
85	530200	F	STRUCTURAL SHOTCRETE	CY	1,988	\$ 1,562.20	\$ 3,105,653.60
86	550102	F	STRUCTURAL STEEL (BRIDGE)	LB	5,003	\$ 29.96	\$ 149,889.88
87	560218		FURNISH SIGN STRUCTURE (TRUSS)	n/a			\$ _____
88	560219		INSTALL SIGN STRUCTURE (TRUSS)	n/a			\$ _____
89	575004	F	TIMBER LAGGING	MFBM	87	\$ 7,746.80	\$ 673,971.60
90	590115		CLEAN AND PAINT STRUCTURAL STEEL	LS	1	\$ 35,310.00	\$ 35,310.00
91	590116		CLEAN AND PAINT STRUCTURAL STEEL (EXISTING BRIDGE)	LS	1	\$ 35,310.00	\$ 35,310.00
92	590125		SPOT BLAST CLEAN	LS	1	\$ 67,410.00	\$ 67,410.00
93	600114		BRIDGE REMOVAL (PORTION)	LS	1	\$ 532,860.00	\$ 532,860.00
94	600117		REMOVE RETAINING WALL (LF)	LF	1,179	\$ 406.60	\$ 479,381.40
95	600017A		REMOVE RETAINING WALL (ABUTMENT) (LF)	LF	95	\$ 428.00	\$ 40,660.00
96	600018A		REMOVE CAP BEAM	LF	80	\$ 1,669.20	\$ 133,536.00
97	600019		REMOVE CRIB WALL	LF	145	\$ 342.40	\$ 49,648.00
98	600025		REMOVE RETAINING WALL (PORTION) (LF)	LF	60	\$ 203.30	\$ 12,198.00
99	600093		REMOVE TREE	EA			\$ _____
100	600097		REMOVE STRUCTURE (BRIDGE No. 2)	LS	1	\$ 1,926,000.00	\$ 1,926,000.00
101	600098		REMOVE STRUCTURE (BRIDGE No. 3)	LS	1	\$ 805,710.00	\$ 805,710.00
102	600099		REMOVE STRUCTURE (BRIDGE No. 4)	LS	1	\$ 652,700.00	\$ 652,700.00
103	600100		REMOVE STRUCTURE (BRIDGE No. 5)	LS	1	\$ 204,370.00	\$ 204,370.00
104	600101		REMOVE STRUCTURE (BRIDGE No. 6)	LS	1	\$ 184,040.00	\$ 184,040.00
105	600102		REMOVE STRUCTURE (BRIDGE No. 7A)	LS	1	\$ 110,210.00	\$ 110,210.00
106	600103		REMOVE STRUCTURE (BRIDGE No. 7B)	LS	1	\$ 211,860.00	\$ 211,860.00
107	600104		REMOVE STRUCTURE (BRIDGE No. 8)	LS	1	\$ 354,170.00	\$ 354,170.00
108	600155	F	COMPOSITE COLUMN CASINGS	SQFT	448	\$ 214.00	\$ 95,872.00
109	610101		8" PLASTIC PIPE	LF	101	\$ 214.00	\$ 21,614.00
110	627110A		NOT USED	00			\$ _____
111	641101		12" PLASTIC PIPE	LF	326	\$ 231.12	\$ 75,345.12
112	641107		18" PLASTIC PIPE	LF	2,213	\$ 272.85	\$ 603,817.05
113	680902		NOT USED	n/a			
114	682049	F	NOT USED	n/a			\$ _____

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
115	698601		NOT USED	n/a			\$ _____
116	700617		DRAINAGE INLET MARKER	EA	20	\$ 49.22	\$ 984.40
117	703233		GRATED LINE DRAIN	LF	49	\$ 792.87	\$ 38,850.63
118	705307		NOT USED	n/a			\$ _____
119	705311		NOT USED	n/a			\$ _____
120	705471A		NOT USED	n/a			\$ _____
121	709522		INLET DEPRESSION	EA	17	\$ 3,959.00	\$ 67,303.00
122	710100		ABANDON CULVERT (EA)	EA	11	\$ 6,955.00	\$ 76,505.00
123	710110		ABANDON INLET	EA	3	\$ 1,391.00	\$ 4,173.00
124	710132		REMOVE CULVERT (LF)	LF	1,275	\$ 40.66	\$ 51,841.50
125	710150		REMOVE INLET	EA	13	\$ 1,391.00	\$ 18,083.00
126	710154		REMOVE MANHOLE	EA	1	\$ 12,727.65	\$ 12,727.65
127	710194A		CLEANOUT	n/a			\$ _____ -
128	723080		ROCK SLOPE PROTECTION (60 lb, Class II, METHOD B) (CY)	n/a			\$ _____ -
129	729011		ROCK SLOPE PROTECTION FABRIC (CLASS 8)	n/a			\$ _____ -
130	730010		MINOR CONCRETE (6" CITY CURB) (LF)	LF	854	\$ 49.22	\$ 42,033.88
131	731502		MINOR CONCRETE (CONCRETE PAD) (MISCELLANEOUS CONSTRUCTION)	CY	0.6	\$ 9,426.70	\$ 5,656.02
132	731710		REMOVE CONCRETE CURB (LF)	LF	1,753	\$ 13.91	\$ 24,384.23
133	731780A		REMOVE CONCRETE (SLOPE PAVING)	SQFT	41,671	\$ 5.35	\$ 222,939.85
134	731840		REMOVE CONCRETE (CURB AND GUTTER) (LF)	LF	465	\$ 17.23	\$ 8,011.95
135	731840A		REMOVE CONCRETE (GUTTER)	LF	1,033	\$ 14.12	\$ 14,585.96
136	731841A		REMOVE CONCRETE (STAIRCASE)	CY	5	\$ 3,638.00	\$ 18,190.00
137	731842A		REMOVE CONCRETE (SIDEWALK)	CY	8	\$ 722.25	\$ 5,778.00
138	750001	F	MISCELLANEOUS IRON AND STEEL	LB	10,017	\$ 6.53	\$ 65,411.01
139	750010A		CITY MANHOLE	EA	17	\$ 12,947.00	\$ 220,099.00
140	750501		MISCELLANEOUS METAL (BRIDGE)	LB	21,315	\$ 6.90	\$ 147,073.50
141	750502		MISCELLANEOUS METAL (RETAINING WALL)	LB	990	\$ 6.90	\$ 6,831.00
142	750505	F	BRIDGE DECK DRAINAGE SYSTEM	LB	950	\$ 13.91	\$ 13,214.50
143	770080		JOINT UTILITY TRENCH	LF	1,335	\$ 428.00	\$ 571,380.00
144	770090		LIGHTING (CITY STREET)	LS	1	\$ 664,470.00	\$ 664,470.00
145	770091A		TUNNEL LIGHTING (CITY STREET)	LS	1	\$ 636,650.00	\$ 636,650.00
146	770092A		ELECTRONIC TOLL SYSTEMS	LS	1	\$ 369,150.00	\$ 369,150.00
147	780230		SURVEY MONUMENT (TYPE D)	EA	6	\$ 3,745.00	\$ 22,470.00
148	780280		RELOCATE CALTRANS CONTROLLER BOX (LIGHTING)	LS	1	\$ 7,511.40	\$ 7,511.40
149	780285		REMOVE CONDUIT AND CABLE	LF	220	\$ 110.21	\$ 24,246.20
149A	780286A		12" PLASTIC PIPE (AT&T CONDUIT)	LF	200	\$ 649.49	\$ 129,898.00
150	780290		UTILITY BOX (AT&T)	EA	2	\$ 28,569.00	\$ 57,138.00
151	800321		CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD)	LF	862	\$ 64.20	\$ 55,340.40

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
152	800360A		CHAIN LINK FENCE (TYPE CL-6 Mod)	LF	680	\$ 577.80	\$ 392,904.00
153	810120		REMOVE PAVEMENT MARKER	EA	158	\$ 5.62	\$ 887.96
154	810170		DELINEATOR (CLASS 1)	EA	12	\$ 49.22	\$ 590.64
155	810190		GUARD RAILING DELINEATOR	EA	15	\$ 27.82	\$ 417.30
156	810230		PAVEMENT MARKER (RETROREFLECTIVE)	EA	245	\$ 6.53	\$ 1,599.85
157	820130		OBJECT MARKER	EA	12	\$ 71.69	\$ 860.28
158	820250		REMOVE ROADSIDE SIGN	EA	13	\$ 112.35	\$ 1,460.55
159	820890		INSTALL SIGN PANEL ON EXISTING FRAME	n/a	-		\$ -
160	820300		REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	5	\$ 82.39	\$ 411.95
161	820360		REMOVE SIGN PANEL	EA	4	\$ 545.70	\$ 2,182.80
162	820710		FURNISH LAMINATED SIGN PANEL (1" - TYPE A)	SQFT	344	\$ 53.50	\$ 18,404.00
163	820750		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	180	\$ 24.08	\$ 4,334.40
164	820820		METAL (BARRIER MOUNTED SIGN)	LB	510	\$ 15.52	\$ 7,915.20
165	820840		ROADSIDE SIGN - ONE POST	EA	11	\$ 331.70	\$ 3,648.70
166	820860		INSTALL SIGN (STRAP AND SADDLEBRACKET METHOD)	EA	28	\$ 112.35	\$ 3,145.80
167	820890		INSTALL SIGN PANEL ON EXISTING FRAME	SQFT	344	\$ 27.82	\$ 9,570.08
168	832015		MIDWEST GUARDRAIL SYSTEM (7' WOOD POST)	LF	253	\$ 192.60	\$ 48,727.80
169	832070		VEGETATION CONTROL (MINOR CONCRETE)	SQYD	114	\$ 98.98	\$ 11,283.72
170	833025	F	TUBULAR BICYCLE RAILING	LF	1,204	\$ 165.85	\$ 199,683.40
171	839521	F	CABLE RAILING	LF	124	\$ 85.60	\$ 10,614.40
172	839543		TRANSITIONAL RAILING (TYPE WB-31)	EA	2	\$ 13,375.00	\$ 26,750.00
173	839584		ALTERNATIVE INLINE TERMINAL SYSTEM	EA	1	\$ 10,058.00	\$ 10,058.00
174	839600A		CRASH CUSHION (SCI-70GM)	EA	3	\$ 41,730.00	\$ 125,190.00
175	839640A		CONCRETE BARRIER (TYPE 60)	LF	355	\$ 365.94	\$ 129,908.70
176	839642A		CONCRETE BARRIER (TYPE 60C Mod)	LF	110	\$ 543.56	\$ 59,791.60
177	839643A		CONCRETE BARRIER (TYPE 60D)	LF	2,039	\$ 117.70	\$ 239,990.30
178	839644A		CONCRETE BARRIER (TYPE 60F Mod)	LF			\$ -
179	839645A		CONCRETE BARRIER (TYPE 60D Mod)	LF	361	\$ 197.95	\$ 71,459.95
180	839716	F	REMOVE AND RECONSTRUCT BARRIER (TYPE 60)	LF	26	\$ 738.30	\$ 19,195.80
181	839720	F	CONCRETE BARRIER (TYPE 836B (MOD))	LF	147	\$ 230.05	\$ 33,817.35
182	839725	F	CONCRETE BARRIER (TYPE 836A) (MOD)	LF	60	\$ 251.45	\$ 15,087.00
183	839742	F	CONCRETE BARRIER (TYPE 836A)	LF	977	\$ 428.00	\$ 418,156.00
184	839744	F	CONCRETE BARRIER TYPE 836 (MOD)	LF	563	\$ 258.94	\$ 145,783.22
185	839752		REMOVE GUARDRAIL	LF	1,010	\$ 34.24	\$ 34,582.40
186	839774		REMOVE CONCRETE BARRIER	LF	190	\$ 94.16	\$ 17,890.40
187	839775		REMOVE CONCRETE BARRIER (TYPE K)	LF	380	\$ 49.22	\$ 18,703.60
188	839780	F	REMOVE AND RECONSTRUCT BARRIER AND RAILING (TYPE 1.5)	LF	33	\$ 1,284.00	\$ 42,372.00
189	846007		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	18,058	\$ 1.66	\$ 29,976.28

YBI Westside Bridges Project
Budget Cost Estimate by Bid Item
Refined 100% Quantities

Item No	Item Code	Final Pay	Item Description	Units	Quantity	Estimated Unit Cost	Estimated Total Item
190	846009		8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	320	\$ 2.19	\$ 700.80
191	846012		THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	SQFT	4,154	\$ 11.93	\$ 49,557.22
192	846030		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	3,033	\$ 1.12	\$ 3,396.96
193	846035		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	151	\$ 4.60	\$ 694.60
194	847196		CONTRAST STRIPE PAINT (2-COAT)	LF	2,326	\$ 1.07	\$ 2,488.82
195	872001		TEMPORARY LIGHTING SYSTEMS	LS			\$ -----
196	872140A		REMOVE ELECTROLIER	EA	16	\$ 2,514.50	\$ 40,232.00
197	872141		REMOVING LIGHTING SYSTEMS (CITY)	LS	1	\$ 38,520.00	\$ 38,520.00
198	999999		MOBILIZATION	LS	1	\$ 9,185,139.20	\$ 9,185,139.20
199	770001		12" WATERLINE	LF	537	\$ 2,247.00	\$ 1,206,639.00
200	770002		GATE VALVE	EA	1	\$ 5,457.00	\$ 5,457.00
201	770003		AIR RELEASE VALVE / BLOW OFFS	EA	4	\$ 4,761.50	\$ 19,046.00
202	770004		REMOVE WATERLINE	LF	300	\$ 85.60	\$ 25,680.00
203	770005		ABANDON WATERLINE	EA	2	\$ 6,206.00	\$ 12,412.00
204	204035		PLANT (GROUP A)	LS	1	\$ 22,630.50	\$ 22,630.50
205	475001		RETAINING WALL (WATERLINE RETAINING WALL A)	LS	1	\$ 237,540.00	\$ 237,540.00
206	100200		RESIDENT ENGINEERS OFFICE	n/a			\$ -----
207	050100		LAYDOWN YARD AREA	n/a			\$ -----
208	130001		STORM WATER ANNUAL REPORT	EA	2	\$ 802.50	\$ 1,605.00
209	999999A		MOBILIZATION (WATERLINE RETAINING WALL A)	LS	1	\$ -	\$ -
210	832100		BOLLARD (K4)	EA	8	\$ 3,263.50	\$ 26,108.00
211	260203		CLASS 2 AGGREGATE BASE (CY)	CY	623	\$ 117.70	\$ 73,327.10
212	390100		PRIME COAT	TON	3	\$ 1,563.53	\$ 4,690.59
213	610300	F	CONCRETE BACKFILL (PIPE TRENCH)	CY	1	\$ 1,070.00	\$ 1,070.00
214	68200A		CITY CULVERT TRENCH	LF	2,520	\$ 16.05	\$ 40,446.00
215	705500A		INLINE CONTINUOUS DEFLECTIVE SEPARATION UNIT	EA	1	\$ 1,774.02	\$ 1,774.02
216	800322A		CHAIN LINK FENCE (TYPE CL-4, VINYL CLAD, SURFACE MOUNT)	LF	165	\$ 64.20	\$ 10,593.00
217	120149		TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	37	\$ 6.72	\$ 248.64
Total Contract Item Estimate							\$ 83,014,800.49

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$14,899,000	Total PROP K Recommended	\$14,899,000

SGA Project Number:		Name:	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/30/2027
Phase:	Construction	Fundshare:	13.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP K EP-117U	\$14,899,000	\$14,899,000

Deliverables

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

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

Special Conditions

1. Recommendation is conditioned upon MTC approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges project, anticipated January 25, 2023, and SFCTA Board approval of a fund exchange of \$14,899,000 in OBAG 3 funds from SFCTA's West Side Bridges with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated December 13, 2022).

2. Recommendation is conditioned upon concurrent amendment to the Prop K Vehicles - Undesignated 5YPP to add the subject project with \$14.899 million in FY 22/23 funds for the construction phase. These funds will be deobligated from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	86.9%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	87.8%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$14,899,000
--------------------------------	--------------

- 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:

LV

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Yana Waldman	Mike Pickford
Title:	Assistant Deputy Director	Senior Transportation Planner
Phone:	(415) 522-4813	(415) 522-4822
Email:	yana.waldman@sfcta.org	mike.pickford@sfcta.org

Existing Structures



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68 YBI Construction Projects

Macalla Road Reconstruction (TICD)
(2019 - 2022)

YBI Multi-use Path (SFCTA)
(2025 - 2027)

Forest Road Detour (TICD)
(2022 - 2023)

YBI WB Ramps
Opened October 2016

YBI Vista Point
Opened May 2017

I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)
(2020 - early 2023)

West Side Bridges Project (SFCTA)
(Spring 2023 - Late 2026)

Hillcrest Road Widening Project (SFCTA)
(2024 - 2027)



San Francisco
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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Undesignated Category (EP 17U)

Programming and Allocations to Date

Pending December 13, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Light Rail Vehicle Procurement	1	CON	Allocated	\$10,545,950				\$10,545,950
SFCTA	West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange)	2	CON	Pending			\$14,899,000		\$14,899,000
Total Programmed in 2019 5YPP				\$10,545,950	\$0	\$0	\$14,899,000	\$0	\$25,444,950
Total Allocated and Pending				\$10,545,950	\$0	\$0	\$14,899,000	\$0	\$25,444,950
Total Unallocated				\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed in 2019 Strategic Plan				\$10,545,950	\$0	\$0	\$0	\$0	\$10,545,950
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	(\$14,899,000)	(\$14,899,000)	(\$14,899,000)
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ Strategic Plan and 5YPP amendments to accommodate allocation of \$10,545,950 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).

Light Rail Vehicle Procurement: Advance \$3,965,843 in cash flow from FY2022/23 to FY2020/21;

² 5YPP amendment to accommodate allocation of \$14.899M to West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange) (Resolution 23-xx, 12/13/2022)

West Side Bridges Seismic Retrofit Project (OBAG Fund Exchange): Added project with \$14.899M in construction funds in FY 2022/2023. [Funds to be deobligated from the SFMTA's Light Rail Vehicle Procurement project (SGA 117-910055) pending SFCTA approval of OBAG3/Prop K fund exchange and MTC approval of the OBAG 3 Project List.]



RESOLUTION AMENDING SAN FRANCISCO'S ONE BAY AREA GRANT 3 (OBAG 3) PROJECT NOMINATIONS TO SHIFT \$4,899,000 FROM SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S (SFMTA) BAYVIEW COMMUNITY MULTIMODAL CORRIDOR PROJECT TO SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY'S (SFCTA'S) WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT (WEST SIDE BRIDGES); APPROVING A FUND EXCHANGE, WITH CONDITIONS, OF \$14,899,000 IN OBAG 3 FUNDS FROM WEST SIDE BRIDGES WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS ALLOCATED TO SFMTA'S LIGHT RAIL VEHICLE PROCUREMENT PROJECT; AND APPROPRIATING, WITH CONDITIONS, \$14,899,000 IN PROP K FUNDS FOR THE WEST SIDE BRIDGES

WHEREAS, The Transportation Authority is delivering the West Side Bridges Seismic Retrofit Project (West Side Bridges) on behalf of the Treasure Island Development Authority (TIDA); and

WHEREAS, The West Side Bridges has been shovel-ready for over 12-months, except for the need to close the final funding gap for the \$113.7 million construction phase, and with increasing construction costs due to supply shortages and inflation, it is critical that the funding gap is closed to enable the project to begin construction in Spring 2023 and avoid further cost escalation; and

WHEREAS, On September 27, 2022, through approval of Resolution 23-10, the Transportation Authority approved San Francisco's OBAG 3 project nominations totaling \$52,855,600 to be submitted to the Metropolitan Transportation Commission (MTC) for final project selection and programming recommendations; and

WHEREAS, The OBAG 3 project nominations included \$10,000,000 for construction of the West Side Bridges and \$5,000,000 for construction of the SFMTA's Bayview Community Multimodal Corridor Project; and

WHEREAS, When the Board approved the OBAG 3 project nominations, the staff recommendation noted that the Bayview Community Multimodal Corridor Project had a pending \$12.3 million grant application for the California Transportation Commission's (CTC) Active Transportation Program (ATP) and if it received the ATP grant, then the Board could redirect up to \$5,000,000 in OBAG funds to another OBAG project since the Bayview project would be fully funded; and



WHEREAS, On October 20, 2022 the CTC released the 2023 ATP staff recommendations, which included a recommendation for \$12.3 million in funding for the Bayview Community Multimodal Corridor Project, which fully funds the full scope of work identified in the Bayview Community Multimodal Corridor Project's OBAG 3 application; and

WHEREAS, After reviewing the OBAG 3 project applications, staff recommended amendment of the Transportation Authority's adopted San Francisco's OBAG 3 project nominations to redirect \$4,899,000 from the SFTMA's Bayview Community Multimodal Corridor, which is now fully funded and no longer needs OBAG funds, to the West Side Bridges which, along with upcoming funding actions by the MTC/Bay Area Toll Authority, Caltrans, and TIDA, would fully fund the West Side Bridges construction phase by January 2023; and

WHEREAS, Staff is recommending a fund exchange for \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of previously allocated Prop K funds from the SFMTA's Light Rail Vehicle (LRV) Procurement Project, with conditions; and

WHEREAS, The fund exchange resolves a timing issue for the West Side Bridges to allow the construction contract to be awarded by March 2023, sooner than the OBAG funds will be available; and avoiding further cost escalation; and

WHEREAS, The proposed fund exchange would hold the SFMTA LRV project Procurement Project harmless and the SFMTA and MTC staff support the proposed fund exchange which has the following conditions: Transportation Authority approval of the aforementioned amendment to San Francisco's OBAG 3 project nominations to shift \$4,899,000 from the Bayview Community Multimodal Corridor project to the West Side Bridges; TIDA Board Approval of a Memorandum of Agreement for \$3.5 million for West Side Bridges, expected on December 14, 2022; and MTC Commission approval of \$14,899,000 in OBAG 3 funds for the West Side Bridges, expected on January 25, 2023; and

WHEREAS, Transportation Authority staff has requested \$14,899,000 in Prop K (exchange) funds for the West Side Bridges, as summarized in Attachments 2 and 3 and detailed in the attached allocation request form (Attachment 6); and

WHEREAS, The project seeks funds from the Prop K Expenditure Plan category Vehicles - Undesignated, which is where the exchanged Prop K funds from the LRV Procurement Project come from; and



WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the Vehicles - Undesignated Expenditure Plan programmatic category; and

WHEREAS, The appropriation request for the West Side Bridges requires amendment to the Vehicles-Undesignated 5YPP as summarized in Attachment 4 and detailed in the attached allocation request form; and

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

WHEREAS, At its November 30, 2022 meeting, the Community Advisory Committee was briefed on the subject requests related to funding the West Side Bridges and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends San Francisco's OBAG 3 project nominations as shown in Attachment 1 to redirect \$4,899,000 in OBAG 3 funds from the SFMTA's Bayview Community Multimodal Corridor Project to the West Side Bridges, increasing West Side Bridges OBAG funds from \$10,000,000 to \$14,899,000; and be it further

RESOLVED, That the Transportation Authority hereby approves a fund exchange of \$14,899,000 in OBAG 3 funds from the West Side Bridges with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions as described above; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles - Undesignated 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby appropriates \$14,899,000 in Prop K funds, with conditions, to the West Side Bridges as summarized in Attachment 4 and detailed in Attachment 6; and be it further

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



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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Executive Director is hereby authorized to submit San Francisco's amended OBAG 3 project nominations and required supporting materials to the MTC.

Attachments:

1. OBAG 3 Project Nominations - Revised
2. Summary of Prop K Request
3. Prop K Project Description
4. Prop K Staff Recommendations
5. Prop K Allocation Summary - FY 2022/23
6. Prop K Allocation Request Form

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: December 1, 2022
TO: Transportation Authority Board
FROM: Rachel Hiatt – Deputy Director for Planning
SUBJECT: 12/06/22 Board Meeting: Adopt the San Francisco Transportation Plan 2050

RECOMMENDATION ☐ Information ☐ Action

Adopt the San Francisco Transportation Plan (SFTP) 2050.

SUMMARY

The San Francisco Transportation Plan (SFTP) is the countywide long-range investment and policy blueprint encompassing every transportation mode, every transit operator, and all streets and freeways. The SFTP 2050 outlines how expected and potential new transportation funding in the city will be prioritized through 2050 to advance the city's goal to build an effective, equitable, and sustainable transportation system. The SFTP considers local and regional goals and priorities. The SFTP is updated every four years along and consistent with the Metropolitan Transportation Commission's (MTC's)/Association of Bay Area Government's (ABAG's) Plan Bay Area (PBA), the long-range transportation plan and sustainable communities strategy for the nine-county Bay Area. MTC/ABAG adopted PBA 2050 in October 2021.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☒ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____

BACKGROUND

As San Francisco's Congestion Management Agency (CMA), the Transportation Authority develops a long-range transportation plan to establish the City's investment priorities and guide policy initiatives in the sector. The San Francisco Transportation Plan (SFTP) prioritizes and recommends transportation projects and programs for anticipated local, regional, state, and federal funding, and is a tool for San Francisco's advocacy for discretionary (e.g. competitive) transportation funds, as well for new transportation revenues. In addition to investment strategies, the SFTP examines policy and programmatic needs to help reach the



City's long-range goals. The present update of the SFTP provide the basis for San Francisco's input to the region's development of the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), together known as Plan Bay Area 2050 (PBA 2050), adopted by MTC in October 2021. In turn, PBA 2050 has informed development of SFTP 2050.

The last major update to the SFTP was in 2013 (SFTP 2040). In October 2017 the Board adopted a minor update to the SFTP. The SFTP 2050 is part of the third phase of the ConnectSF long-range transportation planning program, a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. The Board has been briefed on prior phases of ConnectSF including: the ConnectSF vision, approved by the Board on April 24, 2018; the Statement of Needs, presented on May 21, 2019; the Transit Strategy, presented on April 27, 2021, and the Streets and Freeways Strategy, presented on June 28, 2022. The SFTP uses the ConnectSF Phases 1 and 2 vision, goals, and modal studies to guide prioritization, as well as ongoing outreach, neighborhood plans, local and regional transit operating plans, the City's Climate Action Plan, and known local and regional goals and priorities.

Through this detailed analysis, interagency collaboration, and continuous public engagement, staff evaluated how to prioritize expected and potential new revenues to advance transportation goals—equity, economic vitality, environmental sustainability, safety and livability, and accountability and engagement. We presented the SFTP's draft Investment and Vision Plans, including a summary of outreach findings, to the Transportation Authority Board at the September 13, 2022 meeting.

DISCUSSION

Meaningful progress towards San Francisco's transportation goals – equity, economic vitality, environmental sustainability, safety and livability, and accountability and engagement – requires a diverse investment plan paired with policy actions. Consistent with PBA 2050 revenue assumptions, the SFTP 2050 Investment Plan estimates that San Francisco will see \$78.9 billion in transportation funding (in constant 2020 dollars) over the thirty years of the plan. Most of this revenue (about 85%) is already committed to specific projects and purposes like local streets operations and maintenance and transit operations. About 15% of the expected revenues are discretionary, meaning that there is flexibility in how they can be invested to improve the transportation system. The SFTP captures these commitments and, through the Investment Plan, proposes how to invest the discretionary revenues most effectively to make progress toward our goals. Discretionary revenues in the Investment Plan include the reauthorization of the half-cent transportation sales tax to fund the 2022 Expenditure Plan, which was approved by voters on November 8, 2022.

The SFTP also includes a Vision Plan because the transportation needs are greater than the expected revenues for transportation. The Vision Plan imagines how to get closer towards city



goals with significant new revenue sources. The Vision Plan totals about \$95 billion dollars in revenues, which includes all the Investment Plan revenues plus an additional \$15 billion in potential new revenues. In total, the Vision plan has \$28 billion in discretionary revenues. Though the plan does not identify specific sources for this new revenue, sources may include, but are not limited to, local and regional measures, as well as increased federal and state funds. The investment categories in the SFTP are consistent with the 2022 Expenditure Plan, with one additional category for transit operations.

Investment Plan. The Investment Plan advances all of the transportation goals. With anticipated revenues, the plan funds:

- Major Transit Projects Category includes systemwide improvements to ease crowding, improve reliability, and increase rider capacity on Muni and BART through transit priority for Muni buses and rail, improvements to train control systems, and new vehicles.
- Transit Maintenance and Enhancements Category maintains our transit infrastructure to prevent breakdowns and delays, improves safety, reliability and accessibility with new Muni vehicles and other maintenance and rehabilitation projects for Muni, and San Francisco's share of BART, Caltrain, ferry; improvements to stations and bus stops like new elevators to improve accessibility; and new stations. This category also includes planning for the next generation of transportation investments.
- Paratransit Category continues funding for paratransit operations for seniors and persons with disabilities.
- Street and Freeways Category maintains smooth streets through regular and timely maintenance to keep the recent achievement of meeting a 10-year pavement quality goal and upgrade signs, signals, and pavement markings; improves street safety through upgrades to the pedestrian and bicycle network; maintains the Safe Routes to School Program; and improves safety and operations on freeways.
- Transportation System Development and Management Category includes congestion management and cost effective projects to shift trips to more sustainable modes, and it expands the neighborhood planning program with a focus on equity planning and planning to address changes in land use.
- Transit Operations Category includes operations for Muni, BART, and Caltrain and continues Free Muni for Youth through 2050.

In the Investment Plan we begin to address many needs to address equity gaps and advance citywide transportation improvements. There are still gaps. The most notable is the gap in transit operations, which means that we cannot increase investment levels for Transit Operations beyond what we have in 2022. We also have additional needs for street safety and transit and street maintenance.



Vision Plan. The Vision Plan increases the investments to close funding gaps for San Francisco's share of BART operations and exceed pre-pandemic investment levels for Muni operations; reduce the capital maintenance backlog for all operators to improve transit reliability and safety; improve street safety; and expand the Safe Routes to School program. About \$2 billion of potential new revenues from the Vision Plan is set aside as a placeholder that remains flexible for Muni operations, maintenance, and capital investments. This allows flexibility for this future new revenue to increase transit service levels, reduce the transit maintenance backlog to improve reliability, and/or to capital projects to further expand bus or rail in San Francisco.

Policy Initiatives. Policy initiatives address transportation trends and larger needs that warrant further exploration and advancement to strengthen investment priorities and their impacts on transportation goals. Policy initiatives cover transit funding for operations and maintenance, regional transit coordination, street safety, personal security, neighborhood planning and equity, planning for mode shift, equity-focused pricing and incentives, capital project delivery, BART and Muni shared station facility maintenance, new mobility and autonomous vehicles, and climate and resilience.

Outreach. The SFTP built on outreach findings throughout the ConnectSF process and included community engagement initiatives throughout 2022. We also considered outreach findings from the 2022 Transportation Expenditure Plan development process, which were consistent with what we heard in the SFTP outreach process. The findings of our technical analysis and recommendations in the SFTP are consistent with the feedback we have heard from the public. Investment priorities heard through outreach include restore transit service, improve transit reliability, improve street safety, and plan for the next generation of transportation investments. Policy themes heard through public outreach included improve project delivery and accountability, improve transportation equity and affordability, improve personal security on transit and on streets, and improve regional transit coordination. WE presented the SFTP outreach process and findings were presented to the Transportation Authority Board at the September 13, 2022 meeting.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2022/2023 budget.

CAC POSITION

The CAC considered this item at its November 30, 2022 meeting and unanimously adopted a motion of support for its adoption.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Draft SFTP 2050 Report (without appendices)



**San Francisco
County Transportation
Authority**

Agenda Item 8

Page 5 of 5

- Attachment 2 - Resolution
- Enclosure - Draft SFTP 2050 Appendices

San Francisco Transportation Plan 2050

Draft Report: December 2022



San Francisco County Transportation Authority

SFTP₂₀₅₀

ConnectSF

Acknowledgments

PROJECT TEAM

San Francisco County Transportation Authority

Tilly Chang, Executive Director

Rachel Hiatt, Deputy Director for Planning

Eric Young, Director of Communications

Aliza Paz, Principal Transportation Planner

David Long, Transportation Planner

Dan Tischler, Principal Transportation Modeler

Abe Bingham, Senior Graphic Designer

Michelle Beaulieu, Principal Transportation Planner, Government Affairs

San Francisco Planning Department

Rich Hillis, Director

AnMarie Rodgers, Deputy Director, Citywide Planning

Tam Tran, Principal Planner

San Francisco Municipal Transportation Agency

Jeff Tumlin, Director of Transportation

Tom McGuire, Director, Streets Division

Kansai Uchida, Principal Planner

Keith Tanner, Senior Transportation Planner

Darryl Yip, Senior Transportation Planner

Emily Heard, Manager, Funding Strategy and Programs

Cover photo: Ed Brownson, flic.kr/p/ox8CvA

ConnectSF



**San Francisco
County Transportation
Authority**

1455 Market Street, 22nd Floor,
San Francisco, CA 94103

TEL 415-522-4800

EMAIL info@sfcta.org **WEB** www.sfcta.org

Table of Contents

EXECUTIVE SUMMARY	5
SFTP at a Glance	5
SFTP Revenues	5
SFTP Investment Plan and Vision Plan Summary	7
Accomplishments Since SFTP 2040	8
 SFTP 2050 PLAN DEVELOPMENT	 12
Regional Transportation Plan Alignment	12
Emerging from ConnectSF	12
Public Outreach	14
Transportation Challenges	16
Transportation Funding	22
 SFTP 2050 RECOMMENDATIONS	 24
Programs and Priorities	24
Investment Plan and Vision Plan	26
Investment Plan Benefits	33
Vision Plan	36
Policy Initiatives	37
 MONITORING AND REPORTING	 48
System Performance	48
Demographics and Trip-Making Trends	48

Tables

Table 1: Investment Levels by Category, in Billions of Dollars, 2020	7
Table 2: Summary of SFTP 2040 Accomplishments	8
Table 3: SFTP Investment Categories, Total Needs, and Investment Levels, in Billions of Dollars, 2020	27

Figures

Figure 1: SFTP 2050 Investment Plan and Vision Plan Revenues, in Billions of Dollars, 2020	6
Figure 2: ConnectSF Phases of Work	13
Figure 3: ConnectSF and SFTP Goals	14
Figure 4: San Francisco Equity Priority Communities	16
Figure 5: San Francisco Congestion Pre-pandemic and 2022	20
Figure 6: Monthly Passenger Boardings, January 2020 through July 2022	21
Figure 7: Committed, discretionary, and vision revenues in the SFTP, in Billions of Dollars, 2020	22
Figure 8: Transportation Revenue Forecast through 2050	23
Figure 9: San Francisco's Transportation Needs through 2050	23
Figure 10: Investment Categories, Total Needs, and Investment Levels, in Billions of Dollars, 2020	26
Figure 11: Investment Plan Impacts	34
Figure 12: San Francisco's 2022 High Injury Network	40

Appendices

Appendix A: SFTP 2050 Investment Plan Development Process
Appendix B: Revenue Assumptions Table
Appendix C: SF-CHAMP Analysis Methodology Memo
Appendix D: Equity Evaluation
Appendix E: Public Outreach Summary
Appendix F: Streets and Freeways Survey Safety Preferences Findings

Strategic Topic Papers

Transportation Demand Management (TDM) and Long Range Planning
Road User Charge (RUC)
Revenues
Autonomous Vehicles

Executive Summary

The San Francisco Transportation Plan (SFTP) is the blueprint for San Francisco's transportation system development and investment over the next 30 years. The SFTP covers all transportation modes, networks, and operators that serve the city and establishes long term investment priorities. The plan is updated every four years in coordination with Plan Bay Area 2050, the regional long-range plan. Through detailed analysis, the ConnectSF long-range planning effort, interagency collaboration, and listening to the public, the San Francisco County Transportation Authority (SFCTA) evaluated ways to improve the transportation system with existing and potential new revenues. The SFTP recommends a balanced Investment Plan that makes meaningful progress towards the ConnectSF vision and goals – equity, safety and livability, sustainability, economic vitality, and accountability and engagement. The SFTP also recommends a set of policy initiatives to support these goals and make the most of our investments.

SFTP AT A GLANCE

The SFTP includes:

- An Investment Plan to guide the allocation of \$80 billion in existing and anticipated transportation revenues through 2050
- A Vision Plan to guide the allocation of an additional \$15 billion potential new transportation revenues through 2050
- Policy initiatives to complement the Investment Plan and Vision Plan
- Guidance for implementation and monitoring

SFTP REVENUES

Through 2050, San Francisco can expect to have about \$80 billion in funding available to support the transportation system; this funding makes up the Investment Plan. Most of these funds are already committed to specific projects or purposes. About \$13 billion of the expected revenues are discretionary, meaning there is more flexibility in how they can be allocated.

WHY DOES THE SFTP MATTER?

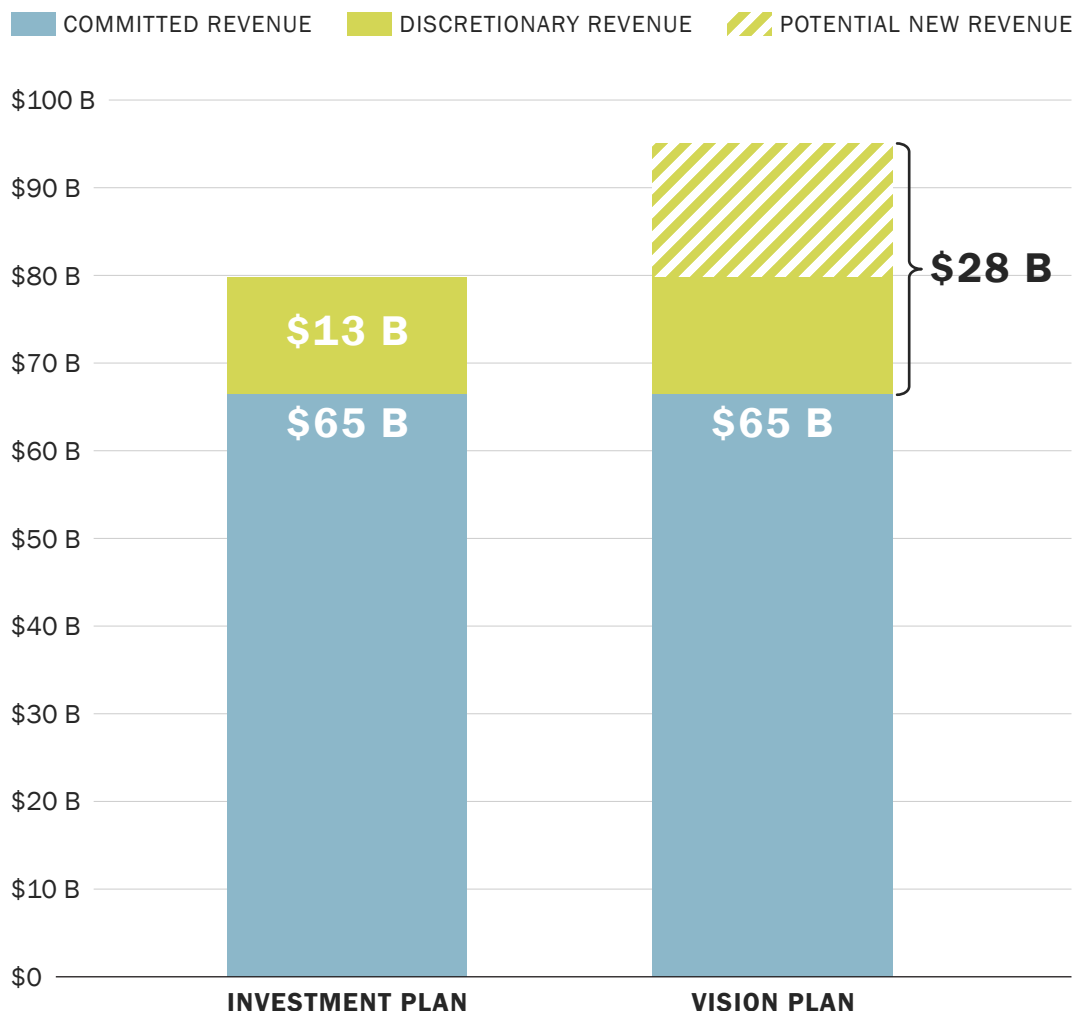
Like many counties in California, San Francisco is a “self-help” county where local revenues make up the majority of transportation funding (Figure 7). Local “matching” funding is often necessary to access federal, state, and regional funds to deliver the projects and services that are essential to meeting our goals.

The SFTP will make the city more competitive for transportation funding at the regional, state, and federal level, including for opportunities made possible by the Bipartisan, Federal Infrastructure Law that was enacted in 2021. Transportation projects seeking this funding must be consistent with the SFTP and the region's long-range transportation plan, Plan Bay Area 2050.

The SFTP also ensures that San Francisco's transportation investments and advocacy are well coordinated and effective in achieving citywide goals.

The 2022 Transportation Sales Tax Expenditure Plan¹ revenues – resulting from a 30-year continuation of San Francisco’s existing half-cent transportation sales tax to 2053 – are included in the Investment Plan’s discretionary revenues. The Vision Plan assumes additional revenues to help move the city closer to the long-term goals for San Francisco’s transportation system. The Vision Plan totals about \$95 billion dollars in revenues, which includes all the Investment Plan revenues plus an additional \$15 billion in potential new revenues. In total, the Vision Plan includes \$28 billion in discretionary revenues. Though the plan does not identify specific sources for this new revenue, sources may include, but are not limited to, local and regional measures, as well as increased federal and state funds. Figure 1 shows the SFTP revenue forecasts in the Investment Plan and Vision Plan.

Figure 1: SFTP 2050 Investment Plan and Vision Plan Revenues, in Billions of Dollars, 2020



¹ <https://www.sfcta.org/ExpenditurePlan>

SFTP INVESTMENT PLAN AND VISION PLAN SUMMARY

The Investment Plan and Vision Plan are organized into six primary categories, consistent with the 2022 Transportation Sales Tax Expenditure Plan approved by San Francisco voters in November 2022, plus the addition of a Transit Operations category. Table 1 shows categories of major investments and funding levels recommended by both the Investment Plan and Vision Plan.

Table 1: Investment Levels by Category, in Billions of Dollars, 2020

CATEGORY	INVESTMENT PLAN	VISION PLAN
Major Transit Projects Includes transit reliability, speed, and capacity capital improvements to support local and regional operators providing more frequent bus and rail service, running longer trains, and extending Caltrain in San Francisco.	\$10.37	\$10.37
Transit Maintenance and Enhancements Includes transit maintenance, rehabilitation, and replacement of local and regional transit infrastructure serving San Francisco, and enhancements such as stop/station access improvements, new stations, and planning for the next generation of transit projects.	\$10.88	\$15.86
Paratransit Includes door-to-door van, taxi, and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service.	\$1.27	\$1.27
Streets and Freeways Includes pedestrian and bicycle safety and traffic calming, maintenance, rehabilitation, and replacement of road infrastructure, streetscape improvements, and freeway safety and operational improvements.	\$5.38	\$7.23
Transportation System Development and Management Includes neighborhood and equity planning to create a pipeline of projects across the city, and Transportation Demand Management strategies — cost-effective projects that support shifting when, how, and where people travel.	\$4.00	\$4.00
Transit Operations Includes transit operations for Muni and San Francisco's share of regional transit services, except for Muni paratransit operations which is shown in a separate category.	\$46.47	\$52.93
Existing Obligations Remaining balances on Prop K grants and debt service.	\$0.55	\$0.55
TOTAL	\$78.92	\$92.21

ACCOMPLISHMENTS SINCE SFTP 2040

The 2013 SFTP (SFTP 2040) outlined specific recommendations and priorities to improve the transportation system¹. System monitoring is part of the long-range planning cycle. San Francisco accomplished and advanced many of the recommendations in the past decade, though many remain relevant as we plan for the next 30 years. SFTP 2040 policy recommendations and an overview of accomplishments and current progress are listed in Table 2.

Table 2: Summary of SFTP 2040 Accomplishments

SFTP 2040 POLICY RECOMMENDATIONS	ACCOMPLISHMENTS AND PROGRESS
Prioritize revenues to fully fund timely transit vehicle replacement and rehabilitation	The city made a major investment in transit to buy and fully replace Muni buses, light rail, and paratransit vehicles, help rehabilitate existing Caltrain diesel vehicles, and purchase the new Caltrain electric fleet.
Expand transit service while supporting steps to stabilize costs	Prior to the COVID-19 pandemic (pandemic), there was a Muni service expansion of at least 12%. Unfortunately, those gains were eroded by the pandemic. SFTP 2050 is the first time the Investment Plan will not be able to meet transit operating needs. Decreased ridership and the associated loss of fare revenue (caused by the pandemic and persistent today), along with increases in operating costs that exceed the growth in revenues, have created unprecedented financial deficits for all transit operators in the region. See page 20 and page 37 for a discussion of the fiscal cliff transit operators are facing.
Achieve city goals for average pavement condition	In 2020, the city achieved pavement quality goals (Pavement Condition Index 75/100) ² through coordinated investment from San Francisco's General Fund, the Prop K half-cent transportation sales tax, Prop AA Vehicle Registration Fee ³ , the 2011 Road Repaving and Street Safety Bond, and Senate Bill 1. ⁴
Build the pedestrian and bicycle strategies to establish safer neighborhood networks citywide	The separated bikeway network increased by 34 miles and there was rapid growth in the active transportation network, particularly during the pandemic.
Create more complete streets (at lower cost) through coordination with repaving	The city adopted Vision Zero in 2014. The SFCTA established the Vision Zero Committee which met quarterly from 2014 to 2020, after which point regular Vision Zero updates have been presented to the full SFCTA board. The city has implemented quick-build projects on the on the High Injury Network ⁵ that allowed for quick and innovative improvements to our streets. About 31 miles (19%) of improvement are complete, 22 miles (13%) under construction, and 29 miles (17%) are in design.

¹ <https://www.sfcta.org/projects/san-francisco-transportation-plan#panel-reports-documents>

² <https://www.sfcta.org/blogs/milestone-smoother-streets-san-francisco>

³ <https://www.sfcta.org/funding/prop-aa-vehicle-registration-fee>

⁴ <https://dot.ca.gov/programs/sb1>

⁵ <https://www.visionzerosf.org/maps-data/>

SFTP 2040 POLICY RECOMMENDATIONS	ACCOMPLISHMENTS AND PROGRESS
Increase investment in employer, school, and community trip reduction programs	<p>The San Francisco Department of Environment, San Francisco Planning Department, SFCTA, and San Francisco Municipal Transportation Agency (SFMTA) jointly developed the 2017 – 2020 Citywide Transportation Demand Management (TDM) strategy¹, but many recommendations still need to be implemented. To encourage transit ridership, BART piloted the BART Perks² program and BART, the SFMTA, and Samtrans launched the Gator Pass³ to provide free or reduced fares to San Francisco State University students. The Metropolitan Transportation Commission, in partnership with Bay Area transit agencies, launched the Bay Pass⁴ pilot program, which will provide free transit access to about 50,000 Bay Area residents.</p>
Increase transparency and promote public involvement by sharing agency prioritization and development processes	<p>The ConnectSF process brought together the SFCTA, the SFMTA, San Francisco Planning Department, and the Office of Workforce Development to jointly form a long-range transportation planning effort, rooted in community engagement. The SFCTA also developed the Neighborhood Program⁵ for community transportation planning in response to mobility and equity findings from the SFTP 2040, which found that walking, biking, and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The SFCTA continued to invest in Community Based Transportation Plans and implement their recommendations in Equity Priority Communities. MyStreetSF, an online tool, was created for community members to track transportation projects funded by the SFCTA.⁶</p>
Continue to develop pricing approaches to congestion management	<p>The city developed and implemented SFPark to improve parking availability, the SFCTA began developing an equity-first congestion pricing strategy,⁷ and the Planning Department established developer TDM programs⁸ to reduce new driving trips associated with new development. The Treasure Island Mobility Management Agency (TIMMA) is implementing a comprehensive multimodal TDM program to support growth on Treasure Island.⁹</p>
Continue rapid transit network development, including bus rapid transit	<p>The city installed nearly 80 miles of transit upgrades since 2014 through the Muni Forward program, implementing a range of elements from the Transit Preferential Streets toolkit. The city now has approximately 70 miles of dedicated transit lanes, along with many other elements to improve reliability such as signal priority, stop rebalancing, and more. Recently, the city completed the Van Ness Bus Rapid Transit and Geary Rapid Phase 1 Projects and installed transit signal priority on the entire Muni bus rapid network. The Muni Service Equity Strategy¹⁰ focuses on improving transit performance in San Francisco neighborhoods with high percentages of households with low incomes and people of color. This strategy is an ongoing effort to improve service performance in eight Equity Strategy neighborhoods, with annual monitoring.</p>

1 <https://sfplanning.org/transportation-demand-management-program>

2 <https://www.BART.gov/guide/perks>

3 <https://bursar.sfsu.edu/students/campus-fees/gator-pass>

4 <https://mtc.ca.gov/news/clipperr-bypass-sets-sail-unlimited-transit-access>

5 <https://www.sfcta.org/policies/neighborhood-program>

6 <https://mystreetsf.sfcta.org>

7 <https://www.sfcta.org/downtown>

8 <https://sfplanning.org/transportation-demand-management-program>

9 <https://www.sfcta.org/projects/treasure-island-transportation-program>

10 <https://www.sfmta.com/projects/muni-service-equity-strategy>

SFTP 2040 POLICY RECOMMENDATIONS	ACCOMPLISHMENTS AND PROGRESS
Continue to coordinate transit investment with land use development plans	The city adopted the Transportation Sustainability Program ¹ to ensure new growth contributes to improving and expanding the transportation system. The regional One Bay Area Grant (OBAG) program, administered in San Francisco by the SFCTA, directs transportation funding to the city's adopted Priority Development Areas. ² The SFCTA continues to support the Caltrain Downtown Extension (DTX) and the redevelopment of Treasure Island, ³ the area around Balboa Park Station, and the redevelopment of Treasure Island, as well as numerous development sites citywide.
Set a vision for managing the city's freeway network	The SFCTA completed the Freeway Corridor Management Study in 2017 and began follow-on work to analyze managed lanes and express bus on US-101/I-280 and coordinate regional express lane strategic planning. ^{4,5} The SFCTA also completed the SoMa Vision Zero Freeway Ramp Safety Study. The ConnectSF Streets and Freeway Strategy identified priorities for addressing key challenges within the freeway network and is an input to SFTP 2050. ⁶
Identify the next generation transit network priorities for BART, Caltrain, and Muni	Through ConnectSF, the Transit Strategy provides a vision for regional and local bus, rail, and ferry and is an input into SFTP 2050. ⁷ Caltrain developed the Caltrain Business Plan to define how the Caltrain service and corridor should grow and change in the future. ⁸
Consider all options for delivering projects	Caltrans, in partnership with the SFCTA, successfully delivered Presidio Parkway as a Public Private Partnership. The TJPA, in collaboration with funding partners, is exploring delivery options for the Caltrain Downtown Extension (DTX) by modeling best practices for governance. The SFMTA is pursuing a joint development method for Potrero Yard and the SFCTA is delivering the Westside Bridges using the Construction Manager/General Contractor process to adapt early construction related learnings. There have also been challenges with project delivery (e.g., Van Ness Improvement Project and Central Subway), resulting in significant delays and cost increases. City agencies are incorporating lessons learned on 19th Avenue and Taraval Improvement projects. The SFCTA is leading an effort to recommend project delivery best practices for major capital projects, in coordination with other city agencies.

¹ <https://sfplanning.org/transportation-sustainability-program>

² <https://www.sfcta.org/funding/one-bay-area-grant-program>

³ <https://www.sfcta.org/projects/treasure-island-transportation-program>

⁴ https://www.sfcta.org/sites/default/files/2019-03/FMCS_PH2_Report_FINAL_1.pdf

⁵ <https://www.sfcta.org/projects/101280-express-lanes-and-bus-project>

⁶ https://connectsf.org/wp-content/uploads/FINAL_SFS_Report.pdf

⁷ <https://connectsf.org/transit-strategy/>

⁸ <https://caltrain2040.org/>

In addition to making progress in the policy recommendations, new needs arose in the areas of emerging mobility and climate since the last major SFTP update in 2013. The city was able to fund additional efforts to advance:

- **Emerging mobility and technology:** San Francisco worked to understand the impacts of Transportation Network Companies (TNCs) such as Uber and Lyft, which provide ridehail service, on the transportation system through a series of analysis and reports including TNCs Today,¹ TNCs & Congestion,² TNCs & Land Use,³ and TNCs & Disabled Access.⁴ Proposition D,⁵ a voter approved ordinance that collects a tax on fares charged to rides provided by TNCs, autonomous vehicles (AVs), and private transit services passed in 2019. The SFCTA and the SFMTA also adopted 10 guiding principles⁶ for new mobility in San Francisco and is actively advocating at the state and federal level to ensure autonomous vehicles support long term transportation goals.
- **Climate:** San Francisco updated its 2021 Climate Action Plan, which is a roadmap for meeting the City's emissions reduction goal to have net-zero emissions by 2040.⁷ The Climate Action Plan lays out a path to meet this goal with interventions in five sectors: energy supply, building operations, transportation, housing, responsible production and consumption, and healthy ecosystems. The Department of Environment, the SFCTA, the SFMTA, and the San Francisco Planning Department collaborated to develop the transportation strategies and actions. The SFCTA provided analytical support to forecast the effectiveness of the transportation strategies and the San Francisco Department of Environment and the SFMTA are leading implementation.

1 <https://www.sfcta.org/projects/tncs-today>

2 <https://www.sfcta.org/projects/tncs-and-congestion>

3 https://sfplanning.org/sites/default/files/documents/citywide/TNCs-land-use/TNC_Land_Use_Study_2022.pdf

4 https://www.sfmta.com/sites/default/files/reports-and-documents/2019/05/tnc_and_disable_access_whit_paper-rev11_2.pdf

5 <https://www.sfcta.org/funding/tnc-tax>

6 <https://www.sfcta.org/policies/emerging-mobility#panel-guiding-principles>

7 <https://sfenvironment.org/climateplan#The%20Plan>

SFTP 2050 Plan Development

REGIONAL TRANSPORTATION PLAN ALIGNMENT

Plan Bay Area (PBA 2050) is the long-range transportation plan and the Sustainable Communities Strategy for the San Francisco Bay Area.¹ PBA 2050 demonstrates how the transportation network and land use development can work together to reduce greenhouse gas emissions and create more complete, livable, and sustainable communities with sufficient affordable housing, more transportation choices, and easier access to vital services and amenities. The SFCTA coordinates San Francisco's input to PBA 2050, including the list of specific transportation projects and programs to be included in the PBA 2050's transportation investment strategy. Inclusion of projects and programs in PBA 2050 is a prerequisite for receiving some state and federal transportation grants, as well as a requirement for securing a project's federal environmental document approval.

The SFCTA works closely with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), which lead the regional process, to ensure consistency between PBA 2050 and the SFTP. Because SFTP 2050 follows regional guidelines, the draft Investment Plan and its project priorities served as San Francisco's primary input into the PBA 2050 update, adopted in October 2021.

Through PBA 2050, the SFCTA and partners advocated for inclusion of critical regional and local priorities such as the Muni and BART Core Capacity projects, local safety and transit reliability improvements, and the Downtown Extension.

EMERGING FROM CONNECTSF

ConnectSF is San Francisco's multi-agency long range transportation planning effort to help build an effective, equitable, and sustainable city. There are three phases in ConnectSF to establish a long-term transportation vision, understand needs, and plan to support future implementation. The three phases of ConnectSF are shown in Figure 2 below. SFTP 2050 is part of Phase 3:

¹ <https://www.planbayarea.org>

Figure 2: ConnectSF Phases of Work

- Phase 1 began by asking, as a city, where have we been, where are we now, and where do we want to go. A vision for San Francisco emerged through extensive community engagement that was guided by five goals: equity; economic vitality; environmental sustainability; safety and livability; and accountability and engagement. The ConnectSF Vision has been used to guide the subsequent phases.
- Phase 2 developed a Statement of Needs, which described San Francisco's pre-pandemic conditions and future needs that would arise without transportation investments. Phase 2 also included the Transit Strategy and Streets and Freeways Strategy, which offer strategic direction for the future transit system and major streets and freeways within San Francisco.
- Phase 3 includes plans that support future implementation of transportation investments – the SFTP defines investment priorities, and the Transportation Element of the General plan codifies transportation policies.

CONNECTSF VISION

The vision that emerged from Phase 1 of ConnectSF was one of a growing, diverse, and equitable city. Participants in the outreach process envisioned a transportation system with many reliable ways to get around that are available and affordable to all. This multi-faceted transportation system would be planned and built in a timely manner – a result of strong civic and government engagement.

As part of ConnectSF, the SFTP builds on previous efforts and uses the ConnectSF goals, shown in Figure 3 below.

Figure 3: ConnectSF and SFTP Goals



PUBLIC OUTREACH

ConnectSF was informed by a robust, continuous outreach process that included focus groups, online surveys, and targeted outreach to community-based organizations. The SFTP brought together the community outreach findings and feedback collected throughout ConnectSF and sought additional community priorities through a multilingual online survey, meetings with community based organizations, and townhall events. The SFTP survey and events were promoted through partnerships with community based organizations. The project team spoke with groups across the city, prioritizing community groups in Equity Priority Communities. In total, there were over 500 survey responses and 15 community meetings. See Appendix E for additional information. The 2022 Transportation Sales Tax Expenditure Plan outreach process also supported the development of the SFTP 2050.¹ This process particularly focused on low-income communities, communities of color, and monolingual communities across the city, to help advance the project's equity goals.

¹ https://www.sfcta.org/sites/default/files/2022-02/Enclosure%201_Reauthorization_Outreach_Summary.pdf

Through the public outreach process, the project team heard investment themes that were used to guide the prioritization of discretionary revenues and policy themes to guide the identification/development of policy initiatives.

Investment Themes Include:

- Transit investments are important to expand service to pre-pandemic levels and improve reliability
- Street safety is important across the city to reduce conflicts and collisions that harm the most vulnerable road users
- There is a need to start considering the next generation of transportation projects, including new major rail and freeway transformations, to plan for and accommodate future growth in San Francisco, close equity gaps, and repair past harms

Policy Themes Include:

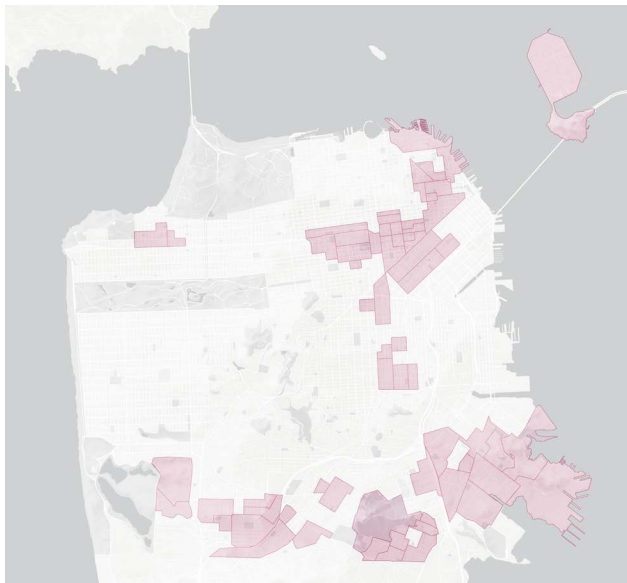
- The need to improve personal security by addressing actual and perceived safety risks on city streets and on transit to promote a greater sense of safety on all modes of travel
- Equity and affordability are important across all modes to reduce barriers and increase access for low-income and vulnerable residents
- The need to improve project delivery and accountability and to create a more transparent planning process
- The need to create a more integrated regional transit system to make trips easier and more reliable

TRANSPORTATION CHALLENGES

The ConnectSF Streets and Freeways Strategy and the Transit Strategy documented San Francisco's needs and identified solutions to overcome challenges and advance ConnectSF goals. The SFTP brings together these two strategies and prioritizes funding for projects and programs which address San Francisco's most pressing challenges, outlined below.

The SFTP also recognizes that transportation needs can vary between neighborhoods.¹ San Francisco uses a designation called Equity Priority Communities for neighborhoods with high levels of households that could be considered disadvantaged or vulnerable (Figure 4). The SFTP considers outcomes for these neighborhoods alongside citywide outcomes.

Figure 4: San Francisco Equity Priority Communities



EQUITY PRIORITY COMMUNITIES

The Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation planning agency, has designated a set of census tracts as Equity Priority Communities (EPCs). EPCs include census tracts that either have both a concentration of people of color and low-income households or have a concentration of low-income households and three of the remaining six factors – people of color, low incomes, limited English proficiency, zero-vehicle households, seniors 75 years and older, people with disabilities, single parent families, or cost burdened renters.

In San Francisco, vulnerable communities are often located in the same census tracts with more affluent neighborhoods. Because of this proximity, the SFCTA conducts an analysis similar to the MTC's at a more fine-grained level to capture San Francisco's EPCs more accurately, shown in Figure 4.

¹ https://www.sfcta.org/sites/default/files/2021-09/SFCTA_Equity-Assessment-for-New-Sales-Tax-Expenditure-Plan_2021-09-17_FINAL.pdf

Infrastructure Maintenance and Rehabilitation

Keeping the existing transportation system in a state of good repair is essential to providing safe and reliable transportation options for residents, workers, and visitors in San Francisco and the region. The SFMTA has a state of good repair backlog that requires replacing obsolete equipment and strengthening critical infrastructure and facilities to handle the increased demands of San Francisco's continued growth. Prior SFTPs and the SFMTA's 2020 State of Good Repair Report¹ highlight the important need to address a backlog in vehicle, facilities, and guideways maintenance. Keeping the transit system in a state of good repair is essential to support safe and reliable transit service. Deferred maintenance not only decreases service reliability but increases maintenance costs to keep old assets functional. Regional transit operators serving San Francisco such as BART and Caltrain also lack the budget to replace, repair, and rehabilitate assets in a timely fashion. This has led to a significant backlog in necessary repairs and leads to increased frequencies of breakdowns, including elevators, faregates, and tracks, resulting in less reliable transit service.

San Francisco recently achieved a city goal by raising the average pavement condition of city roads. Newly repaired and resurfaced pavement benefits all road users from bicyclists to motorists to bus riders. In addition, maintaining roads in a timely fashion, before they fall into poor condition, is less costly. Ongoing investment is needed to maintain this good pavement status and to ensure other roadway infrastructure such as signs, signals, sidewalks, and bicycle facilities are maintained. Climate and earthquake resilience continue to present significant needs and planning is underway to identify and prioritize these.

Transit Service and Reliability

Transit service levels and ridership demand declined dramatically at the beginning of the pandemic. The ridership demand that remained was overwhelmingly travelers reliant on transit for basic mobility, not the traditional downtown-centric commute, underscoring the lifeline role that transit plays for these populations. Although regional rail service has been restored to near pre-pandemic level and some Muni bus routes have fully recovered or exceeded their pre-pandemic ridership, especially during weekend/off-peak periods, overall ridership demand remains significantly below 2019 levels despite substantial restoration of most service hours. The pandemic also caused a steep drop in revenue associated with reduced ridership. BART, Caltrain, and the SFMTA all suffered significant losses in fare revenues and parking fees. In addition, for the SFMTA, the steep drop in daily commuters and visitors, as well as tourists, led to significant declines in other revenue sources from parking garage revenues to General Fund support. During fiscal years 2021 and 2022, this drop in revenues was mitigated by federal COVID relief funds. When federal relief funds are exhausted in 2025, the SFMTA risks entering a continuous cycle of service

¹ https://www.sfmta.com/sites/default/files/reports-and-documents/2021/07/7-20-21_mtab_item_17_state_of_good_repair_-_report.pdf

cuts, reduced ridership, and further reductions in revenues that lead to more cuts, unless additional funding sources are secured. Regional transit systems such as BART and Caltrain face similar challenges. The situation is such that the MTC, the nine-county Bay Area's federally designated metropolitan planning organization, has identified finding solutions to avert the transit fiscal cliff a top priority for its state and federal legislative advocacy in the upcoming legislative session.

Even prior to the pandemic, the SFMTA had a growing structural budget deficit. Transit fares and parking revenues declined as a share of the overall budget, from 58% in 2013 to 47% in 2018. During this period, deficits were filled by one-time sources as escalating costs outpaced revenues. Solving this structural problem and expanding transit service will be critical to sustaining essential transportation services, reducing transit crowding, and serving communities reliant on transit.

Safety

In 2014, San Francisco adopted a Vision Zero policy and set the goal of eliminating traffic deaths by 2024. Currently, Vision Zero includes education programs, street improvements, focused enforcement of the most significant causes of traffic fatalities, and ongoing evaluation. While the framework is robust, more progress is needed to meet this goal: In 2021, there were 27 traffic-related deaths in San Francisco ; so far, in 2022 there have been 30 traffic-related deaths. The Vision Zero Task Force and the SFMTA's Vision Zero Action Strategy focus on multiple efforts from reducing speeds and re-designing streets to pursuing automated enforcement. The recent passage of Prop L provides important funding for Safe Routes to School programs and investment in safe and complete streets.

Inefficient Use of Limited Street Space

Street space in San Francisco is limited and, in the future, streets need to move more people and goods through the same space there is today. About 45% of all trips to, from, and within San Francisco are made by driving, and roughly half of these are drive alone trips. The city needs to manage this valuable public resource to make the most sustainable and space-efficient modes more effective, and to maximize accessibility for all.

Climate and Emissions

The world is in a climate crisis and transportation comprises 46% of GHG emissions in San Francisco. San Francisco's climate goals include achieving net zero emissions by 2040. Private transportation makes up almost half of the city's greenhouse gas emissions, most coming from cars and trucks.¹ To meet these goals, transit, walking, biking, and carpooling need to be more convenient for more people. This is especially true for local trips. Currently, more than 40% of car trips in San Francisco are three miles or

¹ <https://sfenvironment.org/climateplan>

less. Improvements to transit reliability and street safety can help people choose transit, walking, and biking more often. While the SFMTA has one of the greenest transit fleets, doing its part to switch to zero emission buses involves significant costs with procurement of new vehicles and the retrofit and construction of maintenance facilities for the new fleet. The city is also preparing for e-bike adoption and private vehicle fleet transitions by planning for secure bike parking and Electric Vehicle charging facilities citywide.

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Transportation is San Francisco's biggest source of greenhouse gas emissions, at 46%. San Francisco's Climate Action Plan sets a target to achieve net-zero emissions citywide by 2040 and highlights the need for significant investments throughout our transportation and land use efforts to reach the climate goals. It also sets a goal to have 25% of all registered vehicles be electric vehicles (EVs) by 2030 and 100% by 2040. At the state level, California's Advanced Clean Cars II rule sets a path for 100% of new cars and trucks sold in California to be electric vehicles by 2035.

The City needs to advance local policies and investments to make this possible, while at the same time working to shift as much travel as possible to transit, walking, and biking. To support the transition to EVs for those who need to drive, the city needs more infrastructure to ensure the widespread availability of electric charging and establish programs and policies to improve affordability of owning and maintaining these vehicles in place of internal combustion engine vehicles. In a dense urban environment where many residents live in multi-unit buildings, one challenge is that a significant share of drivers do not have off-street parking and will require charging opportunities elsewhere. The cost of this infrastructure is beyond the funding ability of local revenue sources. The city needs to encourage private investment while at the same time seeking regional, state, and federal funding opportunities to expand EV charging infrastructure.

Electric bikes (e-bikes) are important to help shift trips from driving and have the potential to enable new types of trips, compared to standard bicycles. However, there are similar challenges for e-bike adoption as EV adoption – parking in residential buildings, access to charging, and affordability.

In recognition of the benefits of e-bikes, jurisdictions across the country, including Contra Costa and San Mateo Counties, have introduced e-bike purchase incentive programs and the California Air Resources Board is also developing a \$10 million e-bike subsidy program at the state level.¹

¹ <https://www2.arb.ca.gov/news/nonprofit-administrator-selected-implement-new-statewide-income-based-electric-bicycle>

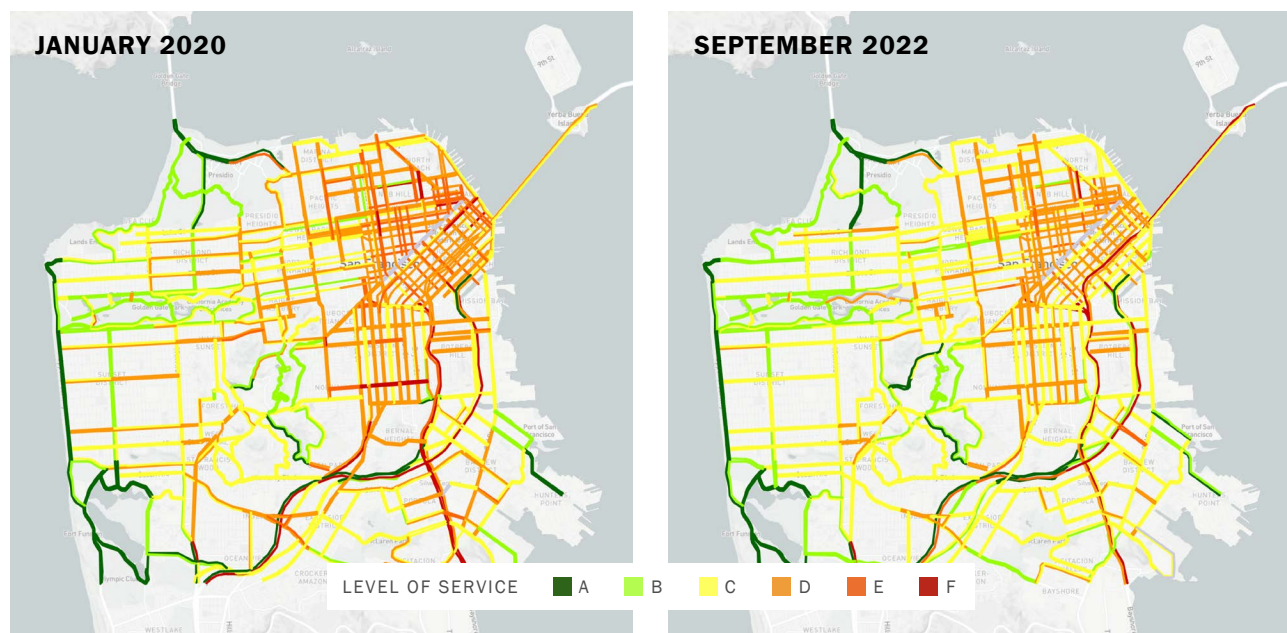
Repairing Harms and Reconnecting Communities

Past investments in San Francisco's freeways and major roads have displaced communities and divided neighborhoods, many of which are historically low-income and communities of color. These freeways and roads are now significant paths of travel but remain transportation barriers in the neighborhoods where they are located, contribute to poor air quality, and create safety challenges, especially for people walking and biking. As efforts advance to redesign our streets, the city needs to work with communities to repair the harms created by past investments through concepts that combine transportation and land use opportunities. Repairing past harms will require extensive community engagement to identify and shape transformative projects across the city.

The COVID-19 Pandemic

The SFTP 2050 was developed during unprecedented times when travel behaviors, San Francisco's transit network, and the transportation funding ecosystem all changed because of the pandemic. Congestion precipitously dropped early in the pandemic but has gradually returned and now rivals 2019 levels in some areas. The congestion patterns are different than before the pandemic began (see Figure 5). For example, in the AM peak period, freeway speeds have declined since shelter-in-place orders but remain above pre-pandemic speeds. However, this is not true everywhere. The Bay Bridge, I-80, Central Freeway, and northbound US-101 are more congested than they were before the pandemic in both the AM and PM periods. In the PM peak period, freeway congestion has returned to pre-pandemic levels, and the Bay Bridge, I-80, and parts of northbound US-101 are more congested. Arterial speeds remain slightly higher than pre-pandemic levels.

Figure 5: San Francisco Congestion Pre-pandemic and 2022

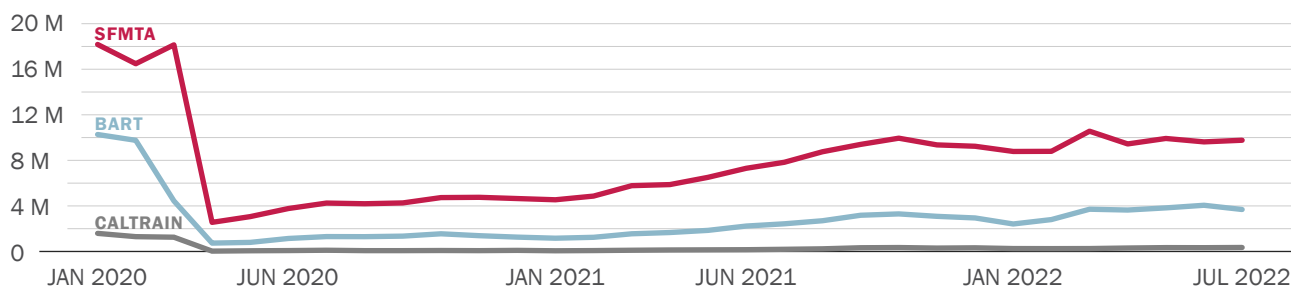


Source: COVID congestion tracker, (AM Peak Auto Level-of-Service)

In early 2020, transit ridership across the region dropped drastically because of the pandemic, and transit service was reduced. Muni carries more low-income riders than all area operators combined.¹ As San Francisco began to gradually reopen from shelter-in-place orders, the SFMTA Muni service was increased with a focus on serving communities most dependent on transit and essential workers and ridership began to gradually rise. Though federal COVID-relief funding helped avoid mass layoffs and worse service cuts, staffing shortages and structural budget deficits have kept transit service from being restored to pre-pandemic levels. By September 2022, Muni ridership reached about 57% of pre-pandemic ridership, with some lines exceeding 2019 levels. During this same time, San Francisco was able to make quick progress on transit priority projects to improve speed and reliability along critical bus routes while expanding the active transportation network to create space for people to safely walk and bike.

Regional rail operators (BART and Caltrain) also reduced service early in the pandemic to match employee availability and passenger demand. These regional railways have high fixed costs. Reduced service led to somewhat reduced operational expenses, but not enough to offset the agencies' lost fare and parking revenues. Federal COVID-relief funds helped sustain regional transit service and avoid layoffs. As the region began to reopen, BART and Caltrain restored service on these systems close to pre-pandemic levels to attract back ridership. Ridership levels have increased, but remain far below pre-pandemic levels. BART is an essential service for regional trips and, during the pandemic, the demographics of riders changed including an increase riders who do not own a vehicle, identify as non-white, and have annual household incomes under \$50,000.² By September 2022, BART weekend ridership ranged from 60 - 70% of pre-pandemic projections, while weekday ridership reached 38%. By July 2022, Caltrain monthly ridership reached about 25% of pre-pandemic ridership (see Figure 6). Both agencies, like the SFMTA, are facing fiscal cliffs with respect to operations funding, when the federal relief funds run out as soon as 2025. The fiscal cliff means that all three operators will not have sufficient operating funds to continue providing current service levels, and will need to make service cuts unless new funding is identified after federal relief funds run out.

Figure 6: Monthly Passenger Boardings, January 2020 through July 2022



Source: <https://mtc.legistar.com/View.ashx?M=F&ID=11347247&GUID=B7212F8D-6BDA-419E-B27D-D9ADE63CF2B2> (page 2)

¹ <https://transit-riders.sfcta.org>

² https://www.bart.gov/sites/default/files/docs/BARTFacts2021_2.pdf

The SFTP recommendations were developed during this time of dramatic change. As the pandemic and transportation funding circumstances continue to evolve, the plans and recommendations developed in the SFTP 2050 will guide investments to support equitable recovery and advance the city's transportation goals. The SFTP is updated every four years, which provides the chance to make refinements and account for new and emerging issues and opportunities.

TRANSPORTATION FUNDING

The SFTP Investment Plan includes about \$80 billion in revenues for transportation in San Francisco through 2050, including about \$2.8 billion in anticipated new federal, state, and regional funds consistent with assumptions in the region's PBA 2050. Most of this revenue (about 85%) is already committed to specific projects and purposes like local streets operations and maintenance, the Mission Bay Ferry Landing, and programs like transit operations. About 15% of the expected revenues are discretionary, meaning that there is flexibility in how they can be invested to improve the transportation system. The SFTP captures these commitments and, through the Investment Plan, proposes how to invest the discretionary revenues most effectively to make progress toward our goals.

The SFTP also includes a Vision Plan because the transportation needs are greater than the expected revenues for transportation. The Vision Plan imagines how to get closer towards city goals with significant new revenue sources. The Vision Plan totals about \$95 billion. It assumes all of the Investment Plan revenues and layers on an additional \$15 billion in potential new revenue sources. The plan does not specify what these new revenue measures should be; they could be a combination of local, regional, state, and federal revenues. The Investment Plan and Vision Plan allocate the discretionary revenues based on the priorities identified through public outreach, technical analysis, and known city and regional priorities.

Figure 7 compares transportation revenues assumed in the Investment Plan and Vision Plan. Figure 8 shows the revenue sources. Most of the revenues are local, which are increasingly important for leveraging regional, state, and federal funding opportunities.

Figure 7: Committed, discretionary, and vision revenues in the SFTP, in Billions of Dollars, 2020

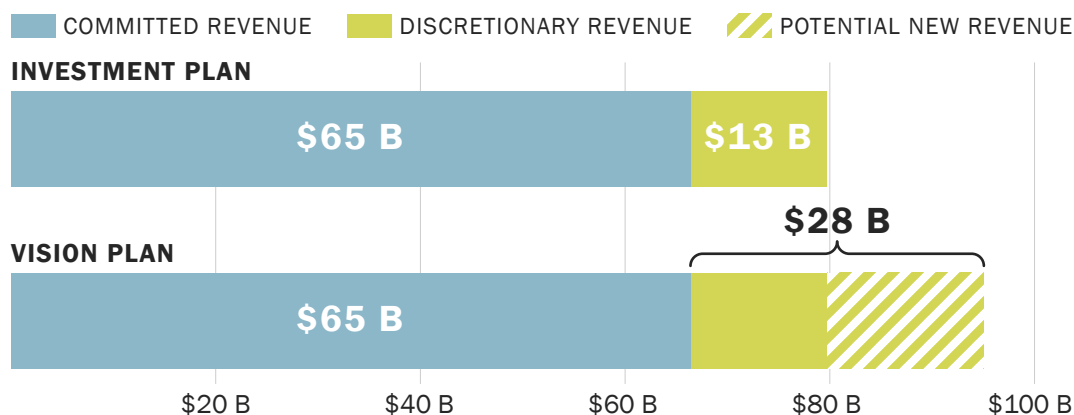
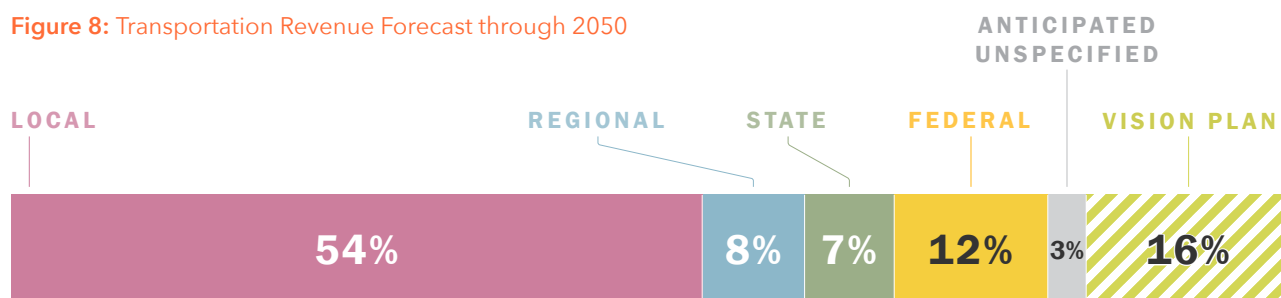


Figure 8: Transportation Revenue Forecast through 2050

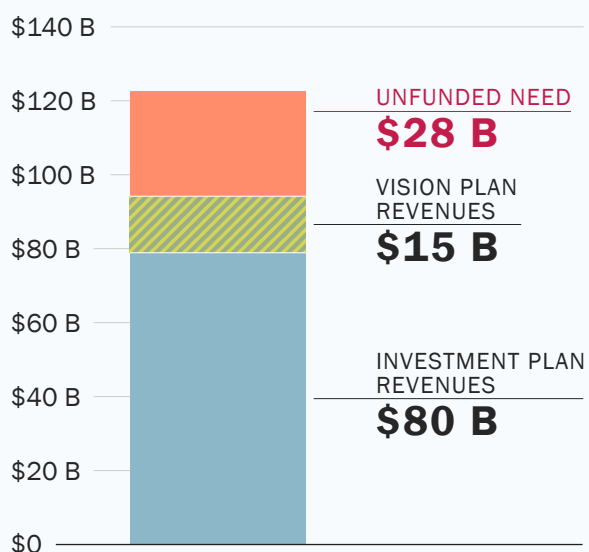
Appendix B includes the assumptions used to estimate expected revenues in more detail.¹ All revenues are shown in 2020 dollars.

The transportation needs exceed the revenues in the SFTP. For example, if all discretionary revenues were put towards transit maintenance, there would still not be enough revenues to eliminate the maintenance backlog. The SFTP includes needs beyond transit, which means that revenues need to be prioritized across the entire multi-modal transportation in order to achieve a balanced system.

¹ See Revenues strategic topic paper

UNDERSTANDING OUR NEED

The SFCTA issued a call for projects to all the transportation agencies and departments that serve San Francisco. This call asked for all capital and operating funding needs for the 2021 – 2050 period. Agencies were asked to draw on operating budgets, capital plans, PBA 2050 project lists, and other planning documents to provide this information. SFCTA staff compiled this information to inform the development of the Investment Plan and Vision Plan for the SFTP 2050, as well as the 2022 Transportation Sales Tax Expenditure Plan.

Figure 9: San Francisco's Transportation Needs through 2050

SFTP 2050 Recommendations

PROGRAMS AND PRIORITIES

Investments in complementary projects and programs will be needed to address San Francisco's transportation challenges and realize the ConnectSF vision. A key role of the SFTP is to prioritize expected and potential new revenues through 2050 to create an investment blueprint for San Francisco's comprehensive transportation system. The SFTP presents two funding plans: the Investment Plan and the Vision Plan. The Investment Plan matches expected and available revenues to future investments, and the Vision Plan demonstrates how additional potential new revenues could be used to further fund outstanding transportation needs.

The SFTP built on previous phases of ConnectSF, including the vision and goals stages, and draws from two modal plans: The Transit Strategy, and The Streets and Freeways Strategy. It was informed by community engagement throughout these processes as well as the development of the 2022 Transportation Sales Tax Expenditure Plan. San Francisco's 2021 Climate Action Plan Update, and multiple neighborhood, citywide, and regional transportation plans. Input from all these sources was used to define priorities for strategic investment.

Based on these inputs, the below guiding principles were used to develop the Investment Plan, each with a focus to address known transportation inequities:

- Invest to maintain transportation infrastructure in overall good condition and reduce the maintenance backlog to improve safety and reliability
- Invest to improve transit reliability and efficiency, particularly on the busiest lines and to reduce equity disparities
- Invest in core capacity and rail modernization to allow for more frequent and reliable Muni and BART train service and improve safety across the system
- Invest in street safety improvements across the city
- Invest in the walking and bike network to close gaps and improve connections to transit

The additional revenues in the Vision Plan will enable further progress toward the SFTP goals. Based on outreach findings and known transportation goals and priorities, the below guiding principles were used to guide investments for the additional Vision Plan revenues:

- Increase funding levels for Muni operations to meet or exceed pre-pandemic service levels

- Support Muni transit reliability and metro modernization by focusing on state of good repair
- Invest in street safety for all travelers
- Advance transformative transportation projects to add rail capacity and reconnect communities and repair past harms of past investments in our major roads and freeways

The 2022 Transportation Sales Tax Expenditure Plan – a recently passed 30-year continuation of San Francisco’s existing half-cent transportation sales tax to 2053 – helps to implement the SFTP by making up a portion of the discretionary revenues that are used to leverage federal, state, and other revenues. The 2022 Transportation Sales Tax Expenditure Plan anchors the SFTP Investment Plan, which uses the investment categories of the 2022 Transportation Sales Tax Expenditure Plan plus one additional category for transit operations. These categories are summarized below.

1. **Major Transit Projects** includes transit reliability, speed and capacity capital improvements to support local and regional operators providing more frequent bus and rail service, running longer trains, and extending Caltrain in San Francisco.
2. **Transit Maintenance and Enhancements** includes transit maintenance, rehabilitation, and replacement of local and regional transit infrastructure serving San Francisco, and enhancements such as stop/station access improvements, new stations, and planning for the next generation of transit projects.
3. **Paratransit** includes door-to-door van, taxi, and other transportation services for seniors and people with disabilities who are unable to use fixed route transit service.

NEXT GENERATION REGIONAL PROJECTS AND INITIATIVES

Partner transportation agencies are advancing projects and initiatives that the city supports but whose costs aren’t accounted for in this plan’s funding envelope. Most are in the early stage of development, with only preliminary cost, schedule, scope details, and significant funding gaps. This includes major projects such as Link21, which will include a new transbay passenger rail crossing between Oakland and San Francisco; the Bay Skyway project, which will construct a bicycle and pedestrian pathway on the west span of the San Francisco-Oakland Bay Bridge; the regional express lane network; and the California High Speed Rail project.

PBA 2050 also includes regional initiatives consistent with the SFTP’s objectives, such as the implementation of regionwide transit fare integration, robust demand management strategies, and the expansion of resilience and electrification programs. The SFCTA will continue to coordinate with sponsors of these projects and policy initiatives and provide input to planning, development, and as appropriate, implementation, as additional details emerge.

4. **Streets and Freeways** includes pedestrian and bicycle safety and traffic calming, maintenance, rehabilitation and replacement of road infrastructure, streetscape improvements, freeway safety, and operational improvements. Expansion of the active transportation network is also included with a focus on achieving Vision Zero.
5. **Transportation System Development and Management** includes neighborhood and equity planning to create a pipeline of projects across the city and Transportation Demand Management strategies that include cost-effective projects that support shifting when, how, and where people travel.
6. **Transit Operations** includes transit operations for Muni and San Francisco's share of regional transit services, except for Muni paratransit operations, which is shown in a separate category.

INVESTMENT PLAN AND VISION PLAN

Figure 10 and Table 3 present SFTP investment categories with the total need, Investment Plan funding, and Vision Plan funding. See Appendix A for more details of the needs and investment levels.

About \$2 billion of the new local/regional discretionary revenue in the Vision Plan is set aside as a placeholder for transit system investments. Given the uncertainty the city faces, this allows flexibility for future new revenue to be directed towards transit operations to further increase service levels, transit capital maintenance and/or priority and rehabilitation to improve reliability, and/or to capital projects to further expand bus or rail in San Francisco. The SFCTA will continue to work closely with local and regional stakeholders to identify which new revenue sources to pursue and when and how to best allocate the resources.

Figure 10: Investment Categories, Total Needs, and Investment Levels, in Billions of Dollars, 2020

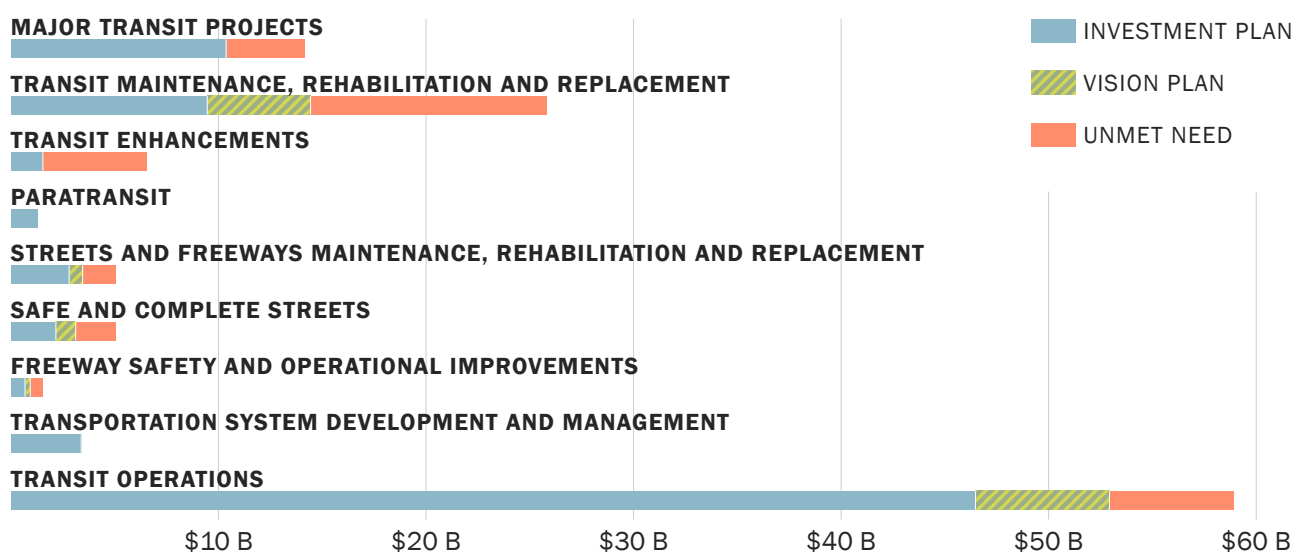


Table 3: SFTP Investment Categories, Total Needs, and Investment Levels, in Billions of Dollars, 2020

NAME	DESCRIPTION	NEED (B)	INVESTMENT PLAN (B)	VISION PLAN (B)
Major Transit Projects	Funding for Muni reliability and efficiency projects in addition to major system enhancements and capacity expansions such as BART and Muni Core Capacity and the Caltrain Downtown Extension	\$14.15	\$10.37	\$10.37 *
Transit Maintenance and Enhancements				
Transit Maintenance Rehabilitation and Replacement	Vehicles, guideways, and facilities maintenance for Muni, BART, and Caltrain	\$20.85	\$9.39	\$14.37 *
Transit Enhancements	Customer-facing improvements that promote system connectivity, accessibility, and improve transit service experience for riders	\$6.51	\$1.49	\$1.49 *
Paratransit	Door-to-door van, taxi, and other transportation for seniors and people with disabilities who are unable to use fixed-route transit service	\$1.27	\$1.27	\$1.27
Streets and Freeways				
Maintenance, Rehabilitation and Replacement	Funding to prevent the deterioration of roadways and maintain pavement, sidewalks, signs, signals, and bike lanes	\$8.76	\$2.79	\$3.44
Safe and Complete Streets	Programmatic improvements to the transportation system to make it safer for all road users, to help achieve Vision Zero, and to expand the active transportation network	\$7.43	\$2.10	\$3.05
Freeway Safety and Operational Improvements	Improvements to the freeway network to improve transit speeds and promote carpooling, improve safety for all travelers at on- and off-ramps, and improve connectivity	\$1.26	\$0.49	\$0.74
Transportation System Development and Management				
Transportation Demand Management	Cost-effective projects intended to shift trips to more sustainable modes like transit, walking, and biking, and to shift travel to less congested times	\$2.86	\$2.82	\$2.82
Transportation, Land Use, and Community Coordination	Citywide and community-based planning to improve equity-focused planning and identify transportation improvements that support increased housing density in existing low-density neighborhoods.	\$1.18	\$1.18	\$1.18
Transit Operations	Local and regional transit operations and fares, plus the extension of the SFMTA's Free Muni for Youth program through 2050	\$57.75	\$46.47	\$52.93 *
Existing Obligations	Existing Prop K sales tax debt obligations	\$0.55	\$0.55	\$0.55
Total		\$124.63	\$78.9	\$92.2

* Programs where about \$2 billion of the new local/regional discretionary revenue in the Vision Plan is set aside as a placeholder for transit operations/transit capital investments could be allocated

The following pages show what specific achievements that San Francisco could see from the Investment Plan and Vision Plan. Achievements are organized by categories in the table above.



Core Capacity and Transit Priority

From Major Transit Projects in Table 3

The Investment Plan funds the SFMTA's Muni Metro Modernization/ Subway Modernization Program and BART's Core Capacity Program – packages of strategic investments that will safely and reliably move more people along San Francisco's rail system. Upgrades to both the Muni and BART train control systems and facilities will allow both agencies to run more frequent trains; the SFMTA will be able to run longer trains. These upgrades will reduce transit crowding and increase frequency and reliability along San Francisco's rail network.

The SFTP also funds transit priority on streets with the busiest bus lines.¹ Improvements include transit-only lanes, signal improvements to reduce the time buses wait at red lights, and transit stop improvements like longer and accessible boarding islands.

¹ <https://connectsf.org/transit-strategy>



photo courtesy of the Port of San Francisco

Mission Bay Ferry Landing

From Transit Enhancements in Table 3

The Investment Plan fully funds a Mission Bay Ferry Landing, which will provide regional ferry service to and from the Mission Bay, Potrero Hill, and Dogpatch neighborhoods with an estimated capacity of 6,000 passengers per day. The landing will alleviate current regional transportation crowding, provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events, and will reduce San Francisco's carbon footprint.



Downtown Rail Extension

From Major Transit Projects in Table 3

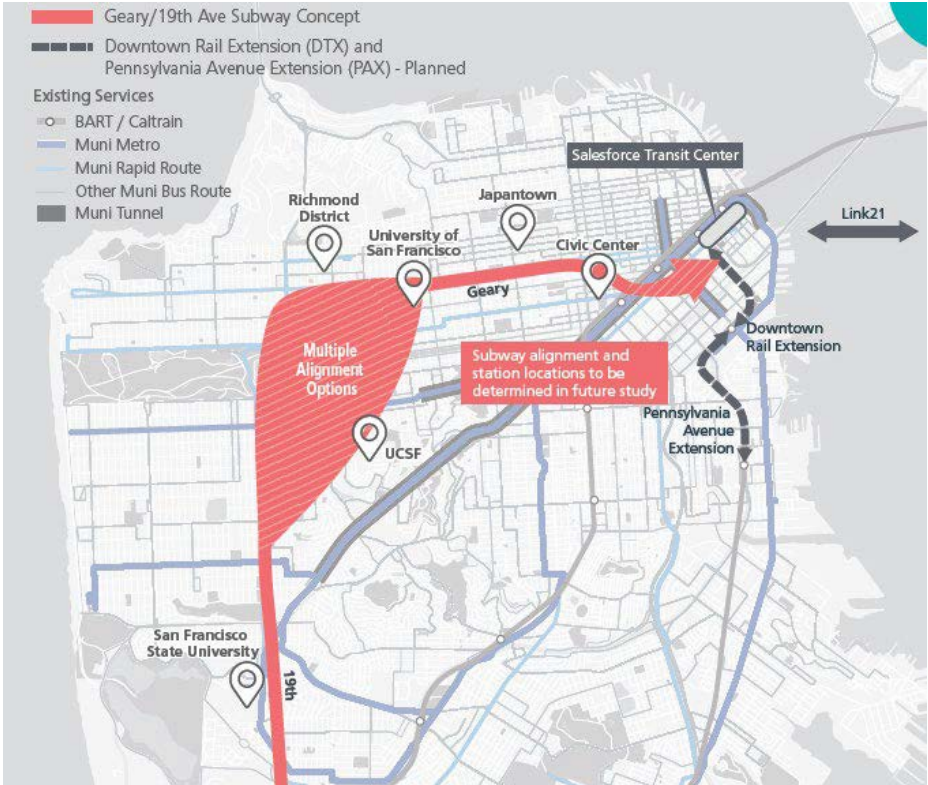
The Investment Plan fully funds the Downtown Rail Extension, which will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard to the newly constructed Salesforce Transit Center. The project will ultimately connect 11 Bay Area transit systems from San Francisco to the East and North Bays, and the Peninsula and South Bay, providing a one-seat ride from the Bay Area to Los Angeles through the California state rail system.



Southeast Caltrain Station

From Transit Enhancements in Table 3

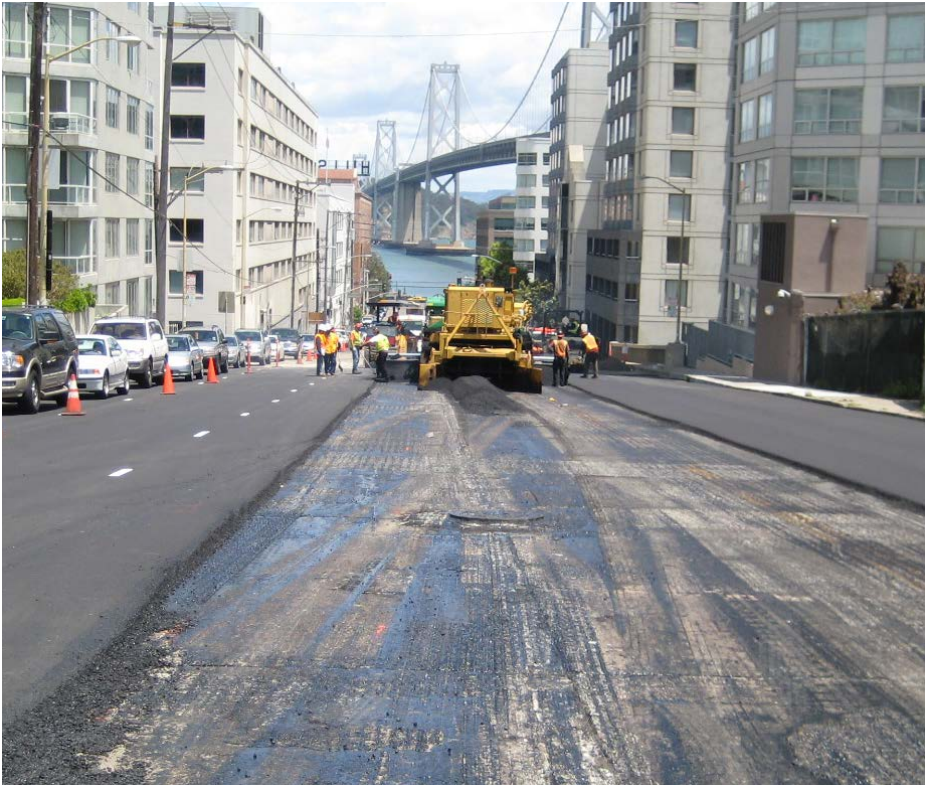
The Investment Plan fully funds a new Caltrain station in the Bayview neighborhood which will restore regional rail service that was lost when the Paul Avenue station closed in 2005. The new station will ensure Bayview residents have better access to the regional transit system and benefit from planned investments in high-speed rail and the Downtown Rail Extension.



Next Generation Transit

From Transit Enhancements in Table 3

The SFTP Investment Plan funds preliminary planning work and has room for implementation for San Francisco’s next generation of transit investments envisioned in San Francisco’s Transit Strategy, including a subway line on Geary and 19th Avenue, a new transbay rail crossing (Link 21), and an extension of the Central Subway to Fisherman’s Wharf. Additional investments in preliminary planning and implementation could be made in the Vision Plan, depending on how the potential \$2 billion in local/regional discretionary revenue that is set aside a placeholder for transit operations/transit capital investments is allocated.



Repaving

From Street Maintenance in Table 3

The SFTP Investment Plan funds ongoing street maintenance, which will maintain San Francisco’s recently attained 10-year pavement quality goal and improvements and upgrades to signs, signals, and pavement markings. Well-maintained streets are less expensive to repair. Road maintenance and repairs also support safe and efficient travel for all street users and reduce vehicle repair costs and transit vehicle maintenance costs.



Safe Routes to Schools

From Safe and Complete Streets in Table 3

The Investment Plan and Vision Plan maintain and expand the San Francisco Safe Routes to School program. This program aims to make walking and bicycling to school safer and more accessible for all children through educational programming and infrastructure improvements around school sites.



Vision Zero and Pedestrian Safety

From Safe and Complete Streets in Table 3

San Francisco adopted a Vision Zero policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. The Investment Plan and Vision Plan fund investments to make streets safe and address the leading causes of serious injuries and death on our roadways. Improvements include about 200 miles of improvements to the pedestrian and bike network,¹ new crosswalks, curb ramps, traffic calming to slow speeds, and complete streets efforts to create dedicated space for transit, walking, and biking.



Vision Zero Ramps

From Freeway Safety and Operational Improvements in Table 3

The Investment Plan funds near-term safety improvements to freeway on- and off-ramps where they intersect with local streets. These investments will improve safety for all road users and can help close gaps in the walking and biking network. New and upgraded traffic signals, pavement markings, crosswalks, and sidewalk extensions are examples of Vision Zero ramp improvements.

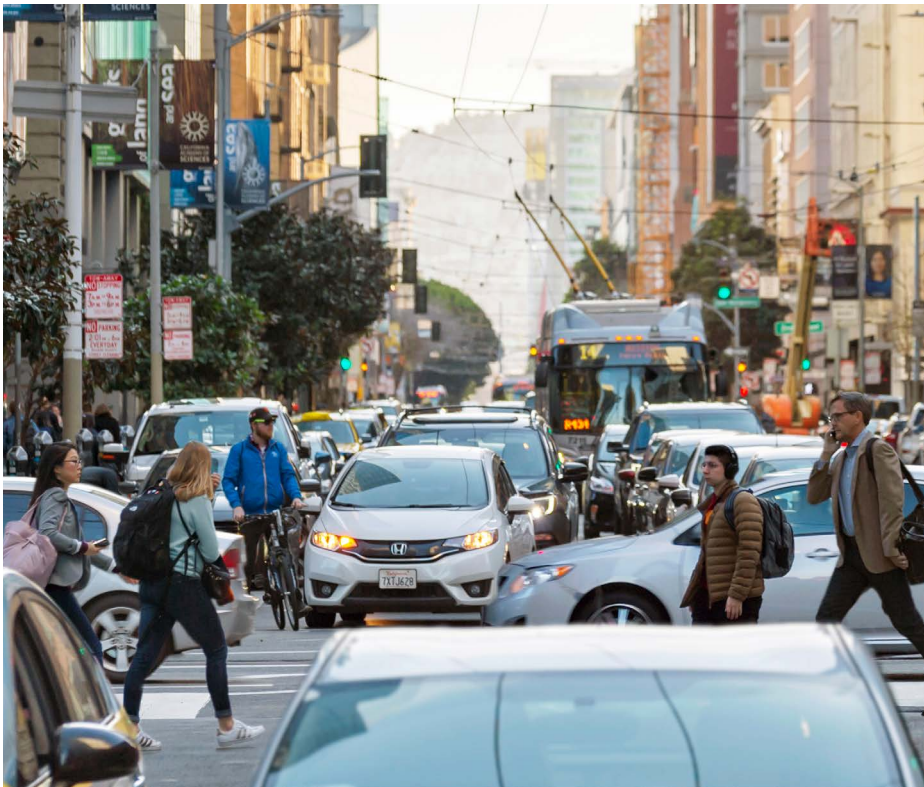
¹ Streets and Freeways Strategy and Active Transportation Study; <https://connectsf.org/about/resources-and-media>



Managed Lanes on Freeways

From Freeway Safety and Operational Improvements in Table 3

Managed lanes (e.g., carpool lanes and express lanes) allow for more efficient use of the freeway network by moving more people in fewer vehicles along San Francisco’s congested freeways. The Investment Plan includes funding for managed lanes along portions of I-280 and US-101, plus capital improvements for new express buses that can reduce driving trips, increase transit reliability, and enhance travel options for underserved communities.



Downtown Congestion Pricing

From Transportation Demand Management in Table 3

The Investment Plan funds a congestion pricing program with the goals of getting traffic moving, improving safety, improving air quality, and advancing equity by improving health and transportation for historically underinvested communities. The congestion pricing program uses a means-based system to charge drivers a fee to drive into congested areas of northeast San Francisco during the most congested times. Revenues from the program are reinvested into the transportation system to increase transit service to the downtown core with 170 new local and regional bus trips and 15 light rail trips daily, improve pedestrian and bicycle connectivity and safety, and repair streets within the pricing zone.



Treasure Island Transportation Program

From Transportation Demand Management in Table 3

By 2036, the Treasure Island neighborhood will grow by up to 8,000 homes, 27% of which are affordable, and housing more than 20,000 new residents, bringing tens of thousands of new trips to and from the Island each day. The Investment Plan funds a comprehensive transportation program for the Island, creating a means-based toll for vehicle trips on the Island, an affordability program to ensure transportation options are affordable and accessible to all residents, and many sustainable transportation options for new and existing residents to meet the Island’s transportation goal to have at least 50% of trips made by walking, biking, bus, and ferry.



photo by SFMTA Photography Department

Neighborhood and Equity Priority Transportation Programs

From Transportation System Development and Land Use in Table 3

The Investment Plan funds the SFCTA's Neighborhood Transportation Program which supports neighborhood-scale transportation planning and provides local match to advance plan recommendations in each supervisorial district. Neighborhood transportation plans establish a pipeline of grant-ready projects throughout the city that reflect community priorities, such as street safety, mode shift, transit accessibility, and mobility. Similarly, the Investment Plan creates a new Equity Planning Program to fund community-based planning in Equity Priority Communities and equity studies citywide, with matching funds to implement recommendations.



photo by SFMTA Photography Department

Free Muni for Youth

From Transit Operations in Table 3

The SFMTA Free Muni for Youth is a pilot program that allows free trips on Muni to all youth 18 years or younger regardless of household income with no application required. The pilot will conclude in 2024 based on current funding. The Investment Plan funds this program through 2050.



photo by SFMTA Photography Department

Transit Operations

From Transit Operations in Table 3

The Investment Plan funds Muni light rail service in San Francisco to operate at 2019 investment levels. Muni bus service is funded to the equivalent of 2022 investment levels. The Vision Plan includes potential new revenues to help meet the regional transit operating needs and increase Muni transit operations investment levels beyond 2019 levels. Additional investments to further fund Muni transit operations could be made to in the Vision Plan, depending on how the potential \$2 billion in local/regional discretionary revenue that is set aside a placeholder for transit operations/transit capital investments is allocated.

INVESTMENT PLAN BENEFITS

To understand the benefits of the Investment Plan, the SFCTA evaluated the impacts of the SFTP 2050 investment scenario through a technical modeling process. Key metrics from the SFTP Investment Plan scenario compare a future year 2050 scenario, with and without the SFTP Investment Plan projects and programs.

MODEL SCENARIO DETAILS






The impacts of the SFTP Investment Plan on transportation goals are analyzed with the San Francisco Chained Activity Modeling Process (SF-CHAMP). The future year (2050) baseline allows for a comparison of the SFTP investments. The future year baseline includes future growth represented by the MTC's PBA 2050 growth projections and the San Francisco Planning Department's land use distributions; transit service represented by summer 2022 Muni transit service, 2019 BART frequencies, and Caltrain post-electrification service; and projects that will soon be open or are already fully committed such as Muni's Central Subway. The Investment Plan scenario has identical land use assumptions to the baseline scenario,

all projects in the baseline scenario, and additional projects which can be funded through the Investment Plan detailed in Appendix A. The Vision Plan was not modeled due to the assumption of flexibility in the investment choices described above. The full modeling methodology and results can be found in Appendix C.

The SFTP also conducted an equity evaluation to measure the impacts of the Investment Plan on each Equity Priority Community area. This analysis, detailed in Appendix D, provides insight into equity impacts of the Investment Plan. It found that Investment Plan projects address many of the needs of equity priority communities.

Taken together, and despite the significant financial challenges triggered by the pandemic, the investments outlined in the SFTP will create positive impacts in San Francisco and advance ConnectSF goals. Planning for our next generation of transportation investments will require additional revenues to implement. Figure 11 shows how the SFTP investments, rooted in ConnectSF goals, support positive outcomes for San Francisco.

Figure 11: Investment Plan Impacts

	 EQUITY	 ECONOMIC VITALITY	 ENVIRONMENTAL SUSTAINABILITY	 SAFETY AND LIVABILITY	 ACCOUNTABILITY AND ENGAGEMENT
Shift in Driving Mode Share	+	+	+	+	
Vehicles Miles Traveled/GHG	+		+	+	+
Job Access	+	+			
Commute Time		+			
Safety	+			+	+
Affordability	+	+		+	

CLIMATE ACTION PLAN

The San Francisco Climate Action Plan sets a goal to have 80% of trips in San Francisco be made by non-driving modes by 2030.¹ The SFTP Investment Plan will help shift modes across the city through capital investments and policy initiatives such as TDM. Of trips to, from, and within San Francisco on a typical pre-pandemic weekday, 45% are taken by driving modes, and roughly half of those are drive-alone trips. Of trips entirely within the city, about 40% are taken by driving modes. More than half of those driving trips are under two miles in length. For trips less than one mile, there are more than 10 times as many driving trips as there are bike trips. These short driving trips present an opportunity for TDM strategies to shift neighborhood-based driving trips to more environmentally friendly options.

¹ <https://sfenvironment.org/climateplan>

The SFTP Investment Plan will:

- **Fund safer streets** with over 200 miles of pedestrian and bike improvements. Street safety investments will advance a range of Vision Zero priorities such as traffic calming, Safe Routes to School, and pedestrian improvements like sidewalk extensions and crosswalks. Investments in safer streets will advance equity by reducing the rates of traffic violence, which disproportionately affect seniors, people with disabilities, and people of color. Safety improvements are especially critical to advancing equity in San Francisco because a disproportionate share (29%) of the city's High Injury Network are located in Equity Priority Communities.¹
- **Maintain smooth streets** through regular and timely maintenance. Keeping streets smooth and in good condition benefits all travelers. Plan investments include the maintenance, replacement, and/or upgrade of sidewalks, signs, signals, and pavement markings (including crosswalks and bike lanes) to support safety and accessibility. The Investment Plan funds street maintenance for San Francisco to maintain the current average pavement quality of 75, or "good", through 2050. Smooth streets are less expensive to repair and reduce the amount of maintenance required for both private and public transit vehicles, which can burden low-income households.
- **Support reliable, accessible transit** by funding both operations and capital improvements to make the transit system operate more reliably, safely, and efficiently. Transit capital maintenance is essential to a functional system. Capital improvements such as Muni Forward transit priority enhancements and Core Capacity improvements for BART and Muni will reduce crowding and improve transit reliability. The Investment Plan further advances equity by funding Paratransit operations and Free Muni for Youth.



Photo by SFMTA Photography Department

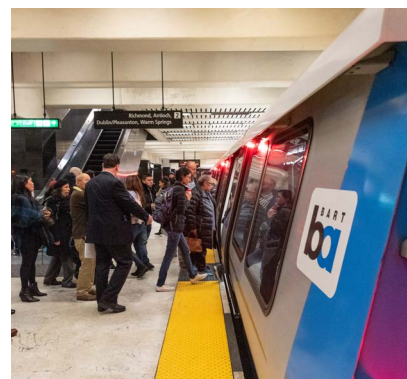
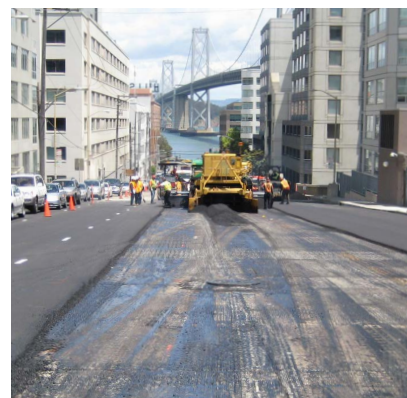


Photo by SFMTA Photography Department

¹ https://www.sfcta.org/sites/default/files/2022-11/SFCTA_Board_SFDPHHighInjuryNetwork_2022-11-15.pdf

- **Reduce congestion and improve accessibility** with investments to use street space more efficiently and prioritize transit. These investments would lead to an 8% increase in job access by transit. Residents of Equity Priority Communities in many parts of the city would see an even greater benefit than the city average. Transit priority on the busiest bus lines, where transit is currently mixed with general traffic, and Downtown Congestion Pricing would improve transit speeds by 15% citywide, dropping transit commute times and saving transit commuters about seven hours per year; commute times would also fall for people who drive. Transit commute times would improve most for San Francisco's low-income residents.
- **Improve air quality** by shifting some trips away from driving and to other modes. The Investment Plan would reduce the daily vehicle miles traveled of San Francisco residents by an average of 4%. Equity Priority Communities that currently have elevated health risks due to exhaust and pollution in their neighborhoods would benefit from fewer vehicles traveling through their neighborhoods. The reduction in vehicle miles traveled and investments to electrify the transit fleet and ferries will help reduce greenhouse gas emissions in the city.

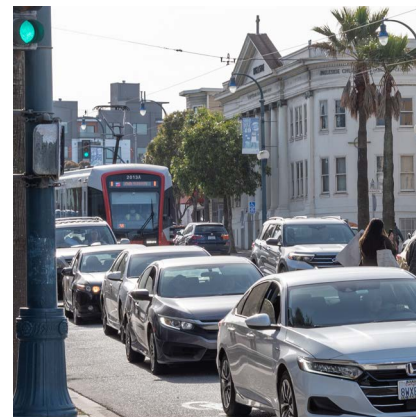


Photo by SFMTA Photography Department

Photo by Sergio Ruiz, flic.kr/p/25zXP6y

VISION PLAN

Though the Investment Plan is a robust funding strategy that will deliver tangible transportation improvements for San Franciscans, there are additional needs beyond what can be funded with the Investment Plan. The Vision Plan includes about \$15 billion in additional, new revenues. While the types of revenues are not specified, there would likely need to be some combination of new local, regional, state, and/or federal revenues, some of which would likely need voter approval. Appendix A includes a detailed list of the revenue allocation in the Investment Plan and Vision Plan.

The Vision Plan builds on the Investment Plan and describes the investment priorities for potential new revenues to close gaps and further advance transportation goals. Like the Investment Plan, the Vision Plan recommends how potential funds be allocated based on city, regional, and community priorities. See pages 28 – 32 for an overview of how revenues in the Vision Plan are prioritized and how San Francisco can benefit from the SFTP 2050 investments. The additional revenues would provide:

- Additional funding for transit operations to close funding gaps for San Francisco's share of BART and exceed pre-pandemic investment levels for Muni.

- Additional investment to reduce the capital maintenance backlog for all operators – BART, Caltrain, Muni – to improve transit reliability and safety.
- Additional investment in pedestrian safety improvements, including traffic calming, new street signs and signals, an expansion of the Safe Routes to School program, and additional investments to expand and close gaps in the pedestrian and bike network.
- Further advancement of transformative transportation projects to the transit system and to our major streets and freeways.

About \$2 billion of potential new revenues in the vision plan is set aside as a placeholder for Muni transit operations or maintenance and capital investments that further advance the next generation of transit projects. This allows flexibility for this future new revenue to increase transit service levels, reduce the transit maintenance backlog and increase on-street priority to improve reliability, and/or to capital projects to further expand bus or rail in San Francisco. The SFCTA will continue to work closely with local and regional stakeholders to assess these revenue and investment options.

POLICY INITIATIVES

In addition to the projects and programs advanced in the Investment Plan and Vision Plan, the SFTP identifies policy initiatives for further study and advancement. These policy initiatives address transportation trends and larger needs that require further exploration and advancement to strengthen investment priorities and their impacts on transportation goals. Some of the policy initiatives identified are continued from SFTP 2040 and some are new for SFTP 2050.

Transit

Transit Funding for Operations and Maintenance

The available revenues in the SFTP cannot meet the long-term needs for transit operations and maintenance. It has been the case for previous SFTPs and previous versions of PBA 2050 that costs to maintain the transit system in a good condition (e.g., where assets are replaced at the end of their useful life and regularly maintained) outpaced available revenues. This forced prioritization of certain investments, typically urgent needs like bus and train replacement and track repair, while other preventative or lifecycle maintenance needs were partially addressed or deferred. Of note, this SFTP cycle is the first time the SFTP could not identify sufficient operations funding to maintain or grow transit service levels from the base year over the life of the plan. Significantly lower ridership demand and corresponding loss of fare revenue, declines in other key revenues like parking revenues, and increased operating costs have created unprecedented financial deficits for all transit operators in the region. BART, Caltrain, the SFMTA, and other operators are all facing an estimated \$2-billion five-year transit fiscal cliff for operations when federal relief funds that kept agencies afloat during the pandemic run out as soon as 2025.

Underfunding vehicle and infrastructure maintenance will lead to less reliable service. The Investment Plan provides funding for fleet replacement and guideway and facility improvements for all transit operators. Local funds prioritized for this purpose will leverage significant regional and federal monies. The Vision Plan provides additional revenues to further close the funding gap. However, it is not enough to fully fund all of the anticipated transit system maintenance needs. The SFCTA will continue to collaborate with the SFMTA, regional transit operators, and MTC to seek additional funding to maintain transit infrastructure in a state of good repair.



Photo by SFMTA Photography Department

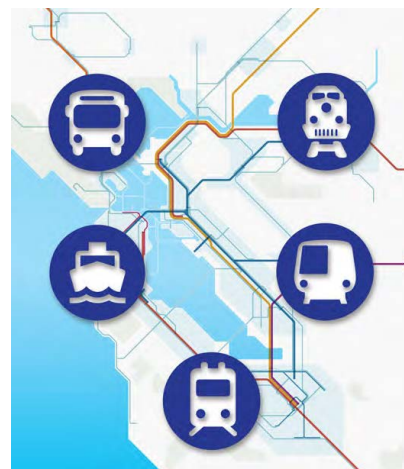
With respect to transit operations, the SFTP Investment Plan can maintain 2022 funding levels to Muni and San Francisco's share of 2019 regional rail operations investments, leaving inadequate funds to meet anticipated increases in costs such as operator pay raises, supply chain impacts, or to expand service hours beyond current levels, with the exception of existing commitments such as the Central Subway. New funding will be needed just to maintain current transit service levels in the long term. This structural deficit creates financial obstacles to improving service to underserved communities and addressing future growth. Regional rail ridership demand is recovering slower than local bus and metro service. However, compared to local bus service, regional rail service is less conducive to downscaling to meet lower demand and the available budget given the relatively high fixed costs of providing service. It is clear that additional local and regional funding, along with state and federal transit operating support or other private contributions, will be needed to sustain the level of transit services needed to meet the region's climate targets and other goals. MTC has made seeking transit operation funding a top legislative priority for the upcoming legislative session.

Beyond the need to secure new funding to just maintain current operating budgets, additional new funding will be necessary to increase transit service hours to meet or exceed pre-pandemic levels, reduce crowding, and support future growth. The SFTP Equity Analysis (Appendix D) can be used to understand how new transit funding can help meet the needs of Equity Priority Communities and parts of the city where there is more limited transit frequency, access, or service (like the western and southern sectors of the city). Additionally, if new stable sources of revenues for transit operations can be secured, this could reduce pressure on fare increases and/or support expanded transit affordability programs in the future.

Given the unprecedented changes brought about by the pandemic and the still-evolving travel patterns and financial conditions, it will be critical for local and regional transit agencies to continue to closely monitor conditions, track system performance, and update cost and ridership projections. That data can be used to inform service planning and help prioritize capital maintenance and enhancements. The SFCTA can support these efforts through its data warehousing and reporting efforts, including regular biennial updates to its Congestion Management Program (CMP).

Regional Transit Coordination

As the city and region grow and seek to meet climate goals, the Bay Area needs to continue efforts to improve coordination among its 27 regional transit operators to create a more connected and customer-focused system with easier transfers and integrated fares. This has been the focus of a number of recent regional efforts that the SFCTA, the SFMTA, and other regional transit agencies have been engaged in, stemming from MTC's convening of the Blue Ribbon Transit Recovery Task Force in 2020, and the approval of the region's Transit Transformation Action Plan in 2021. The Action Plan outlines several areas for the region to improve transit connectivity in the near term: integrated transit fare and transfer policies; universal mapping and wayfinding; and bus transit priority on roadways. The region is also studying whether to designate an entity to serve as a network manager, tasked with performing centralized planning, implementation, and oversight of regionwide transit system coordination. Work is currently underway to advance these initiatives, as is a two-year pilot of BayPass. This single pass will provide about 50,000 Bay Area residents free access to all bus, rail, and ferry services in the nine-county region, with the exception of special event services.¹ Some of these areas, in particular fare integration and transfer policies, warrant pilots to evaluate effectiveness and cost impacts. Expanding these policies will likely require a significant, ongoing new revenue source. Looking forward, the city supports these important efforts but also wants to ensure that the tradeoffs are well understood, that there are not negative budget impacts for San Francisco transit operators, and that the SFMTA sees its fair share of new revenue in light of the city's historic high level of investment in transit subsidies (e.g., discounts and keeping fares low) and large share of low-income and transit-dependent riders, which contrasts with many other Bay Area transit systems with relatively low levels of public transit operating subsidies. In the meantime, since the beginning of the pandemic, the region's transit operator chief executives and staff have been meeting weekly to coordinate and improve the rider experience by providing unified and transparent communication to build confidence in the transit network, making riding transit easier and more affordable, improving connections to make riding between systems easy



¹ <https://mtc.ca.gov/news/clipperr-baypass-sets-sail-unlimited-transit-access>

and convenient, providing real time information for riders, improving the paratransit experience, and planning for a more connected network to improve mobility.

The Transit Transformation Action Plan also calls for the development and adoption of a Bay Area Connected Network Plan to include transit service and mobility hub categories, core service networks, funding requirements, and next steps. MTC plans to kick off the next update to the regional transportation plan, PBA 2050, in 2023 and proposes to integrate the Connected Network Plan into that work. The city will engage with this planning work, ensuring that the needs of San Franciscans are represented in this network planning and that future investments in the city's transit system are addressed in the plan.

Safety

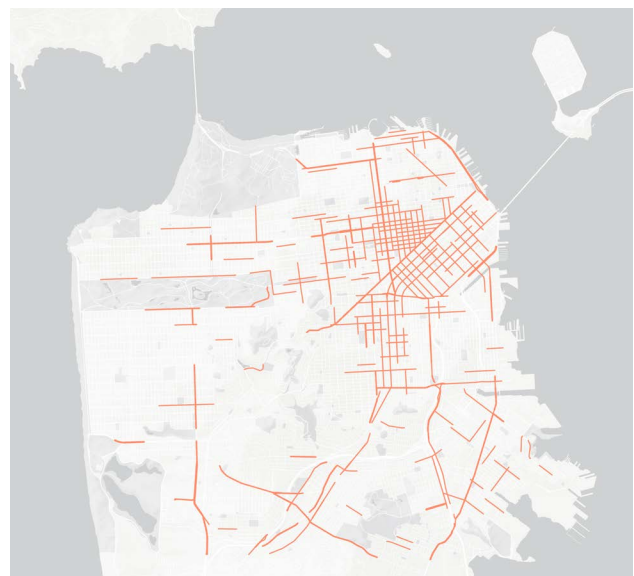
Street Safety

Vision Zero was adopted in 2014 with a goal to eliminate traffic fatalities by 2024. At the end of 2021, there were 27 traffic fatalities on San Francisco's streets; so far, in 2022, there have been 30 fatalities. The city's two-year action strategy prioritizes speed management, re-designing streets, and seeking automated speed enforcement tools. The San Francisco Public Health Department and the SFMTA recently updated the High Injury Network, which continues to describe a majority of severe and fatal collisions (68%) occurring on a small share (12%) of the city's overall road network. A comprehensive street safety strategy will help to mitigate high speeds and near misses across the city and reduce the likelihood of crashes, while an update to the High Injury Network will identify specific corridors with a history of collisions. The Streets and Freeways Strategy outreach process revealed that preferences for specific traffic safety improvements vary throughout the city (see Appendix F). Community engagement will be an important aspect to identify immediate and long-lasting street safety mitigations that reflect community transportation needs.

To further support safety efforts, the city should continue to advocate for the authority to use speed cameras¹ for enforcement, which requires state legislation, in particular on streets with a higher share of vulnerable users, such as near schools, commercial areas, and locations that serve seniors and people with disabilities. Implementation of speed cameras should be paired with community engagement to ensure that the use of cameras is designed to address equity, affordability, and privacy concerns.

¹ <https://www.sfmta.com/projects/speed-safety-cameras>

Figure 12: San Francisco's 2022 High Injury Network



Personal Security

During public outreach for ConnectSF and the 2022 Transportation Sales Tax Expenditure Plan, community members often raised concerns about personal safety while taking transit. Though reported crime on Muni¹ is below historic levels,² perceptions of safety risks are heightened, particularly for women and the Asian American and Pacific Islander community. BART and Muni are expanding ambassador programs and surveillance and planning new equity and safety initiatives to reduce harassment on transit. Improving personal security will require upgrading transit facilities and the public realm to create active spaces with more eyes on the street, as well as increased ambassador presence such as the city is undertaking downtown and in neighborhood commercial corridors during the 2022 holiday season. The SFCTA's ongoing School Transportation Access Study also found that personal security is a high priority for families and caregivers for the school trip. The SFTP includes investments in safety elements like lighting, security cameras, and elevator attendants. In addition, investments in Muni bus shelters across the city would not only help create consistency in transit facilities across the city, but would also help address personal security concerns for all travelers and improve equitable transit access.



Photo by SFMTA Photography Department

Neighborhood Planning and Equity

The 2022 Transportation Sales Tax Expenditure Plan includes a subcategory of Transportation, Land Use, and Community Coordination to advance this work in Equity Priority Communities. This includes dedicated funding for equity planning within San Francisco. Programs in this category fund community-based planning for each supervisory district, underserved neighborhoods and areas with vulnerable populations (e.g., low income communities, seniors, children, and/or people with disabilities), citywide equity evaluations and planning efforts, and transportation efforts to support increasing housing density in existing, primarily low-density neighborhoods.



Photo by SFMTA Photography Department

¹ <https://www.sfmta.com/reports/sfpd-reported-muni-related-crimes-100000-miles>

² <https://sfgov.org/scorecards/transportation/crimes-muni>

These investments create a pipeline of grant-ready projects across the city that reflect community priorities. Improved coordination between transportation and land use planning will bring new opportunities to provide more reliable and efficient transportation options for all people regardless of how they travel, paired with new land use opportunities for community priorities to address past displacement, support transit-oriented development, prevent future displacement, and address negative impacts of major streets and freeways like poor air quality and safety.

Transportation Demand Management

Planning for Mode Shift

As a result of the pandemic, travel patterns are changing in San Francisco and the region. Congestion on city streets dropped in early 2020 but has increased steadily as people return to work and the tourism industry recovers.¹ By June 2022, the number of vehicles crossing the Bay Bridge was within 5% of pre-pandemic levels, despite work-from-home rates remaining high. As the region continues to recover and employees return to San Francisco, vehicle trips will reach and may exceed pre-pandemic levels. Transit ridership, however, has not recovered as quickly, with ridership at about 50% of pre-pandemic levels (see the pandemic discussion on page 20).

Though congestion is returning, travel patterns have shifted away from the downtown core; however, it remains a major activity hub. Even before the pandemic, an increasing number of jobs and services were located outside the downtown financial district, yet much of San Francisco's transit system reflects a historic focus on bringing people to daytime jobs downtown. San Francisco's transportation systems needs to adapt to changing travel patterns, where the focus of activities is increasingly in the neighborhoods.

Transportation Demand Management (TDM) is a systematic approach to shift how, when, and where people travel through programs and policies. TDM is an effective tool that San Francisco and other cities use to address the rise in congestion associated with population and job growth. TDM was included as a policy initiative in the SFTP 2040 and is included in long-range plans for cities across the country because it is a proven tool to decrease the dependence on driving and maximize the efficiency and effectiveness of the transportation system.

To support more strategic investments in TDM, the SFTP recommends that San Francisco establish a vision and measurable goals for the future TDM strategy to guide development, implementation, and monitoring; identify priority geographic areas, trip types, travel markets, traveler types, and success metrics to guide program selection and implementation details; and provide guidance for how to incorporate ongoing

¹ <https://covid-congestion.sfcta.org>

evaluation to track impacts on modeshift and cost effectiveness and guide future TDM investments.¹

Equity-Focused Pricing and Incentives

Equity-focused pricing and incentives charge a fee to drivers who can afford it, provide discounts and exemptions for those who can't, and include incentives for choosing non-driving options that can help reduce the overall cost of transit. Pricing efforts are being considered at the state, regional, and local level because of the proven effectiveness in reducing congestion, addressing climate risks, and generating sustainable revenue sources to fund transportation programs. San Francisco will continue to actively participate in these broader discussions to provide city input. Within the city, the Investment Plan and Vision Plan support demand management activities including on Treasure Island, downtown congestion pricing, and transportation demand management programs like parking management and transportation incentives like rewards for using non-driving options. Key to each of these is centering the decision-making process and program design on equity.

Equitable road pricing programs can reduce private vehicle trips and traffic congestion to allow the limited road and freeway space to be used more efficiently. The implementation of a successful program would allow transit vehicles to move more quickly and reliably and reduce travel times for people who must or choose to continue to drive and would otherwise be traveling on congested roadways. Pricing programs can also help to reduce emissions, traffic fatalities, and serious injuries, and wear and tear on the roadways.

SAN FRANCISCO AND BAY AREA REGIONAL PRICING EFFORTS

In 2021, amid the uncertainties and economic challenges of the pandemic, the SFCTA paused the Downtown Congestion Pricing Study in response to public feedback and to observe return to work and congestion trends. Working in the SFCTA's role as the Treasure Island Mobility Management Agency, the SFCTA continued to conduct outreach and develop tolling and affordability policies as part of the comprehensive mobility and congestion management program for Treasure Island. These strategies seek a balanced design to ensure an outcome that is both fair and effective.

At the regional level, a strategy calling for the implementation of per-mile, all lane tolling on congested freeways with transit alternatives was adopted by MTC as part of PBA 2050, with the primary objective of reducing greenhouse gas emissions in the region to state-mandated targets. MTC is currently engaged in pre-implementation work, including its Next-Generation Bay Area Freeways Study, a multi-pronged effort to explore freeway pricing mechanisms and complementary strategies through a robust technical and public engagement process. This study is expected to conclude in 2023 and recommend potential pathways for implementation.

¹ See Transportation Demand Management (TDM) and Long Range Planning strategic topic paper

Pricing for Infrastructure Funding

Pricing programs can also serve as user fee-based revenue mechanisms to fund transportation infrastructure of services. The State of California is studying how a road user charge (RUC) could replace the existing gas tax model as a major source of road funding, both due to declining gas tax revenues and to advance equity. Historically, gas taxes were meant to capture revenues to pay for maintenance and repair of roads and highways that gas-powered vehicles were driving on. The gas tax has become a declining revenue source as the fuel efficiency (e.g., miles per gallon) of vehicles improved and more electric and other clean fuel vehicles hit the roads. California has set a path for 100% of new cars and trucks sold in California to be electric vehicles by 2035 and road maintenance costs have increased at a far greater rate than the state and federal gas taxes, which demonstrates the long-term need. Hybrid and electric cars are currently more expensive than gas-powered cars and drivers of these vehicles pay little or no gas tax though they contribute to wear and tear on the roads, while those who drive older and less fuel efficient vehicles pay more because they purchase more fuel.

For these reasons, governments across the country (e.g. Washington, Oregon, and New York) and in Europe have become increasingly interested in the potential for a RUC as a more sustainable revenue source to replace or supplement the existing gas tax model. RUCs are designed to have drivers pay to maintain the roads based on how much they drive rather than how much gas they purchase. While gas taxes may still have a role to play as a disincentive for fossil fuel consumption and to fight climate change, alternative revenue sources are required to be able to fund our transportation systems.

Project Delivery

Capital Project Delivery

To support effective delivery of transportation improvements described in the SFTP, the SFCTA is leading an effort in collaboration with city agencies to uncover barriers to efficient project delivery for major capital projects, identify opportunities for improvement, increase collaboration across stakeholders, and improve accountability.¹ Case studies, workshops, and surveys of key project staff will culminate in the Transportation Capital Projects Delivery Study and a series of recommendations that San Francisco can use to effectively deliver projects over the life of this plan.

Shared Station Development and Improvements

There are six rail stations in San Francisco that are shared between BART and Muni. Certain aspects of station capital maintenance and customer-facing enhancements are the shared financial responsibility of both operators, while others are independent. Maintaining these stations in good condition, improving safety and security, increasing accessibility, and making enhancements to wayfinding and other station features are part of ensuring that transit is safe, convenient, and reliable. To this end, because the

¹ <https://www.sfcta.org/blogs/lessons-learned-approach-improve-delivery-large-scale-transportation-projects>

SFCTA funds station improvements at shared stations, the SFCTA will work with BART and the SFMTA to develop a mid- to long-range set of capital project priorities for the shared San Francisco stations and an accompanying funding strategy. Closer, more proactive coordination and shared station improvement plans can make it easier to secure funding for projects in a timely fashion and can lead to lower costs, fewer customer facing impacts of construction and implementation, enhanced connectivity, and a more seamless customer experience.

The Downtown Rail Extension (DTX) will bring Caltrain and future California High-Speed Rail trains into the Salesforce Transit Center in the heart of downtown San Francisco.¹ The DTX project is utilizing an integrated, multi-agency approach to project development and delivery. In 2019, the SFCTA Board considered the results of a comprehensive expert peer review of the DTX project. The peer review recommended that the DTX partner agencies work together to deliver on a comprehensive work program to prepare the project for procurement and construction. This peer review led to the formation of the San Francisco Peninsula Rial Program Memorandum of Understanding, which established an integrated staff team and management governance that brings together six agencies, including DTX lead agency TJPA, to jointly develop the project. This best practice has led to the successful advancement of the complex procurement-readiness work program, and positioning of the project for major federal investment through the Federal Transit Administration's "New Starts" capital investment grant program.

New Mobility and Autonomous Vehicles

New transportation technologies can fundamentally change the way residents and visitors get around San Francisco. In 2018, the SFCTA and the SFMTA adopted guiding principles for new mobility to serve as a framework for evaluating these services and technologies, identifying ways to meet city goals, and shaping future areas of studies, policies, and programs.²

Recently, autonomous vehicle (AV) development and testing has picked up momentum with the first AV permit for commercial passenger services granted to Cruise to operate in San Francisco. AVs are vehicles that can operate without a human driver, to varying degrees. As of 2022, there are 49 AV companies with permits from the California Department of Motor Vehicles (DMV) to test on public roads in California. Between November 2020 through November 2021, there were over 4 million miles driven by AVs in California, 78% of which was by only two companies.³ However, the future of AV technologies and business models is constantly evolving and warrants research and policy attention. How AVs are used in San Francisco and their potential effects depends

¹ <https://www.sfcta.org/projects/downtown-rail-extension>

² <https://www.sfcta.org/policies/emerging-mobility#panel-guiding-principles>

³ 2021 Autonomous Mileage Reports and 2020-21 Autonomous Mileage Reports (driverless). DMV. <https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/disengagement-reports/>

on further development of the technology, federal and state regulatory actions, consumer adoption, and operational assessments.

Automated vehicle safety is regulated at the federal level, but operational regulations are primarily set at the state level. In California, regulations for commercial passenger and goods movement services are set by the California DMV and the California Public Utilities Commission who have permitting authority over automated driving and its use for passenger services. Currently, San Francisco roles are limited to regulating curb access (SFMTA), collecting ridehail fees (Prop D), and funding or leading pilots. The SFCTA's Treasure Island AV Shuttle Pilot project is demonstrating a shared-use application of driverless technology as a first/last mile service and opportunity for community partnerships. However, through pilot programs and other efforts, San Francisco may be able to gain insights into how AV deployment may be shaped by local plans and policies (e.g., San Francisco's curb and parking management plans). Insights from these early activities can help shape the pace and trajectory of this new technology. A spirit and practice of collaboration and transparency among all parties – public, private, regulatory and academic – is needed to help guide the development of the technology in alignment city goals and policies.

The availability of AVs could have a range of potential effects on San Francisco's transportation system, built environment, and residents, workers, and visitors. It is important that if AVs become more widely used, they support San Francisco's transportation goals and policies. The following efforts are suggested for further study as potential ways to mitigate negative impacts: continue to participate in AV regulatory proceedings at the state and federal level; continue to engage with AV developers, AV service providers, other stakeholders, and the public; assemble and analyze data to understand how the AV market evolves and to assess impacts on congestion, transit, environment, equity, etc.; provide insights to decision-makers on the AV impacts at a local level to encourage collaboration between the city and AV industry at the highest level; and identify and implement policies and investments that can mitigate the potential increases in vehicle travel.

Climate and Resilience

Resilience efforts in San Francisco address sea level rise, earthquakes, natural disasters, and other climate-related risks. The SFCTA reviewed current climate resiliency planning efforts in SF to assess how best to support climate change adaptation needs assessment, strategy and mitigation development and funding plans for implementation of these. This research focused on identifying opportunities related to transportation infrastructures' resilience to sea level rise and other natural hazards such as flooding and seismic events.

There are a number of resiliency efforts that address our transportation system. Staff documented many resiliency efforts in the city that include the development of

transportation projects. The transportation-related projects typically fall under one of two types: 1) projects that protect transportation infrastructure or 2) larger resilience projects that also provide opportunities to rethink our built environment to provide more transportation benefits. While most of these resiliency efforts are still in initial stages, three efforts for Ocean Beach,¹ Islais Creek,² and The Embarcadero Waterfront Resilience Program³ are the farthest along and identify specific projects that will need funding in the next several years. Beyond these major efforts, other resilience needs can be addressed through state of good repair efforts like San Francisco Department of Public Works' roadway repaving programs, the SFMTA's subway renewal efforts, and the SFCTA's Yerba Buena Island ramp rebuilds.

As part of the continued resilience planning happening in the city, the Office of Resilience and Capital Planning is leading an effort to update the City's Capital Plan for San Francisco to include climate resilience. The Capital Plan update, which will be complete by early 2023, will better identify the transportation-related resiliency projects that are most needed in the years to come, and San Francisco can position itself to take advantage of the new transportation resilience funding opportunities as they become available.

One such funding source is the Infrastructure Investment and Jobs Act's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program through which California is expected to receive \$630 million over the next five years. The California Transportation Agency is currently deciding how these funds will be distributed. The 2022 state budget also included \$400 million for climate adaptation projects that support climate resiliency and reduce infrastructure risk. The SFCTA will seek to support San Francisco resilience efforts through coordinated planning, funding and delivery activities.

¹ <https://sfplanning.org/ocean-beach>

² <https://sfplanning.org/project/islais>

³ <https://sfport.com/wrp>

Monitoring and Reporting

Performance measurement is one of the SFCTA's statutory functions in its capacity as Congestion Management Agency, and as administrator of the San Francisco's half-cent transportation sales tax. The SFCTA will focus on performance tracking and evaluation in the following areas, spanning the monitoring of system needs and trends, project delivery, and project effectiveness. This work can also inform many of the previously mentioned strategic initiatives.

SYSTEM PERFORMANCE

Through biennial monitoring at the Congestion Management Agency (CMA), the SFCTA will track and provide information to the public on changes in congestion on San Francisco's major streets and freeways; transit ridership, speeds and reliability; bicycle and pedestrian counts; collision data; etc. Regular monitoring will help keep the city on track to meet long-term transportation goals and understand whether progress is being made. The SFCTA will also undertake or fund regular evaluation activities – such as the SFMTA's recent Vision Zero Quick Build evaluation studies or our own San Francisco Growth and Investment Strategy Study – that can inform future funding decisions and SFTP updates.

Documenting the Cost Effectiveness of Transportation Investments

The SFCTA will work with implementing agencies to evaluate the effectiveness of new projects and programs to inform future project prioritization and scoping, especially in the areas of transit speed and reliability, travel demand management, pedestrian and bicycle safety, and traffic calming. Two major projects underway include the Presidio Parkway P3 (Public-Private Partnership) Study and planned Van Ness BRT evaluation study.

DEMOGRAPHICS AND TRIP-MAKING TRENDS

During the pandemic, the SFCTA created the COVID-Era Congestion Tracker to understand how travel patterns associated with recovery impact the transportation network. The SFCTA will continue to monitor post-pandemic travel patterns and how recovery impacts the transportation system. As the CMA, the SFCTA will also continue to monitor demographic and travel behavior trends including remote work trends, and the effect of new growth on the transportation system.

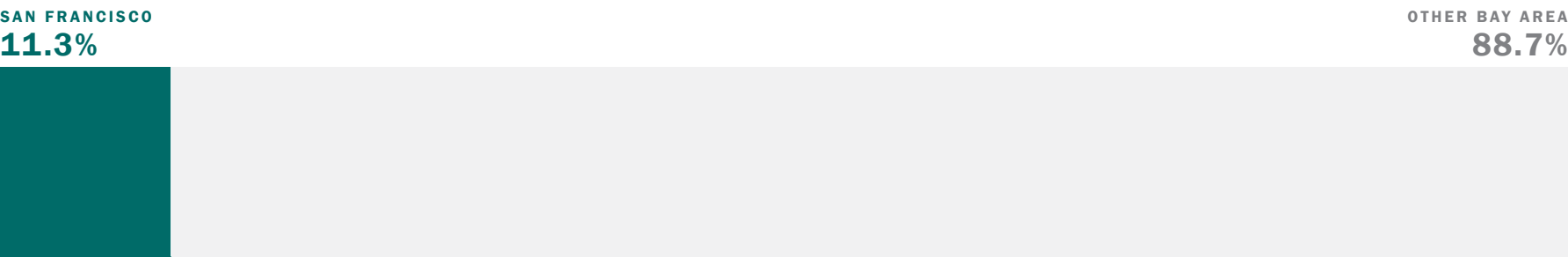
San Francisco at a Glance

POPULATION

2020 San Francisco population:



San Francisco share of regional population:



DEMOGRAPHICS

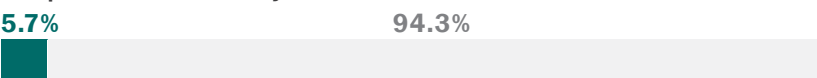
People of color



Older adults (65+) - 17.5%



People with a disability, under 65



Persons in poverty



Median household income



Per capita income (2020 dollars, 2016 - 2020)



2050 PROJECTED POPULATION

San Francisco population (2015)



San Francisco population (2050)



Regional population (2015)



Regional population (2050)



San Francisco population growth (2015 - 2050)



Regional population growth (2015 - 2050)



San Francisco share of regional population growth (2015 - 2050)



2050 PROJECTED JOBS

San Francisco employment (2015)



San Francisco employment (2050)



Regional employment (2015)



Regional employment (2050)



San Francisco employment growth (2015 - 2050)



Regional employment growth (2015 - 2050)



San Francisco share of regional employment growth (2015 - 2020)



San Francisco At a Glance (continued)

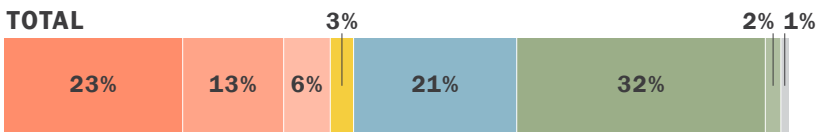
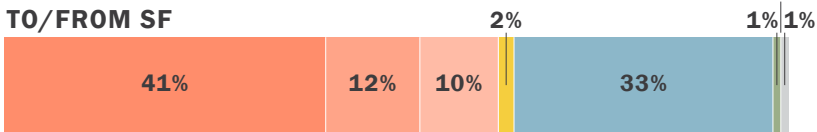
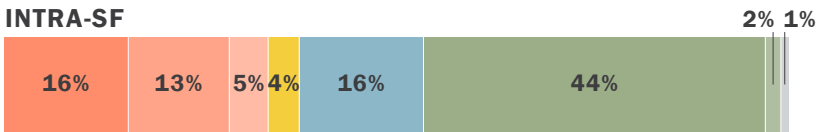
TRANSPORTATION

Weekday trips to/from/within San Francisco

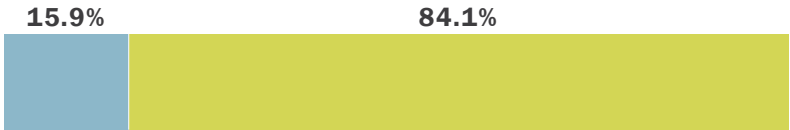
4,563,805

San Francisco mode share by travel market

DRIVE ALONE HOV 2 HOV 3+ TAXI/TNC TRANSIT WALK BIKE OTHER



San Francisco share of regional weekday transit trips



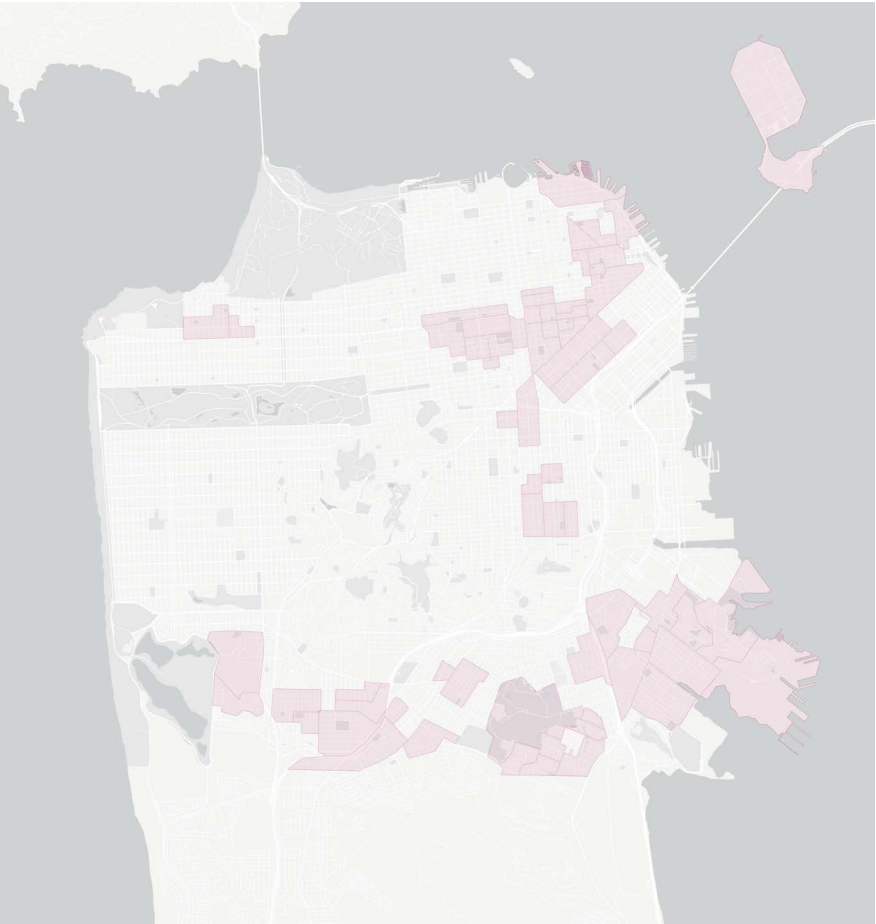
Muni share of regional weekday low income transit trips



Sources:
Census 2020, <https://www.census.gov/data.html>;
Plan Bay Area 2050, <https://www.planbayarea.org>;
SFMTA Transit counts, <https://www.sfmta.com/reports/passenger-counts>;
MTC and SFCTA 2018-2019 Bay Area Transportation Study, <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-area-transportation-study>

MAPS

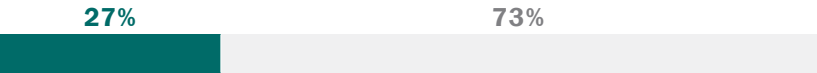
San Francisco Equity Priority Communities (EPCs)



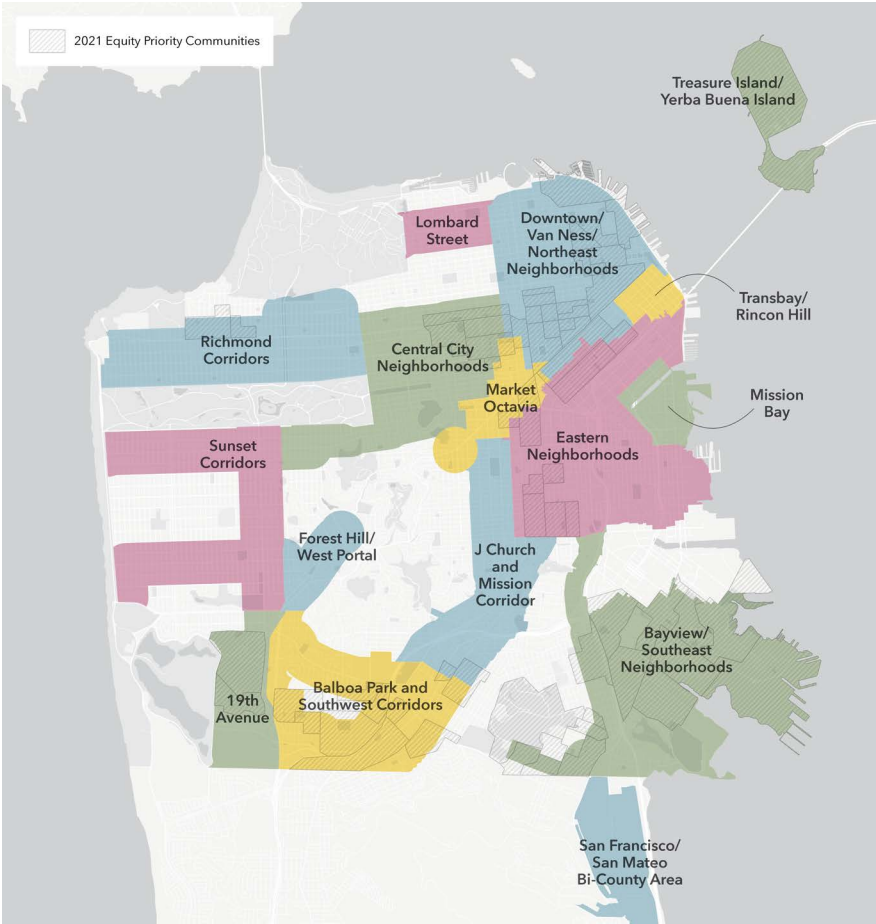
Population in EPCs

235,763

Percent of population in EPCs



San Francisco Priority Development Areas (PDAs)







Population in PDAs

708,390

Percent of population in PDAs



ConnectSF

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1455 Market Street, 22nd Floor,
San Francisco, CA 94103

TEL 415-522-4800

EMAIL info@sfcta.org

WEB www.sfcta.org



**San Francisco
County Transportation
Authority**



**San Francisco
County Transportation
Authority**

BD120622

RESOLUTION NO. 23-23

RESOLUTION ADOPTING THE SAN FRANCISCO TRANSPORTATION PLAN 2050

WHEREAS, As San Francisco's Congestion Management Agency, the Transportation Authority develops a countywide, long-range transportation multi-modal plan to establish San Francisco's investment priorities and policy initiatives and guide development of the sector; and

WHEREAS, In October 2017 the Transportation Authority Board adopted the previous San Francisco Transportation Plan (2017 SFTP), the third such long-range transportation investment and policy blueprint that guides investment in the City's transportation system; and

WHEREAS, The SFTP is updated in parallel with quadrennial updates of the Metropolitan Transportation Commission's and Association of Bay Area Government's regional transportation plan/sustainable communities strategy, known as Plan Bay Area; and

WHEREAS, The SFTP 2050 was developed in parallel to and is consistent with the Metropolitan Transportation Commission's and Association of Bay Area Government's Plan Bay Area 2050, adopted in October 2021; and

WHEREAS, The SFTP 2050 was developed as part of ConnectSF, the City's multiagency long-range transportation planning process and incorporates the ConnectSF transportation vision and goals and builds on the Transit Strategy and Streets and Freeway Strategy; and

WHEREAS, Development of San Francisco's project priorities and policy initiatives to the SFTP 2050 was based on Plan Bay Area 2050, the ConnectSF process, San Francisco's Climate Action Plan, and other relevant plans and studies; and was done in collaboration with San Francisco project sponsors and input from the Board and public through numerous community meetings, presentations at Board and Community Advisory Committee meetings, and survey efforts; and

WHEREAS, The SFTP 2050 includes a financially constrained Investment Plan to guide the allocation of \$80 billion in existing and anticipated transportation revenues through 2050; a Vision Plan to guide the allocation of an additional \$15 billion potential new transportation revenues through 2050; policy initiatives to complement the Investment Plan and Vision Plan; and guidance for implementation and monitoring; and



**San Francisco
County Transportation
Authority**

BD120622

RESOLUTION NO. 23-23

WHEREAS, The SFTP 2050 features as its centerpiece, the Prop L half-cent transportation sales tax Expenditure Plan, which was approved by over 70% of San Francisco voters in November 2022 and projected \$2.6 billion (2020 \$'s) leveraging billions of dollars in other funds over the 30-year Expenditure Plan period; and

WHEREAS, Expected revenue - including existing and anticipated new federal, state, regional, and local revenues assumed in Plan Bay Area over the next 30 years - is not adequate to meet the City's goals for maintaining the existing transportation system in a state of good repair, while also planning to meet the needs of expected growth and improving the network to better address today's needs; and

WHEREAS, The Vision Plan builds on the Investment Plan and describes the investment priorities for potential new revenues to close gaps and further advance transportation goals based on \$15 billion in new revenues and serves as an advocacy element demonstrating how much more could be done with additional revenues and how San Francisco could benefit; and

WHEREAS, At its November 30, 2022 meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for adoption of the SFTP 2050; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed SFTP 2050; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the final SFTP 2050 for publication and distribute the document to all relevant agencies and interested parties.

Enclosures:

1. SFTP 2050 Report
2. SFTP 2050 Appendices



Memorandum

AGENDA ITEM 9

DATE: December 1, 2022
TO: Transportation Authority Board
FROM: Carl Holmes – Deputy Director for Capital Projects
SUBJECT: 12/13/22 Board: Major Capital Project Update: Caltrain Modernization Program

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

The Caltrain Modernization (CalMod) program is a \$2.72 billion suite of projects, which includes Positive Train Control (PTC) and the Peninsula Corridor Electrification Project (PCEP). PTC was completed in December 2020. PCEP is comprised of electrification of the Caltrain line between San Jose and San Francisco, upgrade of the signal system, and the procurement of electric multiple-unit vehicles (EMUs). As of September 30, 2022, PCEP has expended 77.5% of its current budget. Work is continuing on the installation of the Overhead Contact System (OCS) poles, cantilever arms, and contact wire, and the traction power facilities are nearing completion. The first four EMU trainsets have been delivered and are undergoing static testing. The current PCEP Baseline Budget is \$2.44 billion. As detailed in Attachment 1, Caltrain is pursuing multiple funding sources to address the \$462 million increase resulting from the December 2021 change to the Baseline Budget. Caltrain has secured \$52 million in additional federal funds, leaving a \$410 million gap. In October 2022, the Metropolitan Transportation Commission (MTC) adopted the Bay Area Major Project Advancement Policy, which identifies completion of PCEP as a regional priority and prioritizes it for certain state and federal grant funds. If needed, up to \$140 million in bond proceeds, backed by Caltrain Measure RR funds, may be called upon to close the funding gap. A final fallback measure is the Four-Party Agreement, under which the Transportation Authority, San Mateo County Transportation Authority, VTA, and MTC committed to helping to seek and secure up to an additional \$50 million each, for a collective \$200 million backstop for PCEP in the event of cost

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☒ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other: _____



over-runs or shortfalls in revenues. The planned revenue service date is September 2024.	
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BACKGROUND

CalMod is a \$2.72 billion suite of sustainable projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality and reducing greenhouse gas emissions. CalMod includes the PTC Project, which was completed on December 17, 2020, and the PCEP, which has two components: electrification of the Caltrain line between San Jose and San Francisco; and the purchase of EMUs to operate on the electrified railroad. Revenue service is scheduled for September 2024.

The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs. The Program is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. The project received the Full Funding Grant Agreement by the Federal Transit Administration (FTA) in 2017.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners including the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, MTC, and the California High-Speed Rail Authority (CHSRA), in addition to the FTA. Funding contributions were codified in a series of memorandums of agreement, of which the latest included an oversight protocol. The three PCJPB counties have provided a local contribution of \$80 million each to the CalMod program. The Transportation Authority provided about \$41 million, primarily from the Prop K sales tax and One Bay Area Grant programs. The San Francisco Municipal Transportation Agency provided the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond.

The Funding Partners oversight protocol for CalMod requires the Executive Director of Caltrain to attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of the President of the Board of Supervisors, the updates since 2019 have taken place at Transportation Authority Board meetings.

DISCUSSION

The paragraphs below provide a brief status update on the CalMod program.

Positive Train Control (PTC) [COMPLETED]. This \$329.3 million project is complete. PTC is an advanced signal system that equipped the corridor with federally-mandated safety technology. Caltrain received conditional approval of the PTC Safety Plan from the Federal Railroad Administration (FRA) in December 2020. PTC is currently in Revenue Service and is fully interoperable with all tenants. Caltrain's Interoperable Electronic Train Management



System is now certified by the FRA as a mixed PTC system. Caltrain has established a follow-on maintenance agreement with Wabtec Corporation, the project's contractor.

Peninsula Corridor Electrification Project (PCEP). As of September 30, 2022, expenditures on the PCEP reached \$1.89 billion, 77.5% of the \$2.44 billion current budget. Work is progressing on both the Electrification and the Vehicles components of the project.

Electrification design-build contract. In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017.

Overhead Contact System poles, cantilever arm, and wire installation continues. OCS foundations are complete and pole installation, of which 144 remain, is expected to be completed by year end. Contact wire installation has been completed in Segments 3 and 4 at the south end of the alignment, and completion in Segments 1 and 2 in the north is anticipated for October 31, 2023.

Work continues on the Traction Power Facilities. Power substations in San Jose and South San Francisco are 100% complete. Traction Power substations 1 and 2 interconnections are also complete. All the other facilities are 90% complete. The power facilities were energized on August 27, 2022, a major milestone. Live-running tests with the EMUs will begin on the weekend of January 13, 2023.

Signals and Communication Systems construction also continues. Integrated testing continues on Segment 4. Segment 2 is anticipated for completion in December 2022 and Segments 1 and 2 are expected to be completed by October 2023.

Tunnels. [COMPLETED] Work on modifications to the 100-year-old San Francisco tunnels reached Substantial Completion on September 17, 2020, and Final Acceptance was reached in December 2020.

Vehicles. On September 6, 2016, Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million EMU contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full Notice to Proceed on June 1, 2017. Subsequently, Caltrain executed an option for an additional 37 cars, bringing the total to 133 cars. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured by Stadler US at its new facility in Salt Lake City, Utah.

The first four trainsets have been delivered to Caltrain and are undergoing static testing prior to dynamic testing on Segment 4 (Santa Clara to San Jose). Delivery of the next two trainsets is anticipated for April 2023. Operator training started on the week of August 22, 2022 and will continue until all operators are trained. PTC brake testing of Trainset 1 was successfully completed at the Pueblo, Colorado rail testing facility.

Carshells for trains 1 through 16 are completed. The 14th trainset is anticipated to arrive at CEMOF by January 2024 and the 19th and final trainset's anticipated arrival is for summer 2024. Trains 15 through 19 represent additional trainsets purchased with funding outside of



the PCEP budget.

Supply chain issues and labor turnover/shortages continue to be the primary issues for final assembly in Salt Lake City.

Central Equipment and Maintenance Facility. Located in San Jose since 2007, this facility accommodates inspections, maintenance, repair, train washing, and storage for the rail fleet. As part of the PCEP, the facility just went through an overhaul to accommodate the new electric vehicles. All work at the facility was completed in July 2022. Contract is now in closeout.

Cost and Schedule. The current Baseline Budget for the PCEP, adopted by the PCJPB in December 2021, is \$2.44 billion. The December 2021 change to the Baseline Budget represented an increase of \$462 million over the original Baseline Budget. This increased budget reflects the completion of negotiations with the electrification design-build contractor, which resulted in a global settlement of \$346.68 million to resolve outstanding issues. The budget also reflected a “budget scrub”, which resulted in a \$115.76 million cost increase.

The current budget includes a total of \$90 million in contingency: \$50 million in a shared risk pool and \$40 million in allocated and unallocated contingency. As of September 30, 2022, \$85.78 million in contingency remains. The Revenue Service date remains unchanged for September 2024, which includes a six-month contingency.

Funding Gap. The December 2021 Baseline Budget adjustment resulted in a \$462 million funding gap. Caltrain already has received \$52.4 million from the federal American Rescue Plan Act for the PCEP cost increase, leaving a remaining gap of \$410 million.

On October 26, 2022, the MTC adopted the Regional Major Project Advancement Policy (MAP), to guide regional major project investment priorities for various state and federal funding sources. The MAP identifies PCEP as a regional priority for up to \$300 million in state Transit and Intercity Rail Capital Program (TIRCP) funds. Caltrain staff is actively pursuing multiple options for addressing the funding gap as detailed in Attachment 1.

We are concurrently working with Caltrain and the funding partners on expanding and implementing the risk mitigation measures contained in the Risk Management Plan for the remainder of the project, seeking to reduce the amount of additional funding ultimately required to complete the project. We are also continuing to work with all the funding partners to seek additional federal and state funding and supporting Caltrain advocacy to secure those funds. Cash flow projections indicate that the additional funding will be needed by June 2023.

Progress Reports. Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available. Peninsula Corridor Electrification Project reports are located at:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html - electric

Challenges and Opportunities. In addition to needing to secure funds to cover the increased project cost and contingency, there are some challenges that may impact Caltrain’s



ability to complete CalMod, even within a new schedule and budget. An updated Monte Carlo quantitative risk analysis was conducted in October 2022. Results indicate that the forecasted direct cost of risks is now \$24.4 million, a 52% reduction from the July 2022 figure of \$54.3 million. With respect to schedule, the analysis found that four risks remain with the potential to impact the project for three or more months, a reduction from 20 such risks in July 2022. Broadly, this analysis indicates that the program is headed in the right direction. The primary risk items that we are monitoring include the risks that:

- The contractor may not be able to complete design, installation, and testing for the “Two-Speed Check” signal/communication modifications within budget and schedule.
- Caltrain’s operations contractor may not have sufficient field support resources (railroad worker in-charge, watchmen, flaggers, signal maintainers) for testing.
- Caltrain may not be able to provide sufficient personnel for implementation of the Rail Activation Plan on the planned schedule.
- The contractor Quality Manager may be missing issues that are not caught until PCEP Quality Manager finds them.
- Caltrain and Union Pacific are unable to resolve clearance issues between Main Track 1 and Union Pacific duct bank infrastructure
- Funding shortfall of \$410 million is not met consistent with expenditures required to complete the PCEP project. Current cashflow is sufficient through June 2023

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Funding Strategy to Close \$410 Million Funding Shortfall



Attachment 1

Funding Strategy to Close \$410 Million Funding Shortfall

Federal

- Supplemental FTA Capital Investment Grants Full Funding Grant Agreement (FFGA) funding: An estimated \$51 million of the House THUD Appropriations Bill could go towards project.
- FRA Federal State Partnership for Intercity Rail grant program: In partnership with CHSRA and other corridor stakeholders, Caltrain is developing a multi-project approach for this upcoming federal funding opportunity.
- "Community Project" funding: Possible \$10 million in Senate THUD Appropriations Bill from Senators Feinstein and Padilla.

State

- **FY 23 State Budget signed into law:** The \$10.8 billion transportation package has \$1.5 billion available in Northern California for an augmentation cycle of the Transit and Intercity Rail Capital Program or TIRCP. At least \$900 million within that program is reserved for projects that have already received TIRCP funds, like the Caltrain Electrification project, that can demonstrate additional funding is needed. California State Transportation Agency released a call for projects for these funds earlier in November.

Regional/Local

- **Tax-exempt bonds:** On February 3, 2022, having received authorization from the three member agencies, the Peninsular Corridor Joint Powers Board approved the issuance of bonds secured by Caltrain's Measure RR, a 1/8 -cent sales tax approved in 2020. The bonds are structured to be payable from the sale of Low Carbon Fuel Standards credits upon electrified revenue service. On March 2, 2022, Caltrain issued \$150 million in bonds which yielded \$140 million in funds that could be used for the project should other options not materialize. The bond proceeds are currently planned for state of good repair.
- **Four-Party Agreement:** As part of the Full Funding Grant Agreement process, the Transportation Authority, San Mateo County Transportation Authority, VTA, and MTC each committed to helping to seek and secure up to an additional \$50 million, for a collective \$200 million backstop for PCEP in the event of cost overruns or shortfalls in revenues.



SFMTA

139

BUILDING PROGRESS

Program Update Potrero Yard Modernization Project

SFCTA Transportation Authority Board
December 13, 2022

5-Years in the **Building Progress Program**
continues to lead in innovative project delivery,
resilient planning and community outreach.

The SFMTA launched the
Building Progress Program in Fall 2017.

Modernize aging SFMTA facilities in order to meet the needs of everyone who travels in San Francisco

State of Good Repair

Improve the transportation system's resiliency to seismic events, climate change, technology changes

Resiliency

Make the SFMTA a better neighbor in the parts of the city that currently host our facilities

Community

BUILDING PROGRESS

Program Overview

Core programs and initiatives
currently include the following.

Modernization Program

Muni Metro East Expansion
Potrero Yard Modernization
Presidio Yard Modernization
Kirkland Yard Modernization

Electrification Program

Woods Chargers Pilot Project
Battery Electric Bus (BEB)
Facility Master Plan

Cable Car Barn Program

Cable Car Barn Improvements
Cable Car Barn Master Plan

Joint-Development Program

4th and Folsom
Parking Garages
Surface Parking Lots
Yard Modernization

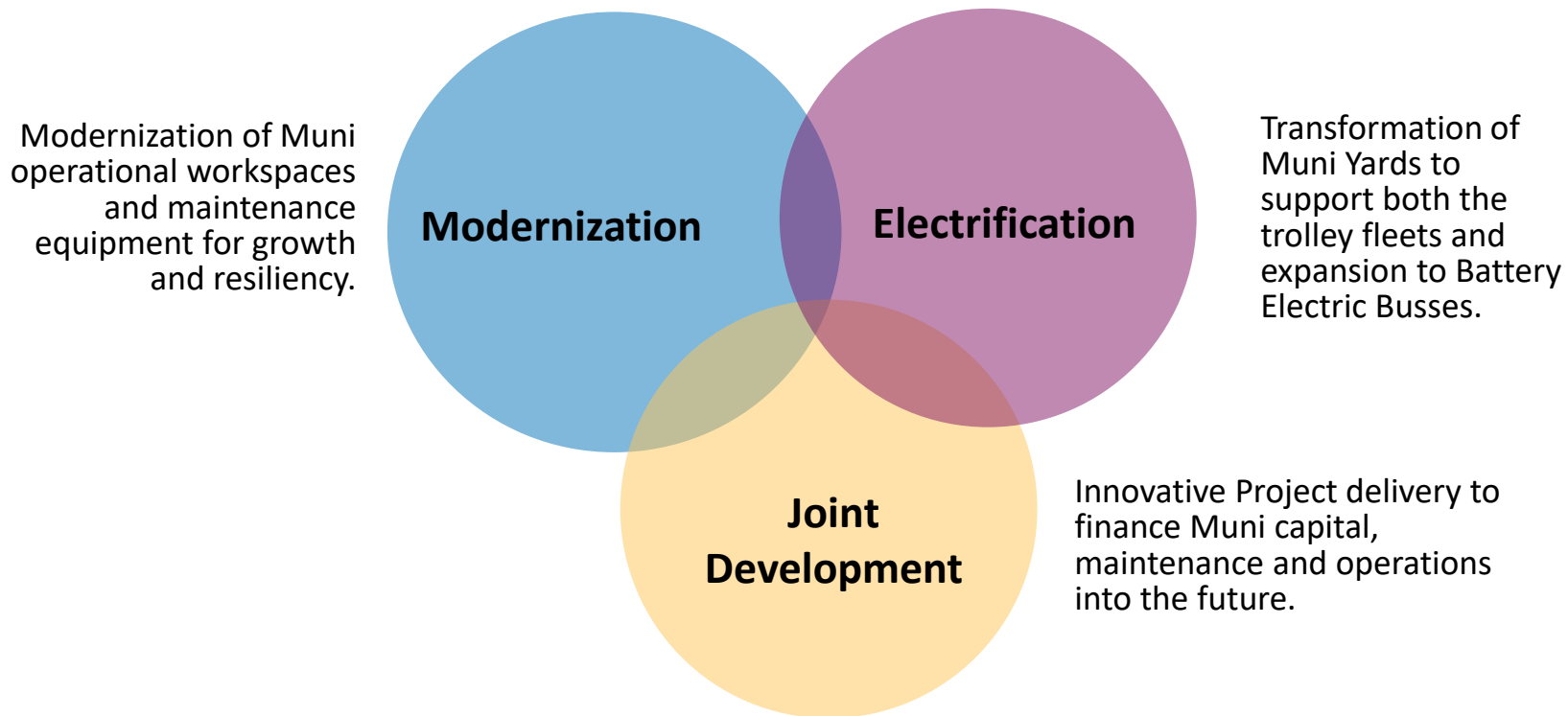
Capital Program

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

Facility Condition Assessment (FCA) Program

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

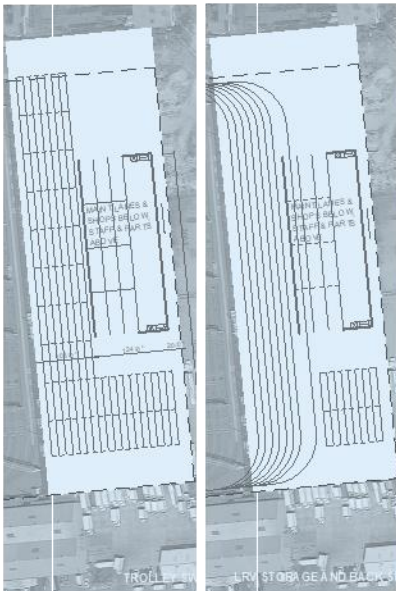
The **Building Progress Modernization Program** is a \$2 billion+ capital program designed to meet the current and future facility needs of the SFMTA.



BUILDING PROGRESS Modernization Program

MME

Construct temporary bus yard to serve as swing facility during modernization projects



Project at 100% design

Potrero

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



Predevelopment
Agreement Phase

Presidio

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



Planning/Site Programming

Kirkland

Modernize as a new Zero Emission Bus Facility



Planning



Potrero Yard Modernization Project



A LOOK AT POTRERO YARD

Before
COVID-19



102,000

Muni riders rely on buses from
Potrero Yard every day.
(~14% of Muni riders)

Existing Facility

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

Future Facility

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



Potrero Yard was built to serve 100 street cars. Today it serves 136 trolley buses for eight routes. In many of the maintenance bays the ceiling is too low to do roof repairs indoors or lift buses to repair them from below.

Potrero Yard Modernization Project

Core Transportation Objectives

Rebuild and modernize Potrero Yard **by 2026**

Provide infrastructure for **battery electric buses**

Improve **safety and working conditions** for the SFMTA workforce

Consolidate functions for **efficiencies** (Training + Street Operations)

Site/Housing Objectives

Enhance architecture and urban design

Enhance streetscape to ensure public safety and reduce conflicts

Maximize housing, including at least 50% affordable and up to 100% affordable

Commitment to:

A responsible public investment

Inclusive and transparent stakeholder engagement

Leadership in sustainability

Potrero Yard Modernization Project

On Nov 1, 2022, the SFMTA Board of Directors approved awarding the final Potrero Yard Modernization Project Pre-Development Agreement (PDA) to the selected developer team and partners:

- **Lead Developer:** The Potrero Neighborhood Collective, LLC
- Plenary Americas US Holdings Inc. is the sole **equity member**
- **Affordable Housing Developer:** Mission Economic Development Agency, Young Community Developers, Inc., and Tabernacle Community Development Corp.
- **Housing Developer:** Presidio Development Partners, LLC and Tabernacle Community Development Corp.
- **Design Consultant:** IBI Group, Y.A. studio
- **Construction Management Consultant:** Plant Construction Company, L.P., The Allen Group LLC
- **Infrastructure Facility Management Consultant:** WT Partnership



BUILDING PROGRESS

Potrero Yard Modernization Project

The project is being developed and constructed as a **Design-Build-Finance-Maintain (DBFM) project**.

- PDA phase will entail development and negotiation of *the final project agreement* with developer team to construct, operate, and maintain the facility
- Long term payments begin *after substantial completion* as “availability payments” in the SFMTA operating budget. These will be for 30-years, after an initial payment set in the final project agreement.
- During the PDA Phase, the Lead Developer is required to include a “fixed budget limit”

The **Fixed Budget Limit** is the maximum anticipated sum for the design and construction costs for the Bus Yard and the SFMTA’s pro rata share of:

- the design and construction costs for the Common Infrastructure,
- the SFMTA’s pro rata share of the Infrastructure Maintenance Costs
- The pro rata share predevelopment costs.

Potrero Yard Modernization Project

The **Fixed Budget Limit** can be modified during the PDA phase – terms are included in the final PDA Agreement.

- The current fixed budget limit is \$391.6 million – this is not the final complete project cost.
- Changes may occur if:
 - The SFMTA changes the **technical requirements** (scope)
 - There are **unknown conditions**
 - **Changes to applicable laws**
 - Adjustments to budget **allowances**
 - Adjustments to **construction escalation and insurance**.

Budget Allowance guidelines were included and will be priced during the PDA Phase. These include:

- Construction Escalation
- Insurance Costs
- Items requiring additional design or development
- Emerging technology
- Iterative designs

BUILDING PROGRESS

Potrero Yard Modernization Project – Technical Proposal

BUS YARD

Three levels plus mezzanine above ground floor, partial basement, approx. ~600,000 gsf, satisfying operations and maintenance requirements

HOUSING

The proposed housing development consists of a total of 575 units, approx. ~500,000 gsf, 100% of which meet the definition of affordable housing in the project's technical requirements.

The proposed housing consists of **four (4) separate housing elements**:

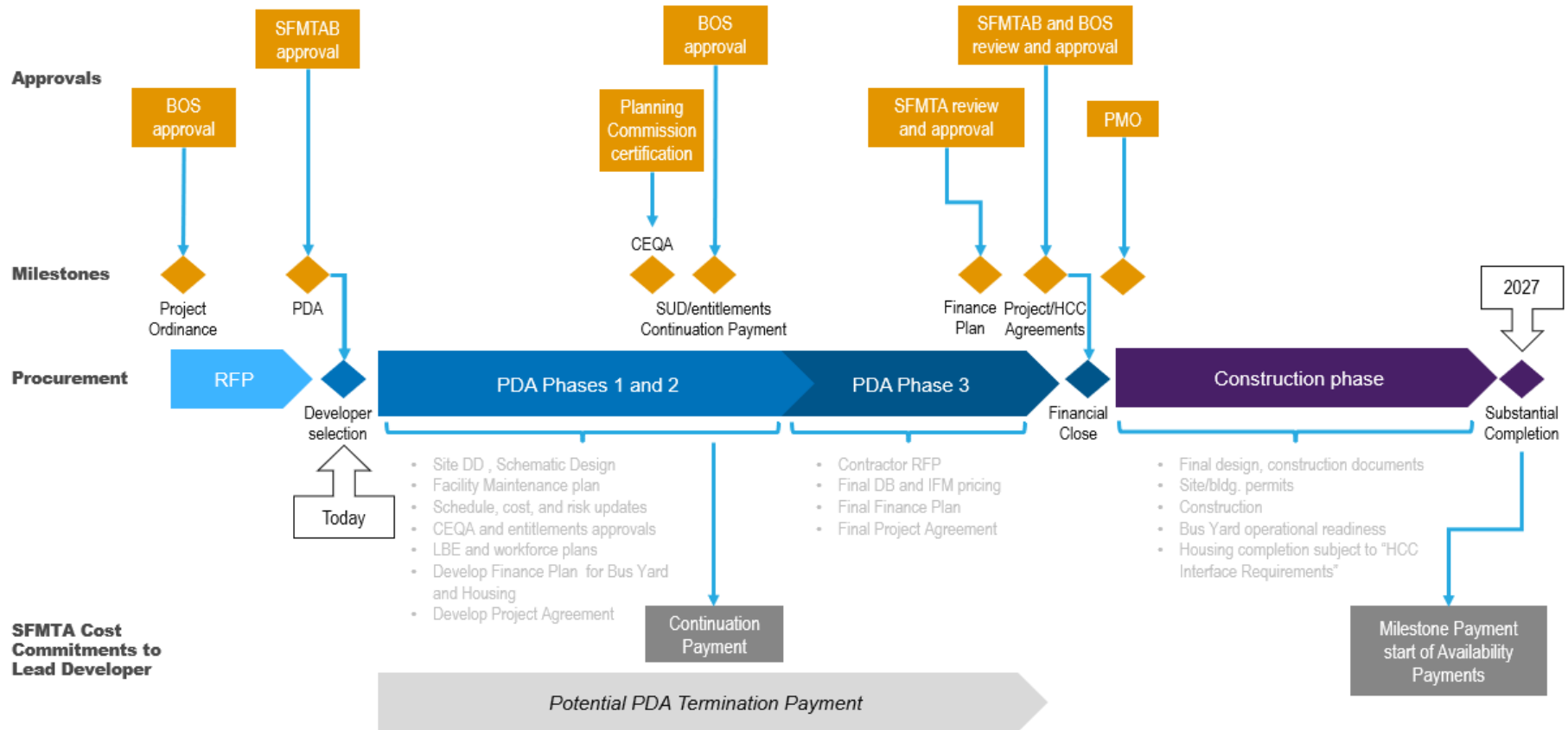
- **Low income (3)**: Three of these housing elements are designated as low-income housing (for households at 80% of AMI or below) and divided as follows: a senior housing element containing approximately 96 units which face Bryant Street, and two family housing elements that each contain approximately 90 to 100 units and are situated above the bus yard along the western portion of the project.
- **Moderate income (1)**: The fourth element is moderate income housing (for households at 81% to 120% of AMI), containing approximately 280 units which are situated above the bus yard along the eastern portion of the project. This proposed housing is subject to any modifications made pursuant to the change provisions in the PDA.

COMMERCIAL

- **Community uses intended for small businesses and community uses**, approx. ~10,000 gsf

Potrero Yard Modernization Project -- Program Overview

The critical path after approval of the PDA, is to advance toward certification of the Environmental Impact Report (EIR) and entitlements. First, we will spend a few weeks building the team with our selected partner.



An aerial photograph of a large bus depot, likely in Japan, showing numerous articulated buses parked in neat rows. The buses are light-colored with dark accents. In the background, there are city buildings and a hill. The entire image is overlaid with a semi-transparent blue filter.

Thank You.

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San Francisco
County Transportation
Authority



RESOLUTION RATING THE PERFORMANCE OF THE EXECUTIVE DIRECTOR FOR 2022 AND
ADOPTING THE EXECUTIVE DIRECTOR'S PERFORMANCE OBJECTIVES FOR 2023

WHEREAS, The Transportation Authority's Administrative Code establishes that the Personnel Committee (Committee) shall conduct an employee performance evaluation of the Executive Director by December 31 of each year for the Executive Director's work performance for the current year; and

WHEREAS, Board-adopted procedures require that the record of accomplishments be tracked against Board-established objectives for the Executive Director for the annual period being evaluated; and

WHEREAS, The Committee shall evaluate the Executive Director's performance annually based on mutually agreed upon objectives; and

WHEREAS, On December 7, 2022, the Committee conducted the performance evaluation according to the adopted format and procedures; and

WHEREAS, The Board-adopted evaluation worksheet allows for ratings of Outstanding, Exceptionally Good, Very Good, Satisfactory and Needs Improvement; and

WHEREAS, The Committee considered the key accomplishments, contained in Attachment 1, and issues relative to the Executive Director's performance during 2022 and recommended a rating of Outstanding, reflecting its perception of the performance of the Executive Director against Board-established objectives for 2022; and

WHEREAS, The proposed Executive Director objectives for 2023, contained in Attachment 2, are consistent with the annual work program adopted by the Transportation Authority Board on June 28, 2022, through Resolution 22-60 as part of the budget; and

WHEREAS, On December 7, 2022, the Personnel Committee reviewed and unanimously recommended approval of the Executive Director objectives for 2023; now, therefore, be it

RESOLVED, That the Transportation Authority hereby rates the performance of the Executive Director during 2022 as Outstanding; and be it further

RESOLVED, That the Transportation Authority hereby adopts the attached objectives for the Executive Director for 2023.



Attachments:

1. 2022 Record of Accomplishments
2. Executive Director Objectives 2023

2022 Record of Accomplishments for Tilly Chang, Executive Director

This section presents a narrative of the Executive Director's accomplishments for 2022, in relation to annual program objectives set by the Board in December 2021 through Resolution 22-24.

Performance against Objectives

I. Advance Key Work Program Activities

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

Planning Activities

1. Worked with the Metropolitan Transportation Commission (MTC) and City stakeholders to **implement Plan Bay Area 2050** recommendations including participating in updates of the regional Transit Oriented Communities policy, Transit Transformation Action Plan focus areas (integrated fares, wayfinding, transit priority, and network management) and transit expansion priorities and policies (Major Projects Advancement Policy). Supported San Francisco Association of Bay Area Governments (ABAG) representatives working on the regional housing issues to address Regional Housing Needs Assessment (RHNA) policies, affordability, displacement, and access to jobs.
2. Concluded Phase 2 of the long-range ConnectSF planning program by preparing draft recommendations and finalizing project concepts for the **Streets and Freeway Study** (lead) and **Transit Corridor Study** (support).
3. Continued to actively participate in the BART/Capitol Corridor Transbay Rail Crossing Study (now known as **Link21**) to explore options for a future second rail crossing of the Bay and associated rail network development implications within San Francisco. Support Link21 program staff in development of program concepts and preparation for public outreach (December). Provided technical review and technical comments on behalf of San Francisco, in coordination with SFMTA. Provided coordination of Link21 with the Geary-19th Avenue Subway project.
4. Completed scoping for the Strategic Case phase of project planning for the **Geary-19th Avenue Subway** (one of ConnectSF's long-term transit expansion priorities). Worked with SFMTA and SF Planning Department to develop work plan and management approach. Obtained Prop K appropriation to initiate Strategic Case and procured consultant support. Launched technical work program and prepared for initiation of engagement activities in 2023, including engagement with regional operators and public outreach.

**2022 Record of Accomplishments for
Tilly Chang, Executive Director**

5. Adoption of the San Francisco Transportation Plan (**SFTP**) **2050** update by year's end (anticipated), including integrating work from the Transit Corridor Study and Streets and Freeway Study and other relevant planning studies, analyzing options for future investments in transportation over the next 30 years, including associated policy recommendations and at least two financially constrained scenarios (Investment Plan and Vision Plan).
6. Completed state and Federal **environmental documentation for the Treasure Island Mobility Management Program congestion toll** and affordability program; continuing to refine the affordability program with community input and financial modeling; and advancing the ferry service study.
7. Executed Cooperative Agreement with Caltrans for the environmental study phase for the Northbound (Project 1) U.S. 101/I-280 Managed Lanes and Bus project. Initiated preliminary technical studies for Southbound (Project 2). Supported implementation of the U.S. 101 Mobility Access Plan with San Mateo and Santa Clara counties, Caltrans and MTC and participated in and provided policy support to Board and MTC representatives for MTC Express Lanes Executive Steering Committee and regional all-lane tolling study. Presented to and participated in CalSTA statewide pricing working group.
8. Released the latest San Francisco Chained Activity Modeling Process (known as **SF-CHAMP**) version, including updates to all choice models that reflect travel behavior choices captured in the regional resident TNC travel diary survey. Revised SF-CHAMP traffic assignment volume delay functions parameters and updated speed and capacity assumptions, based on empirical data analysis. Continued to lead the ActivitySim project, a national multi-agency pooled-fund model project to develop an open-source activity-based modeling software platform.
9. Initiated the next round of **travel diary data collection** in Spring 2023, in partnership with MTC and VTA.
10. Conducted modeling to support Transportation Authority and external partner studies, including the SFTP 2050 update, the U.S. 101/280 Managed Lanes and Bus project, DTX, Treasure Island ferry ridership, and the San Francisco Planning Department's Housing Element update.
11. Initiated data collection for the biennial county **Congestion Management Program (CMP)** **2023** update and expand performance tracking to include reporting on a broader roadway network across all 24 hours of the day, Equity Priority Community disparities tracking and inclusion of "big data" sources and reporting toward an interactive, on-line SF data warehouse and reporting capability (like MTC "Vital Signs").

2022 Record of Accomplishments for**Tilly Chang, Executive Director**

12. Paused the **Downtown Congestion Pricing Study**, including updated alternatives, analysis (including a strong equity and outreach focus), and recommendations.
13. Completed technical work and outreach, and identified draft recommendations, for the **District 5 Octavia Improvements Study** [NTIP Planning], including engaging with the community to prioritize a set of improvements that address both local travel near Octavia Boulevard and opportunities to address longer distance trips that use Octavia Boulevard and the Central Freeway.
14. Completed the **JFK Drive Equity Study**, including visitor intercept and equity priority community surveys and meetings with focus groups in Districts 10, 11 and 3. Supported joint Board of Supervisors hearing and policy decision on the configuration of the roadway.
15. **Pennsylvania Avenue Extension (PAX)** project. See Capital Project Delivery and Oversight.
16. Continued to provide input to the **California High-Speed Rail Authority (CHSRA) Business Plan** and San Francisco-San Jose project segment environmental document. Led development of San Francisco comments on CHSRA's 2022 Business Plan, in coordination with SFMTA and SF Planning Department, and on the Final EIR/EIS prepared by CHSRA for the San Francisco to San Jose project segment of the High-Speed Rail system. Engaged with CHSRA on funding matters, including the DTX funding plan and coordinated approach to new federal funding programs. Advocated for the release of state funds to support completion of the Central Valley segment and "bookend investments" in Northern and Southern California.
17. Advanced the **School Transportation Plan** through the second round of outreach, including identifying a long list of transportation strategies to increase the sustainability of medium and long distance school trips in the City, particularly for vulnerable youth.
18. Continued to participate in regional **Bay Bridge Forward** efforts and discussions about a potential bus lane and other congestion management initiatives on the Bay Bridge. Coordinate with MTC and Caltrans on our Streets and Freeways Study, including rationalizing freeway ramp systems in the downtown core for safety and transit/carpool priority.
19. Completed the 4th of 5th meetings of the District 7 **Ocean Avenue Task Force** [NTIP Planning], including review and prioritization of the existing multimodal safety and reliability concepts proposed for Ocean Avenue near City College, and the identification of additional ideas for the City to take into account when implementing near term Quick Build and Muni Forward improvements in the area.
20. Coordinated with SF Planning Department to finalize the Planning Department's Southeast Caltrain Station Study. Scoped, funded, and initiated next phase of

2022 Record of Accomplishments for Tilly Chang, Executive Director

planning and project development for a new Bayview infill station. Supported Caltrain completion of 22nd Street ADA Study and helped scope and identify funding for next steps.

21. Drafted scope and budget to develop a planning concept for improved connection across U.S. 101 corridor between Candlestick Point and Bayview Caltrain Station. Coordinated with City of Brisbane, San Mateo C/CAG and city departments SFMTA and SF Planning Department on **Bi-County** Transportation improvements on both sides of the county line, including Geneva-Harney BRT underpass at U.S. 101, traffic calming in the area as being studied by SFMTA in the Visitacion Valley Community-based Transportation Plan and Brisbane's Geneva Roadway Extension and related transportation facilities from its Baylands development project EIR.
22. New: Completed a Supplement to the **Transbay Comprehensive Multimodal Corridor Plan**, which identified and evaluated new modes such as bicycling and micromobility for travel across the Bay and incorporated outreach to the public and stakeholder agencies.
23. New: Procured a consultant and initiated work on the **District 4 Microtransit Business Plan** NTIP study.

Fund Programming and Administrative Activities

1. Convened and supported ongoing coordination with city agencies, regional transit operators serving San Francisco, MTC, Bay Area County Transportation Agencies (BACTA), and Caltrans to maximize effectiveness of **advocacy for state and federal discretionary funding for capital needs and transit operations support** to maximize funding for San Francisco and the Bay Area. Actively participated in program and policy development as part of implementation of the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA) to advance key priorities and to strategize local match and grant opportunities to leverage historic funding amounts for infrastructure and public transportation. Continued to advocate for projects through State fund programs such as Senate Bill 1 (SB1) programs, Cap and Trade programs, California Air Resources Board (CARB) programs, and advocated for a portion of the State budget surplus to be committed to transportation projects and programs that advance San Francisco priorities.
2. Continued to convene and coordinate with San Francisco stakeholders on input to program design/guidelines and identification of San Francisco priorities for regional programs such those proposed for MTC's **One Bay Area Grant** (OBAG) program Cycle 3 (e.g., Climate, Conservation & Resilience; Multimodal System Operations & Performance; and Complete Streets & Community Choice) and RM3 (bridge toll program, on pause, pending litigation)). Supported SFMTA and regional transit operators in securing funding to support San Francisco benefitting projects emerging from the **Transit Transformation Action Plan**.

2022 Record of Accomplishments for

Tilly Chang, Executive Director

3. Administered grants with total balances of approximately \$413 million in **Prop K sales tax** (including Neighborhood Program or NTIP), Prop AA vehicle registration fee, Transportation Fund for Clean Air county program, San Francisco's Lifeline Transportation Program, and the Traffic Congestion Mitigation Tax (TNC Tax) funds. Major efforts for these fund programs in 2022 are listed below.
4. Conducted a robust, equity focused engagement effort including Expenditure Plan Advisory Committee meetings, to develop the **2022 Transportation Expenditure Plan** with full EPAC consensus that the Board of Supervisors unanimously placed on the November 2022 ballot along with an extension of the half-cent sales tax to fund the new Expenditure Plan. Conducted outreach and education to voters and secured 72% voter approval of the Prop L measure in November, with broadly distributed support from all districts.
5. Continued to use Prop K and other sources available to the Transportation Authority as part of a bridge strategy to keep projects advancing, Safe Routes to School Program funded, and a project pipeline under development until a new sales tax measure is in place.
6. Prepared an update of the **Prop AA Strategic Plan and 5-Year Prioritization Programs** (5YPP), including conducting a call for projects to program about \$23 million over the next 5-years (FYs 2022/23 to 2026/27).
7. Closely monitored **TNC Congestion Mitigation Tax** revenues and initiated development of program guidelines for a programming cycle in early 2023.
8. Issued and completed annual call for projects for FY 2022/23 **Transportation Fund for Clean Air county program manager funds** (about \$935,000).
9. Worked with MTC and BACTA partners to develop **OBAG3** county program guidelines; conducted San Francisco call for projects and submitted project nominations to MTC for San Francisco's \$52.8 million funding target. MTC anticipates approving the project list in January 2023.
10. Programmed \$1,035,626 in San Francisco's **Lifeline Transportation Program** Cycle 2 funds for BART's Elevator Attendant Program.
11. Programmed \$4,055,000 in **SB 1 Local Partnership Program formula funds** to the Yerba Buena Island West Side Bridges Project to leverage federal, state, and regional funds for construction.
12. Continued to lead **DTX funding strategy** and support advocacy in conjunction with Transbay Joint Powers Authority (TJPA) and MOU partners, including pursuing state and federal funding opportunities through the state budget surplus process and Bipartisan Infrastructure Law (BIL) and joining MTC advocacy trip to Washington, D.C. Led development of DTX funding plan, including strategy to satisfy requirements of FTA New Starts Capital Investment Grant program. Successfully advocated for prioritization of DTX in MTC's BIL and Major Project Advancement Policy (MAP) framework, adopted in October 2022. Supported TJPA DTX grant funding pursuits including TIRCP, MEGA, and State-Local Partnership.
13. Supported **SF Directors in negotiating Caltrain governance agreements, managing Caltrain's** budget and implementation of the new one-eighth cent sales tax, Measure

2022 Record of Accomplishments for

Tilly Chang, Executive Director

RR. Advocate for priority for DTX, 4th/King Railyards, Bayview infill station and 22nd Street ADA improvements in Caltrain business plan implementation, working closely with SFMTA and the Mayor's Office.

14. Worked with MTC/BATA, Alameda CTC, and Caltrans to submit SB1 Solutions for Congested Corridors and Local Partnership Program competitive grant applications for construction of the YBI multi-use path, one of the primary elements of the Bay Skyway Phase 1 project. Secured Board nomination of the multi-use path OBAG 3 funds for design.
15. Collaborated with project sponsors and other stakeholders to develop funding plans, ensure eligibility through **MTC's MAP endorsement process**, and secure funds for other high priority projects such as Muni Forward, Muni's Core Capacity Program (e.g., train control), Building Progress, and Subway Renewal Program.
16. Sought funding for key work program recommendations from the Streets and Freeways Study, Transit Investment Strategy, SFTP 2050, and community-based and Neighborhood Transportation Plans.
 - a. Applied for federal Safe Streets and Roads for All funding for Vision Zero Ramps Phase 3
 - b. Applied for federal Reconnecting Communities funding for the Geary / Fillmore Underpass Community Plan.
 - c. Won Carbon Neutral Cities Alliance grant funds (\$100k) for the Decarbonizing Downtown Business Deliveries study.
17. Strengthened **funding plan for the Treasure Island Mobility Management Program** delivery and first five years of operation by initiating discussions with the City for financing opportunities for the TIMMA program; continuing to seek federal, state, and local grant funds; and finalizing a fund exchange agreement with TIDA and Treasure Island Community Development (TICD). Helped WETA to secure a **\$14.9 million TIRCP grant for electric vessels and infrastructure** to serve Treasure Island and Mission Bay.
18. Submitted **SB 1 Solutions for Congested Corridors Program grant application jointly** with MTC and Caltrans for Bay Skyway Phase 1, which includes a request for funds for charging infrastructure on Treasure Island. Obtained final approval from the Federal Highway Administration to extend the fund expiration date for the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grant for Treasure Island tolling infrastructure to allow sufficient time for project delivery.
19. Proactively **monitored and provided project delivery support** to ensure that project sponsors are following guidelines and meeting timely use of funds requirements for various federal, state, and regional fund programs including, but not limited to OBAG program, Regional Transportation Improvement Program, Lifeline Transportation Programs, and SB 1 programs such as the Local Partnership Program.
20. Continued to closely manage and monitor project cash flows and Prop K sales tax program revenues to inform short- and long-term debt needs as part of the agency's multi-year debt strategy.

2022 Record of Accomplishments for

Tilly Chang, Executive Director

21. Secured **clean audits** over the agency's financial statements and obtained the agency's fifth Certificate of Achievement for Excellence in Financial Reporting award from the Government Finance Officers Association. Completed single audit (compliance audit) for the Southgate Road Realignment improvements and the Surface Transportation Program resulted in no findings or recommendations for improvement. One program specific audit (TFCA) in progress.
22. NEW: Fitch affirmed AAA rating over our sales tax revenue bonds and indicated a stable financial outlook. The affirmation reflects the agency's very strong resilience despite the sharp drop in sales taxes due to the pandemic.

Capital Project Delivery and Oversight Activities

1. Developed full funding plan for construction of **YBI West Side Bridges Seismic Retrofit** project to complement Federal RAISE grant, with anticipated final Board and California Transportation Commission (CTC) actions in December 2022 and partner agency actions in early 2023 to enable contract award in March 2023. Completed value engineering efforts to finalize design. Received Senate appropriations recommendation for \$2M grant for YBI West Side Bridges
2. Substantially completed construction activities for the **Southgate Road Realignment** improvements and YBI I-80 Eastbound off-ramps. Coordinated final operating arrangements for the new facility. Initiated design efforts for retrofit of the Torpedo Building to complete final project requirements by 2024.
3. Advanced environmental phase for **YBI multi-use (bicycle/pedestrian) path** along the west side of the Islands including the segment adjacent to Hillcrest Road; refined project designs.
4. Procured a vendor for the **Treasure Island Autonomous Shuttle Pilot** program and secured CA DMV and CPUC approvals to initiate a pilot. Advanced pilot operational and research plans in coordination with SFMTA and technical and community partners (OEWD, One Treasure Island, TIDA).
5. Continued to work with the TJPA and other partner agencies to advance the **DTX** through the Federal Transit Administration (FTA) Project Development process. Served as lead or co-lead agency for several key tasks within the six-party DTX Memorandum of Understanding. Led development of DTX governance review and brought forward initial recommendations for TJPA Board approval. Completed initial DTX ridership forecasts and benefits analysis required for 2023 FTA submittals. Developed funding plan and co-managed development of 20-year financial plan. Provided technical oversight to the DTX preliminary design, capital cost estimate, and risk assessment. ED continued to serve as Vice Chair of the DTX Executive Steering Committee, with monthly meetings to provide direction to DTX project team and policy support to the TJPA Board.

**2022 Record of Accomplishments for
Tilly Chang, Executive Director**

6. Completed the Project Initiation Study for the **Pennsylvania Avenue Extension (PAX)** project. Developed scope of work for follow-up pre-environmental study; engaged with Caltrain and other partner agencies to review and refine the pre-environmental work plan. Continued technical and planning coordination with the 4th and King Railyards Working Group, including Caltrain, the SF Planning Department, OEWD, California High-Speed Rail Authority, and the property owner (Prologis). Provided technical review and planning assistance to the Caltrain-led Railyards Preliminary Business Case process.
7. Continued to provide robust oversight to Caltrain's **Peninsula Corridor Electrification Project (PCEP)**, with emphasis on managing scope, schedule, and budget and mitigating cost and schedule risks. Continued chairing the PCEP Configuration Management Board, working in partnership with other funding partners. Provided monthly progress briefings to the San Francisco representatives to the Caltrain Board.
8. Supported the SFMTA in delivering near-term **Geary Corridor improvements** and oversaw design and environmental compliance of BRT project. Supported SFMTA outreach and environmental review updates for Geary BRT Phase 2 segment.
9. Provided oversight and support to the **Muni Metro capital program**. Monitored progress of LRV 4 program, including performance of new Siemens rail cars. Provided technical and planning support to SFMTA to develop the Muni Subway Renewal program to provide a framework state-of-good repair investment in the subway. Worked with SFMTA to scope the Muni Metro Core Capacity Planning Study, which will define a federal grant-eligible program of Core Capacity investments; supported SFMTA in successfully securing state grant funding for the planning phase. Provided technical and funding oversight for the Muni Metro Train Control Upgrade Project.
10. Provided oversight of the **Better Market Street** program by providing regular updates on project design, and construction status. Emphasized the need for strong business support and mitigation measures to reduce Phase 1 construction impacts to the community. Provided support to the project team by providing input on long term objectives of future phases.
11. Supported completion of the **Van Ness Bus Rapid Transit Improvement Project** and concluded environmental oversight with the start of revenue service. Provided environmental monitoring weekly observations to the SFMTA project team and monthly monitoring reports to the FTA to keep the project in compliance. Worked closely with SF Public Works and SFMTA to support construction of the **19th Avenue Combined City Project**.
12. Advanced **I-280 Southbound Ocean Ave Off Ramp** Project at Balboa Park, including initiation of final design and securing Local Partnership Program funds. Completed traffic circulation and lane configuration study for northbound **Geneva Avenue off-ramp** in cooperation with Caltrans and SFMTA.

2022 Record of Accomplishments for

Tilly Chang, Executive Director

13. Worked with WETA and Treasure Island developer to advance environmental clearance design of **Treasure Island Ferry Terminal charging infrastructure** in order to prepare for electric ferry service in 2024.
14. Supported **Quint Street Connector Road** project development efforts, including right of way acquisition and legislation, and continued to seek remaining funding needed for the project.
15. Substantially advanced the **Presidio Parkway P3 Delivery Study** with the University of Maryland.

II. Provide Board Support

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

1. Checked in regularly with Chair and Board members to seek guidance and input.
2. Helped staff regional roles (MTC, Association of Bay Area Governments (ABAG), BAAQMD, BART, TJPA, Caltrain, and other bodies as needed).
3. Staffed ongoing Vision Zero Task Force meetings and arranged three hearings on key topics and activities to the Transportation Authority Board.
4. Staffed Treasure Island Mobility Management Agency (TIMMA) Board and Committee meetings, as needed. Gained TIMMA Board approval to establish a Community Advisory Committee for TIMMA.
5. Substantially advanced Transportation Authority's Capital Project Delivery Study in consultation with implementing agencies, Mayor's Office and other advisors, as requested by Chair and Vice Chair.
6. Continued to support development of Cycle 2 NTIP Planning and Capital priorities across districts (Districts 1, 2, 3, 4, 6, 7, 8, 9, and 10 have remaining funds available).
7. Scoped a District 1 NTIP study for potential funding, as requested by Commissioner Chan,
8. New: Scoped a study for District 2, as requested by Commissioner Stefani, a study for District 4, as requested by Commissioner Mar, and two studies for District 8, as requested by Chair Mandelman.
9. New: Supported Chinatown community's review of the use of State budget earmark funds for Portsmouth Square area transportation improvements recommended from D3 NTIP study and coordinated with SF Rec/Park and SF Public Works on implementation and funding plans. Coordinated and advised community discussions with SFMTA on Broadway traffic calming options near Powell and Stockton Streets.
10. New: Supported Supervisor Peskin resolution on establishing local policy on AV deployment via comments to NHTSA on its review of AV requests for exemptions from federal safety standards.

2022 Record of Accomplishments for**Tilly Chang, Executive Director**

11. Conducted substantial work on the Treasure Island Supplemental Transportation Study, the District 6 NTIP Planning Project, as requested by Commissioner Haney.
12. Conducted substantial work on the Ocean Avenue Task Force Action Plan, the District 7 NTIP Planning Project, as requested by Commissioner Melgar.
13. New: Supported Comm Safai and BART discussions on the repaving of DeLong Street and transfer of the street from BART to CCSF.
14. Conducted substantial work on the School Access Plan, a study of transportation strategies to increase the sustainability of medium and long-distance school trips in the City.
15. Supported remote and hybrid Board and committee meetings, and provided support as needed support the City's economic and transportation recovery plans.
16. Supported the work of San Francisco's Caltrain Directors on Caltrain Ad-hoc Committee on governance as well as its special counsel and independent auditor as warranted.

III. Promote Customer Service and Efficiency**THIS OBJECTIVE HAS BEEN MET.**

1. Offered annual sponsor refresher training opportunities for Prop K/AA resources, policies, and procedures.
2. Continued to maintain and as needed, refine the MyStreetSF.com tool to support user-friendly features showcasing underway and completed projects.
3. Updated and expanded online "Prospector" data visualization platform to provide easy access to key San Francisco transportation statistics and information on roadway congestion and transit performance (Congestion Tracker) and existing and future travel patterns and continue to expand the agency's Data Warehouse Vision.
4. Enhanced the Transportation Authority's grant administration Portal to increase functionality for cash management (e.g., enable amendments of reimbursement schedules).
5. In anticipation of reauthorization of the sales tax, identified and designed improvements to the Portal interface and outputs to improve efficiency and customer ease of use that can be implemented to support the new measure.
6. Continued to work with sponsors to further streamline grant allocation and administration, both for the existing sales tax program and in anticipation of reauthorization of the sales tax.

2022 Record of Accomplishments for

Tilly Chang, Executive Director

IV. Work Collaboratively with Partner Agencies

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

1. Advocated for additional federal and state recovery/stimulus funds for transit operations. Supported the identification and joint advocacy of City priorities for regional, state, and federal funds through the Metropolitan Transportation Commission's Bipartisan Infrastructure Law and Major Project Advancement Policy discussions.
2. Continued to pursue legislative priorities (e.g., Automated Speed Enforcement authority), and policy advocacy (track and comment on state piloting of Road User Charge via the California Transportation Commission's Road Charge Technical Advisory Committee and participated in the CalSTA State Roadway Pricing Workgroup).
3. Advocated for efficient and performance-based state fund program guidelines (SB1, CARB, Cap and Trade).
4. Supported and helped shape San Francisco's participation in regional Transit Transformation Action Plan (e.g., seamless transit) and associated legislative proposals.
5. Collaborated with city and regional agencies on implementing the Climate Action Plan and on significantly advancing ConnectSF, including completing the Transit Corridor Study and Streets and Freeways Study, completing the SFTP 2050, and supporting development of the Transportation Element update.
6. Continued to work with BART and Capitol Corridor to develop options for a future second rail crossing of the Bay (Link21). Provided technical review and comment of Link21 studies on behalf of San Francisco, working in coordination with City agencies. Provided coordination of Link21 with the Geary-19th Avenue Subway project.
7. Participated in the Express Lanes Executive Steering Committee for 101/280 Carpool and Express Lanes development.
8. Continued to provide technical assistance on Better Market Street, Caltrain Railyards, Caltrain Grade Separation Strategy, High Speed Rail Business Plan, Ocean Beach Master Plan, Southeast Rail Stations Study, Geneva/Harney BRT, and SFMTA's Transportation Recovery Plan.
9. Continued to help SFMTA implement Muni Reliability Working Group recommendations and supported development and implementation of subway renewal program.
10. Continued to collaborate with SFMTA on CPUC rulemakings and development of State and Federal autonomous regulations/laws and overall new mobility policy and advocacy. Provided responses and reply comments on CPUC proposed decisions on TNC data, including the 2014-2019 Annual Report data and the 2021 Annual Report data, as well as comments on AV data confidentiality. Provided responses on proposals for the Access for

2022 Record of Accomplishments for

Tilly Chang, Executive Director

All program addressing pre-scheduled wheelchair access vehicle trips. Met with CPUC staff to discuss these issues.

11. Partnered with TIMMA transit service providers and MTC/Clipper to draft business rules for an inter-operator Treasure Island transit pass.

V. Promote Inclusive Public Engagement

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

1. Held two rounds of Business and Labor roundtables and explored ways to develop a Community Relationships Initiative, intended to strengthen ongoing relationships with organizations that represent low income communities of color and other vulnerable stakeholders and build their capacity to participate in Transportation Authority projects.
2. Continued to explore ways to provide education, business promotion and training opportunities in partnership with City College, SFUSD, OEWD, labor groups, and Treasure Island businesses through the Autonomous Vehicle pilot program.
3. Continued to participate in the citywide promotion and advancement of racial equity and further incorporate racial equity in agency policies and practices. Continued implementation of the agency's multi-year racial equity action plan. Created new position description to allow candidates to apply for the entry level transportation planner positions without a requirement of a graduate degree. This benefits the agency by helping to diversify our workforce. Utilized an equity lens, focused recruiter to provide a diverse and qualified candidate pool for the Deputy Director for Capital Projects position and successfully completed this recruitment in September 2022.
4. Ensured outreach efforts - especially, for ConnectSF, the SFTP, and sales tax reauthorization - reached a diverse and inclusive cross-section of San Francisco stakeholders.
5. Continued to support SFTP Equity analysis priority programs, including Vision Zero and NTIP.
6. Explored new methods of analyzing system performance for the Congestion Management Program that engages the public, e.g., through crowdsourcing or other interactive tools.
7. Increased Disadvantaged Business Enterprise (DBE) subconsultant pool through new contracts for on-call transportation planning and on-call project management and engineering consultant benches with 70 DBE firms, a 57% increase over the 51 DBE firms on the previous on-call benches, including 46 women-owned businesses, a 171% increase over the 17 women-owned firms on the previous on-call benches.

2022 Record of Accomplishments for

Tilly Chang, Executive Director

VI. Provide Regional and State Leadership

THIS OBJECTIVE HAS BEEN MET AND EXCEEDED.

1. Actively participated in regional policy discussions at MTC and ABAG to shape the implementation of Plan Bay Area 2050, worked effectively on cross-county initiatives, and collaborated on transit recovery planning, transit investment, Vision Zero, affordable housing, and anti-displacement issues.
2. Served as a regional and national leader on big data source assessment and applications of technical data for analysis and (model assumptions, project performance evaluation) and technology policy issues. Updated COVID-era baseline travel demand projections. Established multi-year travel survey partnership with MTC to support performance monitoring, Plan Bay Area implementation and to inform planning initiatives.
3. Monitored development of a potential regional transportation revenue measure, which was on pause most of the year, except for some listening sessions toward year end. In collaboration with the Mayor's Office and SFMTA, provided leadership on implementation of the Caltrain sales tax and completion of the Caltrain governance review.
4. Coordinated legislation and legislative advocacy with Self-Help Counties Coalition, MTC, and Congestion Management Agencies/BACTA. Executive Director served as chair of the California Self-Help Counties Coalition and helped lead and coordinate local transportation agency advocacy on numerous state bills and administration policies including on alignment of transportation plans and funding decisions with climate policy, tolling on state-owned managed lanes, and the State budget increases for transportation infrastructure.
5. Advocated for San Francisco and local interests to manage or influence the regulation of TNCs and autonomous vehicles at state and federal levels. See Item 10 under IV. Work Collaboratively with Partner Agencies above.
6. Advocated for passage of legislative priorities as approved by the Board.
7. Tracked and helped shape development and implementation of statewide and regional managed lanes policies, including participating on the CalSTA State Roadway Pricing Work Group and the regional Express Lanes START Pilot Technical Advisory Committee.
8. Tracked and helped shape statewide and regional policies, pilots, and deployments on emerging mobility services and technologies; collaborated with the Bay Area Toll Authority (BATA) and MTC to scope a pilot of mobility as a service and multi-modal payments technology for Treasure Island travelers.
9. ED and key staff served on Board of Intelligent Transportation Society of America to help shape advocacy on technology policy topics and funding priorities.

**2022 Record of Accomplishments for
Tilly Chang, Executive Director**

VII. Facilitate Agency and Staff Development

THIS OBJECTIVE HAS BEEN MET.

1. Hired nine new staff: Assistant Deputy Director for Planning, Senior Engineer, Staff Accountant, Clerk of the Transportation Authority/TIMMA, Transportation Planner, Program Analyst, Senior Communications Manager, Assistant Transportation Planner, and Deputy Director for Capital Projects.
2. Conducted salary surveys and updated job descriptions against peer agencies to ensure parity.
3. Continued to coach and mentor staff. Created two managerial job descriptions to provide growth pathways and flexibility for staff to progress within the agency. Implemented multi-week Lunch and Learn series to educate newer staff and promote team building. Piloted in-house high school intern program and provided more leadership opportunities for staff to mentor and manage.
4. Paused (due to Deputy Director for Capital Projects transition) on further refinement of policies, procedures, and recommendations from the in progress Project Management handbook; planning to publish a living version for agency-wide use next year.
5. Piloted flexible work arrangement (e.g., telecommute) policy to support office re-opening and employee retention. Provided bystander and safety training to staff.
6. Continued to develop and as needed, refine office re-opening plans, policies, and protocols to reduce the likelihood of transmission within the workplace, maintain agency operations, and continue to promote a healthy and safe work environment. Piloted hybrid working model and trained staff on protocols for hybrid Board and Committee meetings (e.g., public may be in person and/or calling in to participate).

VIII. Improve Internal and External Communications

THIS OBJECTIVE HAS BEEN MET AND Exceeded.

1. Published monthly agency newsletter The Messenger and promoted it on social media.
2. The goal for the year was to increase social media followings and engagements on agency website, Twitter, Instagram, Facebook, and LinkedIn by 5-10%. Increase the agency's monthly newsletter Messenger visibility and expand distribution by 5%. The results were:
 - a. Instagram: 44% increase
 - b. LinkedIn: 28% increase
 - c. Twitter: 4% increase
 - d. Facebook: <1% increase

**2022 Record of Accomplishments for
Tilly Chang, Executive Director**

- e. Messenger newsletter: <1% increase
- f. Website unique users: 18% decline (70,910 in 2022 vs. 87,319 in 2021)
- 3. Continued to regularly meet with and strengthen relationships with civic groups, media, community-based organizations, and neighborhood groups. Held Executive Director's ad hoc Business and Labor Roundtables.
- 4. Continued to refine public engagement guidance and protocol, outlining best practices for project-specific outreach/communications with a focus on methods for equitable outreach methods.
- 5. Continued developing internal contacts and customer relationship management system to improve tracking of interactions with specific organizations and the general public.
- 6. Planned for anticipated ground-breaking for YBI West Side Bridges in Winter 2023 and supported ribbon cuttings for Van Ness BRT, Central Subway, Battery Bluffs, and Presidio Trust Tunnel Tops project.
- 7. ED keynote or spoke at 25 events including Mineta Transportation Institute, USF Social Equity Leadership Conference, and SPUR's Women Building the Presidio event.
- 8. SFCTA or key staff won industry awards including COMTO Equity Award and ACEC Agency of the Year.

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

The purpose of this section is to establish tangible parameters against which the Board may be able to assess the Executive Director's performance during 2023.

I. Advance Key Work Program Activities
Planning Activities

1. **PLAN BAY AREA 2050.** Work with the Metropolitan Transportation Commission (MTC) and San Francisco stakeholders to implement Plan Bay Area 2050 recommendations including the regional Transit Oriented Communities policy, Transit Transformation Action Plan focus areas (integrated fares, wayfinding, transit priority, and network management) and transit expansion priorities and policies (Major Project Advancement Policy (MAP) and related policies). Coordinate San Francisco's input on MTC's Connected Network Plan 2050+ and Next Generation Freeway Study. See related efforts under Fund Programming and Administration.
2. **CONNECT SF.** Conclude Phase 3 of the long-range ConnectSF planning program by providing input and peer review into the update to the San Francisco Planning Department's Transportation Element.
3. **LINK 21.** Provide planning support and San Francisco participation in the BART/Capitol Corridor Link21 initiative, to explore options for a new mega-regional rail network centered around a future second bay rail crossing, potentially connecting to a new west-side rail alignment. Continue to coordinate Link21 studies with the Caltrain Downtown Rail Extension (DTX) Program of Projects and Geary/19th Avenue Subway Strategic Case.
4. **MTC TRANSIT TRANSFORMATION ACTION PLAN.** In coordination with SFMTA and SF regional transit operators, support implementation of the Transit Transformation Action Plan, including studies on regional transit governance, fare coordination, and service provision. Advocate for San Francisco's priorities that support and do no harm to the urban core that carries most of the transit ridership and is vital to local and regional economic recovery.
5. **GEARY/19TH AVENUE SUBWAY.** Support implementation of the ConnectSF Transit Strategy by leading the Strategic Case phase of the Geary/19th Avenue Subway project, serving as lead agency in partnership with SFMTA and in cooperation with SF Planning Department. Launch engagement with regional transit operators and other partner agencies.
6. **SFTP 2050.** Implement SFTP 2050 including advancing Geary/19th Subway Study and planning for a Bayview Caltrain station. Develop strategic initiatives such as expanding equity priority community planning, development-oriented transportation capital investment and transportation demand management. Undertake monitoring, technical analysis and community outreach to inform recommendations for local and/or regional revenue measures to implement the Vision Plan investments.

**Proposed Objectives for 2023
for
Tilly Chang, Executive Director**

7. **STREETS AND FREEWAYS STRATEGY.** Pursue funding to advance the concepts in the Streets and Freeways Strategy, including Vision Zero Ramps Phase 3 , the Fillmore / Geary Underpass, and Bayview Circulation and Safety study efforts.
8. **CITYWIDE SPEED MANAGEMENT STRATEGY / ARTERIAL TRAFFIC CALMING TOOLKIT.** Explore opportunities to partner with SFMTA to develop a citywide strategy for speed management on the local arterial network and seek funding. Deliverables would include a toolkit for mitigating high speeds on major arterial streets, including those with high frequency transit.
9. **SF ACTIVE COMMUNITIES PLAN.** Participate in the preparation of the next generation bicycle plan for San Francisco by serving on the SFMTA Active Communities Plan Technical Advisory Committee (TAC).
10. **TREASURE ISLAND MOBILITY MANAGEMENT PROGRAM.** Advance the Treasure Island Mobility Management Program by finalizing the Toll and Affordability Program. Once the Toll and Affordability Program is adopted, advance implementation of TIMMA transit services by proposing transit fare policy and developing Memoranda of Agreement addressing operating plans with partner agencies (WETA, East Bay bus transit service provider, and SFMTA). Complete the Treasure Island Ferry planning study and work with WETA to initiate a business plan for the service. Secure federal authorization for tolling.
11. **MANAGED LANES PROJECTS.** Complete the traffic studies and environmental clearance for Northbound I-280 HOV lane between Cesar Chavez and 3rd Street. Work with partners to advance managed lane policies along the corridor including conducting community outreach, in coordination with Caltrans, MTC/BATA, SFMTA, and San Mateo and Santa Clara counties. Complete the screening analysis for managed lanes on Southbound US 101 and I-280 to connect to planned managed lanes in San Mateo County.
12. Continue Transportation Sustainability Program (TSP) / TDM Strategy Evaluation Tool development, which seeks to quantify the effectiveness of the TDM strategies included in San Francisco's TSP in reducing vehicle miles traveled and single-occupancy vehicle trips.
13. Release latest San Francisco Chained Activity Modeling Process (known as SF-CHAMP) version, including updates to all choice models that reflect travel behavior choices captured in the regional resident travel diary survey, and inclusion of new traffic assignment parameters based on observed San Francisco traffic counts and speeds. Continue to lead the ActivitySim project, a national multi-agency pooled-fund model project to develop an open-source activity-based modeling software platform.
14. Initiate next round of travel diary data collection in Spring of 2023, in partnership with MTC.
15. Conduct modeling to support Transportation Authority and external partner studies, including the U.S. 101/280 Managed Lanes and Bus project, DTX, the Treasure Island Mobility Management Program, and other programs or projects as requested.

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

16. **CONGESTION MANAGEMENT PROGRAM.** Complete the biennial county Congestion Management Program (CMP) 2023 update, including data collection, analysis, and publication of an interactive, on-line report document. The CMP is one element of a broader, public-facing, interactive data warehouse effort that also includes on-going roadway performance monitoring, expanded roadway network reporting, and Equity Priority Community reporting.
17. Identify preferred use of additional “big data” sources for on-going performance monitoring, planning studies and project evaluation support. Support SFTP 2050 implementation as part of the 2023 CMP update (see above), pending funding availability, by establishing mid-range performance targets to assess rates of progress towards SFTP 2050 goals.
18. **DOWNTOWN CONGESTION PRICING STUDY.** Continue monitoring commute patterns and transit provision/usage, and economic recovery data to evaluate status of the paused Downtown Congestion Pricing Study.
19. Complete the District 5 Octavia Improvements Study [NTIP Planning], including engaging with the community to prioritize a set of improvements that address both local travel near Octavia Boulevard and opportunities to address longer distance trips that use Octavia Boulevard and the Central Freeway.
20. Complete District 6 NTIP planning study on Treasure Island, in cooperation with One Treasure Island.
21. Complete the District 7 Ocean Avenue Action Plan [NTIP Planning], including the Task Force’s review and prioritization of the existing multimodal safety and reliability concepts proposed for Ocean Avenue near City College, and the identification of additional ideas for the City to take into account when implementing near term Quick Build and Muni Forward improvements in the area.
22. Initiate new NTIP planning studies in Districts 1 and 2, including technical studies and community outreach, continue to support District 3 planning efforts for Portsmouth Square NTIP implementation (Walter U Lum circulation) and Broadway traffic calming and make substantial progress on District 4 Micromobility On-Demand Shuttle Study.
23. Complete the **School Transportation Plan**, a study of transportation strategies to increase the sustainability of medium and long distance school trips in the City, particularly for vulnerable youth, through stakeholder outreach and identification of potential school access strategies.
24. Continue to participate in regional Bay Bridge Forward efforts and discussions about congestion management initiatives on the Bay Bridge and its approaches. Also, support planning for potential East Span Bay Bridge celebration event.
25. Substantially complete the station location analysis and pre-environmental work , with community engagement, for a new Bayview Caltrain infill station. Coordinate with Caltrain to

**Proposed Objectives for 2023
for
Tilly Chang, Executive Director**

complete 22nd Street ADA improvements study and seek funding for the next phase of planning.

26. Bring forward a sales tax appropriation request to develop a planning concept for improved transit connection across the U.S. 101 corridor between Candlestick Point and Bayview Caltrain Station. Continue to coordinate with the City of Brisbane, San Mateo C/CAG, and city departments SFMTA and SF Planning Department on Bi-County Transportation improvements on both sides of the county line, including Geneva-Harney BRT underpass at U.S. 101, traffic calming in the area as being studied by SFMTA in the Visitacion Valley Community-based Transportation Plan, and Brisbane's Geneva Roadway Extension and related transportation facilities from its Baylands development project EIR.

Fund Programming and Administration

1. Convene and support ongoing coordination with city agencies, regional transit operators serving San Francisco, MTC, Bay Area County Transportation Agencies (BACTA), and Caltrans to maximize effectiveness of advocacy for state and federal discretionary funding for capital needs and transit operations to maximize funding for San Francisco and the Bay Area. Support consideration of regional housing measure development and legislative efforts to address the transit fiscal cliff. Actively participate in program and policy development as part of implementation of the Infrastructure Investment and Jobs Act (IIJA) to advance key priorities and to strategize local match and grant opportunities to leverage historic funding amounts for infrastructure and public transportation. Continue to advocate for projects through State fund programs such as Senate Bill 1 (SB1) programs, and Cap and Trade programs, California Air Resources Board (CARB) programs, including seeking opportunities through ongoing discussions related to the State budget surplus.
2. Continue to convene and coordinate with San Francisco stakeholders on input to program design/guidelines and identification of San Francisco priorities for regional programs such those included in MTC's One Bay Area Grant (OBAG) program Cycle 3 (e.g., Climate, Conservation & Resilience; Multimodal System Operations & Performance; and Complete Streets & Community Choice) and RM3 (bridge toll program) (pending resolution of litigation). Support SFMTA and regional transit operators in securing funding to support San Francisco priorities from the Transit Transformation Action Plan.
3. Administer and oversee the Prop K sales tax (including Neighborhood Transportation Improvement Program or NTIP), Prop AA vehicle registration fee, Transportation Fund for Clean Air county program, and the Traffic Congestion Mitigation Tax (Transportation

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

Network Company or TNC Tax). Major efforts for these fund programs in 2023 are listed below.

4. Develop transition plan, administer, and oversee the new **Prop L sales tax** Expenditure Plan, which supersedes Prop K on April 1, 2023. Major efforts include conducting a robust, equity focused engagement effort to inform the inaugural Prop L Strategic Plan and 5-Year Prioritization Programs (5YPPs), establishing policies for program administration and identifying the first 5 years of projects to be funded. Working with project sponsors and informed by community engagement, develop program guidelines for new and revised sales tax programs such as the Equity Priority Transportation Program and the Neighborhood Transportation Program.
5. Closely monitor **TNC Tax** revenues, further develop program guidelines, and prepare recommendations for programming about \$5.7M in accumulated revenues. Coordinate approach for programming future funds with development of the Prop L 5YPPs.
6. Issue and complete annual call for projects for FY 2023/24 **TFCA county program** manager funds (about \$750,000 plus any cost savings or de-obligated funds from canceled projects).
7. Complete **OBAG 3** county program cycle with anticipated MTC approval in January, providing support to MTC and project sponsors to finalize programming recommendations, prepare TIP amendments, etc.
8. Develop framework for **San Francisco State Transit Assistance Block Grant program**, which we expect will recommend funds to support SFMTA's paratransit service as first priority, and potentially making any remaining funds available for a San Francisco Lifeline Transportation Program call for projects in FY 2023/24.
9. Continue to lead **DTX** funding strategy and support advocacy in partnership with the Transbay Joint Powers Authority (TJPA) and DTX partners, including pursuing state funding opportunities through the TIRCP and budget surplus processes, preparing for FTA New Start funding plan requirements, and pursuing joint efforts with MTC and CalSTA to leverage other federal funds through the BIL. Work in partnership with TJPA and Caltrain to jointly prepare the FTA-mandated Financial Plan for the project. Provide funding oversight of continued local funds for the project, including Prop K, Prop L, and Transit Center District sources.
10. Collaborate with project sponsors and other stakeholders to develop funding plans and secure funds for high priority projects such as Geary Bus Rapid Transit (BRT) Phase 2,

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

Muni Forward lines, Muni Train Control Upgrade Project, and Muni Subway Renewal and Core Capacity programs.

11. Seek funding for key work program recommendations from the Streets and Freeways Study, Transit Investment Strategy, SFTP 2050, and community-based and Neighborhood Transportation Plans.
12. Strengthen funding plan and begin to secure funds for the **Treasure Island Mobility Management Program** delivery and first five years of operation; seek federal, state, and local grant funds; maximize funding exchange opportunities; and pursue financing opportunities. Obtain final approval from the Federal Highway Administration to amend the budget for the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grant to reallocate funding to the Treasure Island tolling infrastructure. Execute multi-year funding agreement with TIDA and TICD for TIMMA transit and tolling implementation plan and supporting activities.
13. Continue to closely manage and monitor project cash flows and monitor sales tax program revenues to inform short- and long-term debt needs as part of the agency's multi-year debt strategy.
14. Secure continued clean audit(s).

Capital Project Delivery and Oversight Activities

1. Award contract and initiate construction activities for the **YBI West Side Bridges Seismic Retrofit Project**.
2. Complete construction activities and open the **Southgate Road Realignment** improvements and YBI I-80 Eastbound off-ramp to traffic. Complete design for seismic retrofit and weatherproofing of the associated Torpedo Building.
3. Complete the environmental phase for **YBI Multi-use Path** project along the south and west sides of YBI including preliminary design of an ADA ramp structure adjacent to the Southgate Road Realignment project.
4. Complete 95% design for the **Hillcrest Road** widening project, including retaining wall designs to support future multi-use path cross section;.
5. Implement the **Treasure Island autonomous shuttle pilot**. Conduct community outreach and launch workforce and labor partnership programs in coordination with SFMTA and technical and community partners (OEWD, One Treasure Island, TIDA). Coordinate with the SFMTA planning staff leading the Bayview pilot.

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

6. Execute grant agreements, procure a contractor, and begin construction activities for the Treasure Island Ferry Terminal Enhancements project. Work with TIDA and WETA to complete the design and funding plan for the Treasure Island Ferry Terminal charging infrastructure in order to prepare for electric ferry service in 2025.
7. Pending toll policy approval and securing needed funds, work with BATA and regional partners to confirm desired tolling infrastructure on YBI. Procure vendor for Treasure Island Toll Integration System and Network Communications, develop system integration plans and specifications, and complete civil infrastructure design.
8. Continue to work with TJPA and other partner agencies to advance the **DTX** through the Federal Transit Administration (FTA) Project Development process, including advancing into the FTA Engineering phase and requesting FTA Capital Investment Grant funds. Serve as lead or co-lead agency for the project procurement/delivery strategy, funding plan, governance review, and demand forecast. Provide technical oversight to the TJPA-led design, cost, and risk efforts. Work with DTX partners to prepare successor to the Peninsula Rail Program MOU and evolve governance structure for upcoming phases. Continue to serve as Executive Steering Committee Vice Chair through Summer 2022.
9. Complete scoping for pre-environmental phase for the **Pennsylvania Avenue Extension (PAX)** project, working in partnership with Caltrain and other agencies. Obtain funding and initiate pre-environmental phase. Continue to coordinate with the SF Peninsula Rail Program MOU partners on this and Railyards planning in support of DTX, PAX, and other city transportation and development objectives.
10. Continue to participate in robust oversight of the **Caltrain Electrification** Project, with emphasis on managing scope, schedule, and budget and mitigating cost and schedule risks. Continue chairing Configuration Management Board proceedings. Also see Fund section.
11. Support the SFMTA in delivering near-term **Geary Corridor improvements** and oversee design and environmental compliance of BRT project.
12. Conduct oversight of and provide program development support to **SFMTA capital projects**, including Potrero Yard Modernization, Train Control Upgrade Project, LRV rail car procurement, Subway Renewal, and Core Capacity Study. Complete oversight of SFMTA Central Subway project, in support of project close-out and seven-day revenue service.
13. Support and oversee project delivery of Better Market Street and continue coordinating and collaborating with major transportation infrastructure departments (SFMTA, SF

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

Public Works, SFPUC) to improve project delivery. Work closely with SF Public Works and SFMTA to complete the construction of the **19th Avenue Combined City Project** in 2023.

14. Advance design of southbound **Ocean Avenue off-ramp** including coordination with the City College and Caltrans; and complete traffic studies for northbound **Geneva Avenue off-ramp**.
15. Support **Quint Street Connector Road** project development efforts, including right of way acquisition and legislation, as well as seeking remaining funding needed for the project.
16. Complete the **Presidio Parkway P3 Delivery Study** with the University of Maryland.
17. Develop **Project Delivery Oversight guidelines** for Prop L. Support implementation of recommendations from the **Capital Project Delivery Study**, pending anticipated approval in early 2023.
18. Proactively monitor and provide project delivery support to ensure that project sponsors are following guidelines and meeting timely use of funds requirements for federal, state, and regional fund programs including, but not limited to OBAG, Regional Transportation Improvement Program, Active Transportation Program, Lifeline Transportation Programs, and SB 1 programs such as the Local Partnership Program.

II. Provide Board Support

1. Check in regularly with Chair and Board members to seek guidance and input.
2. Help staff regional roles (MTC, ABAG, BAAQMD, TJPA, Caltrain, and other bodies as needed).
3. Staff ongoing Vision Zero Task Force meetings and arrange regular updates on key topics and activities to the Transportation Authority Board.
4. Staff ongoing Treasure Island Mobility Management Agency (TIMMA) operations and policy board meetings. Recruit candidates, develop procedures for the new TIMMA CAC to be appointed by the TIMMA Committee, and begin holding meetings.
5. Complete Transportation Authority's Project Delivery Study in consultation with implementing agencies, Controller's Office, and other advisors, as requested by Chair and Vice Chair.
6. **SCHOOL ACCESS PLAN.** Complete the School Access Plan, a Caltrans planning grant-funded study of transportation strategies to increase the sustainability of medium and

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

long distance school trips in the City, particularly for vulnerable youth, through stakeholder outreach and identification of potential school access strategies.

7. Continue to support development of **Cycle 2 NTIP Planning and Capital priorities** across districts (Districts 1, 2, 3, 4, 6, 7, 8, 9, and 10 have remaining funds available). Seek Board adoption of NTIP Planning project final reports (anticipated in Districts 4, 5, 6, 7, and 8).
8. **DISTRICT 1 MULTIMODAL TRANSPORTATION PLAN.** Substantially complete the NTIP plan, including outreach. The plan includes identifying several small- to mid- size projects to address safety or connectivity for trips within District 1, and one larger-scale mode shift concept, and north-south transit network planning to address alternatives to driving trips within and to/from District 1.
9. **DISTRICT 2 NTIP.** Initiate this safety study in partnership with the SFMTA, pending appropriation anticipated in early 2023.
10. **DISTRICT 3 NTIP Implementation** - Support District 3 planning efforts for Portsmouth Square NTIP implementation (Walter U Lum circulation) and Broadway traffic calming use above language for Portsmouth Sq NTIP implementation and Broadway traffic calming planning support to the community.
11. **DISTRICT 4 ON-DEMAND MICROTRANSIT BUSINESS PLAN.** Complete the NTIP plan, including outreach. Includes leading coordination and review by SFMTA and close communication with the AV Shuttle Pilot and TIMMA transit service planning efforts.
12. **OCTAVIA IMPROVEMENTS STUDY (DISTRICT 5).** Complete the NTIP study and advance its recommendations for funding from the Market and Octavia Special Fund. Anticipated recommendations would implement a set of improvements that address both local travel near Octavia Boulevard and opportunities to address longer distance trips that use Octavia Boulevard and the Central Freeway.
13. If funded by Federal Reconnecting Communities Program, lead the **Fillmore Underpass Community Planning Study** in the Japantown/Fillmore Area.
14. **DISTRICT 6 TREASURE ISLAND SUPPLEMENTAL TRANSPORTATION STUDY.** Complete the NTIP planning project to understand current resident and worker transportation needs and recommend short-term supplemental transportation options. Recommendations from the study could include (and are not limited to) an on-demand shuttle, shared van, and/or community ambassadors to support safe, reliable on-off transportation for residents and workers on the island.

**Proposed Objectives for 2023
for
Tilly Chang, Executive Director**

15. Support **D6 neighborhood transportation system management** scoping efforts in the 2nd/Bryant/Essex Street area in cooperation with SFMTA, MTC/BATA, Caltrans, and CA Highway Patrol.
16. **OCEAN AVENUE ACTION PLAN (DISTRICT 7)**. Complete the District 7 Ocean Avenue Task Force NTIP planning effort, including review and prioritization of the existing multimodal safety and reliability concepts proposed for Ocean Avenue near City College, and the identification of additional ideas for the City to take into account when implementing near term Quick Build and Muni Forward improvements in the area.
17. Explore solutions to repair and enhance **Havelock Bridge** (across I-280 at City College/Balboa Park) in conjunction with SF Rec/Park, SFPW, SFMTA, Caltrans and City College.
18. Continue to support D11 and BART coordination of **DeLong Street** right of way paving and transfer plans and traffic calming on San Jose Avenue.
19. Support remote/hybrid Board and committee meetings and implement changes related to anticipated lifting of the statewide emergency order at the end of February 2023
20. Support SF Directors in overseeing Caltrain's budget and managing Caltrain's financial position as ridership recovers following the pandemic. Support implementation of Caltrain governance reforms and oversight of Measure RR sales tax funds. Advocate for priority for DTX, 4th/King Railyards, Bayview infill station, and 22nd Street ADA improvements in Caltrain business plan implementation, working closely with SFMTA and the Mayor's Office.

III. Promote Customer Service and Efficiency

1. Offer annual sponsor training opportunities regarding Prop K/AA/TNC Tax resources, policies, and procedures.
2. Maintain and as needed, refine the MyStreetSF.com tool to support user-friendly features showcasing underway and completed projects, improved search features, and other customer enhancements.
3. Update and expand online "Prospector" data visualization platform to provide easy access to key San Francisco transportation statistics and information on roadway and transit congestion (Congestion Tracker) and existing and future travel patterns. Expand the agency's Data Warehouse Vision.

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

4. Identify and implement improvements (such as increased project progress reporting functionality) to the agency's grants Portal interface and outputs to improve efficiency and customer ease of use, as well as support Prop L implementation.
5. Identify opportunities to further streamline grant allocation and administration as part of the transition to Prop L. Includes coordination with SFMTA on advance notification of allocation and reimbursement needs.
6. Migrate the agency's 10-year-old Microsoft Dynamics AX 2012 Enterprise Resource Program (accounting system) to the latest cloud-based Microsoft Dynamics 365 Finance & Operations software. Microsoft no longer supports Dynamics AX 2012 and the migration will enable more efficient and sophisticated financial data reporting and analysis and consolidate other information systems.

IV. Work Collaboratively with Partner Agencies

1. Work with MTC and the region's transit agencies to address the transit fiscal cliff. Support and help shape a statewide advocacy strategy for new state ('bridge') funding in the short term. Work with local, regional, and state partners on a sustainable regional transportation funding measure(s), including potentially seeking state authorization for it to be placed on the ballot at a future election. Actively collaborate with city and regional transit agencies to identify City priorities and joint advocacy for these funds.
2. Pursue legislative priorities coordinating with partner agencies (e.g., extension of the Cap and Trade program past 2030, Automated Speed Enforcement authority), and policy advocacy (track and comment on state piloting of Road User Charge via the California Transportation Commission's Road Charge Technical Advisory Committee and participate in the CalSTA State Roadway Pricing Workgroup).
3. Advocate for efficient and performance-based state fund program guidelines (SB1, CARB, Cap and Trade).
4. Support and help shape San Francisco's participation in the implementation of the Transit Transformation Action Plan (e.g., regional transit network planning, new revenues to address transit fiscal cliff and support transit enhancements).
5. Collaborate with city and regional agencies on completing the last element of ConnectSF, the Transportation Element update, and on implementing the Climate Action Plan, e.g., by conducting the Decarbonizing Downtown Goods Movement Study, funded by a Carbon Neutral Cities Alliance Grant, supporting TDM pilots and evaluation, and assisting with Climate Action Plan implementation monitoring efforts.

**Proposed Objectives for 2023
for
Tilly Chang, Executive Director**

6. Work with BART and Capitol Corridor to continue study of long-term alternatives for a potential second rail crossing of the bay (Link21). Collaborate with SFMTA and other City agencies to provide San Francisco input to the Link21 program. Engage with MTC and Caltrans on near-term management goals and strategies for the Bay Bridge corridor.
7. Support implementation of the U.S. 101 Mobility Access Plan. Participate in the Express Lanes Executive Steering Committee for 101/280 Carpool and Express Lanes development and in MTC's Next Generation Freeway Study, which is exploring potential implementation pathways for Plan Bay Area 2050 Strategy T5 (Implement per-mile tolling on congested freeways with transit alternatives).
8. Continue to provide technical assistance on Better Market Street, Caltrain Railyards, Caltrain Grade Separation Strategy, Caltrain and High Speed Rail Business Plans, Ocean Beach Master Plan, and Muni Forward.
9. Provide planning support and oversight of the Muni Metro Core Capacity Planning Study and Subway Renewal Program.
10. Participate in Caltrans transit study and coordinate San Francisco's input into WETA's regional water transportation study.
11. Collaborate with SFMTA on California Public Utilities Commission (CPUC) rulemakings on TNCs and AVs, and development of State and Federal AV regulations/laws and overall new mobility policy and advocacy.
12. Support resiliency planning including Mission Creek, Embarcadero Seawall and Ocean Beach Master Plan efforts and in conjunction with development of regional Climate and Resilience programs
13. Partner with TIMMA transit service providers to design an inter-operator transit pass, including MOAs with ferry, bus, and shuttle service providers and MTC/Clipper.

V. Promote Inclusive Public Engagement

1. Continue Disadvantaged Business Enterprise outreach efforts and workforce supportive programs. Explore partnerships with industry associations such as COMTO (Conference on Minority Transportation Officials), and BuildOut CA and Golden Gate Business Association (world's first LGBTQ Chamber of Commerce), Chinese, African American and Latino Chambers of Commerce.
2. Regularly meet with and strengthen relationships with civic groups, media community-based organizations, and neighborhood groups.

Proposed Objectives for 2023
for
Tilly Chang, Executive Director

3. Develop Executive Director's ad hoc Business and Labor Roundtables and expand roundtables to community-based organizations.
4. Explore ways to provide workforce development and training opportunities, including construction administration pathways in partnership with TIDA and opportunities through the Treasure Island Autonomous Vehicle pilot program.
5. Participate in the citywide promotion and advancement of racial equity and further incorporate racial equity in agency policies and practices. Continue implementation of the agency's multi-year Racial Equity Action Plan and focus on staff retention, promotion, discipline and separation, mobility and professional development, compensation, and diverse and equitable leadership and management in the third year.
6. Ensure outreach efforts - especially for Prop L implementation, Treasure Island, U.S. 101/I-280 Managed Lanes and Express Bus Project, and when it resumes, the Downtown Congestion Pricing Study efforts - reach a diverse and inclusive cross-section of San Francisco stakeholders.
7. Explore new methods of analyzing system performance for the Congestion Management Program that engages the public. Publish on-line, interactive Congestion Management Program Report, and maintain and expand public-facing data visualizations such as the Congestion Tracker, MyStreetSF, Bicycle and Pedestrian Safety, Equity Priority Communities, and transit on-board survey data.

VI. Provide Regional and State Leadership

1. Actively participate in regional policy discussions at MTC and ABAG to shape the implementation of Plan Bay Area 2050, working effectively on cross-county initiatives, strengthen alliances between Big 3 cities, and collaborate on transit recovery planning, regional transit network, transit investment, Vision Zero, equitable regional pricing initiatives, affordable housing, and anti-displacement issues.
2. Serve as a regional leader on big data sources and applications technical data, analysis and (model assumptions, project performance evaluation) and technology policy issues. Update COVID-era baseline travel demand projections. Complete first year of multi-year travel survey data collection partnership with MTC to support Plan Bay Area implementation and to inform planning and performance monitoring initiatives.
3. Provide local and regional leadership in development of a potential regional transportation revenue measure and serve as local resource for information and

**Proposed Objectives for 2023
for
Tilly Chang, Executive Director**

education on the measure as well as the state funding strategy to address the transit fiscal cliff.

4. Coordinate legislation and legislative advocacy with Self-Help Counties Coalition, MTC, and Congestion Management Agencies/BACTA. Chair (Executive Director) the California Self-Help Counties Coalition.
5. Advocate for passage of legislative priorities as approved by the Board.
6. Track and help shape development and implementation of statewide and regional managed lanes policies and governance.
7. Shape Federal, statewide, and regional policies, pilots, and deployments on emerging mobility services and technologies particularly Autonomous Vehicles. Participate in pilots or develop our own pilots in the areas of mobility as a service, traffic management/automated systems, uses of real-time travel information, and multi-modal payments technology.
8. Advocate for San Francisco and local interests to ensure that city goals regarding safety, equity, climate, and transportation system performance are supported through appropriate regulation of TNCs and autonomous vehicles at state, federal, and local levels.
9. Host annual Self Help Counties Coalition FOCUS on the Future Conference in fall 2023, includes program sessions and technical tours planning and coordination.

VII. Facilitate Agency and Staff Development

1. Fill new positions as funds become available.
2. Continue to coach and mentor staff. Provide leadership opportunities, including through the agency's planned Community Relationships Initiative and staff-based Racial Equity Working Group. Nominate staff for leadership programs (CalCOG, WTS, IBTTA, etc.)
3. Refine and implement policies, procedures, and recommendations from the in-progress Project Management handbook, while working to publish a working Project Management handbook for agency-wide use.
4. Conduct a staff survey to identify areas of improvement to promote Workplace Excellence initiatives and begin working on them.
5. Develop plans, policies, and protocols for TIMMA operations, pending toll policy adoption. Develop a plan for staffing, office and other administrative requirements, and operations and maintenance facilities.

**Proposed Objectives for 2023
for
Tilly Chang, Executive Director**

6. Nominate staff for leadership programs (CalCOG, WTS, IBTTA, etc.).

VIII. Improve Internal and External Communications

7. Grow Messenger newsletter and social media audiences 2-3%.
8. Continue to regularly meet with and strengthen relationships with civic groups, media, community-based organizations, and neighborhood groups. Develop Executive Director's ad hoc Business and Labor Roundtables and expand to include community based organizations.
9. Finalize public engagement guidance and protocol, outlining best practices for project-specific outreach/communications with a focus on methods for equitable outreach methods.
10. Anticipate holding 2023 ground-breaking for Southgate Road Realignment and YBI West Side Bridges, Central Subway (full opening) and supporting other ribbon cuttings throughout the year.
11. Nominate SF projects and agency initiatives for awards programs (CTF, ITSA, ASCE, APA, etc.).
12. Provide thought leadership by speaking at industry conferences and webinars, on a wide range of subjects on which agency staff have expertise.



RESOLUTION ADOPTING A REVISED SALARY STRUCTURE, AMENDING THE EXISTING EMPLOYMENT AGREEMENT, AND SETTING THE ANNUAL COMPENSATION FOR THE EXECUTIVE DIRECTOR FOR 2023

WHEREAS, On September 24, 2013, through Resolution 14-24, the Board appointed Tilly Chang as Executive Director of the San Francisco County Transportation Authority, effective October 1, 2013; and

WHEREAS, On December 17, 2019, through Resolution 20-28, the Board amended the employment agreement with Tilly Chang to extend the term of the agreement to December 31, 2023; and

WHEREAS, Through Resolution 20-28, the Board also adopted a revised salary structure which changed the salary range for the Executive Director position to \$217,893 - \$304,712, without any pre-set steps; and

WHEREAS, The Transportation Authority's Administrative Code establishes that the Board fixes the compensation level for the Executive Director; and

WHEREAS, Per the Personnel Manual, salary adjustments are not automatic based on cost of living or other indexes but are focused instead on rewarding performance; and

WHEREAS, On December 7, 2022, the Personnel Committee met, and after extensive consideration of the Executive Director's performance and other factors, recommended adopting \$239,682 - \$326,501 as the revised salary structure; amending the employment agreement to extend the term for three years, add a one-time \$3,000 bonus for outstanding performance, and add \$13,500 in Deferred Supplemental Retirement Compensation in 2023, \$14,500 in 2024, and \$15,500 in 2025; and setting the Executive Director's compensation at \$310,000 for 2023; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a revised salary structure of \$239,682 - \$326,501 for the Executive Director; and be it further

RESOLVED, That the Transportation Authority hereby amends the existing



employment agreement with the Executive Director, adding a one-time \$3,000 bonus for outstanding performance; adding \$13,500 in Deferred Supplemental Retirement Compensation in 2023, \$14,500 in 2024, and \$15,500 in 2025; and extending the term to December 31, 2025; and be it further

RESOLVED, That the Transportation Authority hereby increases the Executive Director's compensation for 2023 to \$310,000 effective January 9, 2023.