



Agenda Item No. (4)(a)

To: Finance and Auditing Committee/Committee of the Whole  
Meeting of October 21, 2021

From: Ron Downing, Director of Planning  
Amy Frye, Director of Capital Planning and Grants  
Mona Babauta, Deputy General Manager, Bus Division  
Joseph M. Wire, Auditor-Controller  
Denis J. Mulligan, General Manager

Subject: **AUTHORIZE BUDGET ADJUSTMENT(S) AND/OR TRANSFER(S)**  
**(a) BUDGET INCREASE RELATIVE TO INSTALLING TRANSIT SIGNAL PRIORITY EQUIPMENT ON GOLDEN GATE TRANSIT BUSES FOR THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) VAN NESS BUS RAPID TRANSIT (BRT) PROJECT**

### **Recommendation**

The Finance and Auditing Committee recommends, in concurrence with the Transportation Committee at its meeting on October 21, 2021, that the Board of Directors (Board) authorize a budget increase in the FY 21/22 Bus Division Capital Budget relative to establishment of a new capital project to install Transit Signal Priority (TSP) communication equipment in the amount of \$314,200 to be funded entirely with 100% District funds.

### **Summary**

The Golden Gate Bridge, Highway and Transportation District (District) has been working in conjunction with the San Francisco Municipal Transportation Agency (SFMTA) for several years as part of the design of the Van Ness Bus Rapid Transit (BRT) project. SFMTA is the lead agency for this project. This project will construct a “busway” (i.e., bus-only lanes) in the middle of Van Ness Avenue between Lombard Street and Mission Street. Golden Gate Transit (GGT) will use the segment of the busway between Lombard Street and McAllister Street. The busway will be exclusively used by San Francisco MUNI and GGT buses. The project will also build nine stations along the busway. GGT will serve seven of these stations. The stations will include low-level platforms, bus shelters, Clipper vending machines, and real-time signs.

Another significant feature of the Van Ness BRT project will be installation of “Transit Signal Priority” (or TSP) equipment for traffic signals. TSP is an enhanced traffic signal system that allows transit buses to have traffic “priority” along Van Ness Avenue; thereby reducing overall delay for buses, increasing service reliability, and improving “schedule adherence” on a 24/7 basis for the entire length of the busway. The final Environmental Impact Report for the Van Ness BRT

Project prepared by the San Francisco County Transportation Authority (SFCTA) estimated travel time savings of up to 33% for buses traveling in the busway compared to existing conditions. Further travel time savings as a result of installing the TSP equipment on GGT buses will accrue on Mission Street because SFMTA has already installed TSP technology on that street. Those additional travel time savings have not yet been quantified. The City and County of San Francisco has implemented and expanded TSP technology along several street segments in San Francisco. GGT buses will also benefit from the city-wide installation of TSP equipment as their installations increase.

To fully benefit from the features of the Van Ness BRT project and TSP, GGT buses must install TSP equipment on its fleet of buses. This TSP equipment includes an antenna and a GPS Radio, which are to be installed on each coach. Specifically, GGT coaches must install the same hardware installed on MUNI buses to assure full compatibility with traffic signals on the Van Ness BRT project and throughout the City, given SFMTA has acquired TSP equipment provided by Global Traffic Technologies. Therefore, to assure full compatibility and operational benefits to its customers, the District must purchase the exact same proprietary equipment. This equipment is available from several distributors, so due to this, the TSP equipment would qualify as a sole brand procurement. GGT staff intends to work directly with the manufacturer as part of this procurement.

Because GGT service has been reduced due to the on-going pandemic, District staff believes it is prudent to install TSP equipment on approximately half of its fleet (or 75 coaches) at this time. Based on cost estimates provided by the vendor at \$3,575 per coach, District staff estimates procurement and installation costs for TSP equipment to be \$312,400 for 75 coaches.

Construction of the Van Ness BRT project began in October 2016. SFMTA is currently anticipating substantial completion of street construction by the end of this calendar year. TSP testing will occur between early January 2022 and March 2022, and revenue service may begin as early as late March 2022. GGT and MUNI will be coordinating their operations during the testing phase. Due to the impending project schedule, it is imperative that GGT obtain and install the necessary TSP equipment as soon as practical.

**Fiscal Impact**

Approval of this item will add Project #2250, Transit Signal Priority (TSP) on Golden Gate Transit (GGT) Coaches, to the FY 21/22 Bus Division Capital Budget in the amount of \$312,400. Equipment to outfit the rest of the fleet will be included in the capital budget in subsequent fiscal years. The project will be fully funded with 100% District Funds.

The following table provides a breakdown of the proposed project budget for FY 21/22:

**TABLE 1: PROJECT #2250 BUDGET  
 Transit Signal Priority (TSP) on Golden Gate Transit (GGT) Coaches**

<b>PROJECT BUDGET</b>	<b>AMOUNT</b>
Staff Labor	\$15,000
Prime Contract (Equipment Purchase)	\$269,000
Project Contingency	\$28,400
<b>Grand Total</b>	<b>\$312,400</b>