



**San Francisco
County Transportation
Authority**

BD051424

RESOLUTION NO. 24-41

RESOLUTION ALLOCATING \$140,000 IN PROP L SALES TAX FUNDS, WITH
CONDITIONS, AND ALLOCATING \$1,021,021 IN PROP AA VEHICLE
REGISTRATION FEE FUNDS FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$140,000 in Prop L transportation sales tax funds and \$1,021,021 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Prop L Safer and Complete Streets program and from the Prop AA Transit Reliability and Mobility Improvements category; and

WHEREAS, As required by the voter-approved Prop L and Prop AA Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for the aforementioned Prop L program and Prop AA category; and

WHEREAS, The Prop L request is consistent with the Strategic Plan Baseline, as amended and the relevant 5YPP; and

WHEREAS, The Prop AA request is consistent with the Prop AA Strategic Plan and relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$140,000 in Prop L funds, with conditions, and allocating \$1,021,021 in Prop AA funds, for two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and



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WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's Fiscal Year 2023/24 annual budget amendment to cover the proposed actions; and

WHEREAS, At its April 24, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$140,000 in Prop L funds, with conditions and \$1,021,021 in Prop AA funds as summarized in Attachment 3 and detailed in the attached 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 L and Prop AA Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, 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 attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year (FY) 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



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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, the Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L and Prop AA Allocation Summaries - FY 2023/24
5. Prop L and Prop AA Allocation Request Forms (2)



**San Francisco
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RESOLUTION NO. 24-41

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 21st day of May 2024, by the following votes:

Ayes: Commissioners Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Chan and Safaí (2)

DocuSigned by:
 5/24/2024
323583A057A3450...

Rafael Mandelman Date
 Chair

ATTEST:  5/24/2024
EE02528AB8BE49B

Tilly Chang Date
 Executive Director

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	18	SFMTA	Golden Gate Greenway	\$ 140,000	\$ -	\$ 240,000	83%	42%	Design Engineering	5
Prop AA	Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 2	\$ -	\$ 1,021,021	\$ 1,021,021	NA	0%	Construction	Citywide
TOTAL				\$ 140,000	\$ 1,021,021	\$ 1,261,021				

Footnotes

1

"EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline 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).

2

Acronym: SFMTA (San Francisco Municipal Transportation Agency)

3

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

4

"Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, 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 L 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 L Funds Requested	Prop AA Funds Requested	Project Description
18	SFMTA	Golden Gate Greenway	\$ 140,000	\$ -	Prop L will help fund design of the Golden Gate Greenway project, which aims to create a car-lite, public space along the 100 block of Golden Gate Avenue in the Tenderloin. Every street in the Tenderloin is on the Vision Zero High Injury Network. This project includes reducing Golden Gate Avenue from two lanes of vehicle traffic to one lane, reconfiguring the overhead catenary system wires for Muni trolley bus service, and relocation of a fire hydrant. Prop L funds would also support a site survey that will inform design and help prioritize long-term capital changes envisioned for the project area. Construction of the project will be funded by a federal Safe Streets for All grant and a future Prop L allocation for the local match to the federal grant. The SFMTA anticipates that the project will be open for use by September 2027.
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 2	\$ -	\$ 1,021,021	The Prop AA funds requested will fund the production and installation of updated and upgraded signage at Muni stops with new transit stop poles where possible. Stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line, except where opportunities to update signage as part of other projects arise. Priority Muni lines and corridors are listed in the attached allocation request form. The SFMTA anticipates that the full scope of the project will be open for use by December 2027.
TOTAL			\$140,000	\$1,021,021	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
18	SFMTA	Golden Gate Greenway	\$ 140,000	\$ -	<p>Special Condition: Recommendation is contingent upon amendment of the Safer and Complete Streets 5YPP to reprogram \$40,000 in Prop L funds from the construction phase of the project to the design phase. Since those construction funds are programmed in FY 24/25, we recommend concurrent reprogramming of \$40,000 from Slow Streets Implementation in FY 23/24, as that project is delayed, to the subject project and reprogramming \$40,000 from Golden Gate Greenway construction to Slow Streets Implementation in FY24/25 to make it whole.</p> <p>As a result of limited staff capacity, SFMTA has had lower costs for Slow Streets Implementation work in the current fiscal year than was estimated at the time of programming and previously allocated grants have been sufficient to cover these costs. SFMTA expects to increase work on Slow Streets Implementation once ongoing hiring processes have been completed in the coming fiscal year and expects to request all funds programmed to Slow Streets Implementation in FY2024/25. SFMTA received a Federal grant that will fund most of the cost of construction for Golden Gate Greenway, so reprogramming the \$40,000 in FY24/25 funds will not impact delivery of the project.</p>
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 2	\$ -	\$ 1,021,021	
TOTAL			\$ 140,000	\$ 1,021,021	

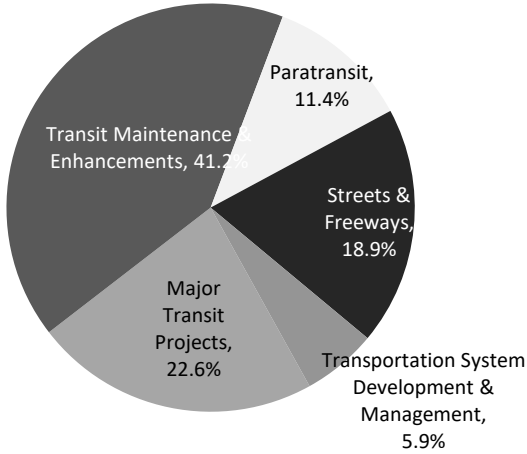
¹ See Attachment 1 for footnotes.

Attachment 4. Prop L Summary - FY2023/24

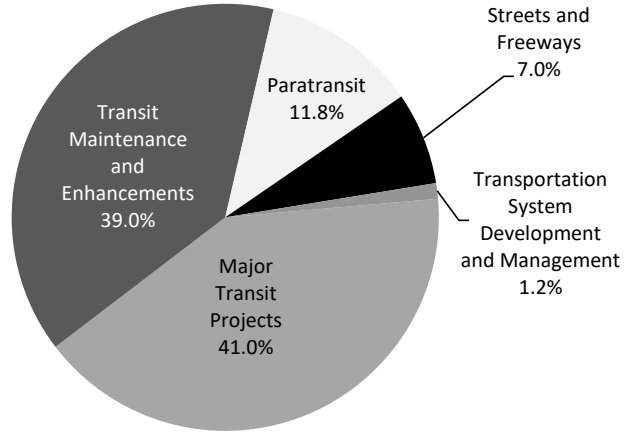
PROP L SALES TAX						
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Prior Allocations	\$ 88,845,955	\$ 14,233,965	\$ 22,179,655	\$ 33,114,866	\$ 15,242,469	\$4,075,000
Current Request(s)	\$ 140,000	\$ -	\$ 140,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 88,985,955	\$ 14,233,965	\$ 22,319,655	\$ 33,114,866	\$ 15,242,469	\$ 4,075,000

The above table shows maximum annual cash flow for all FY 2023/24 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

Prop L Expenditure Plan



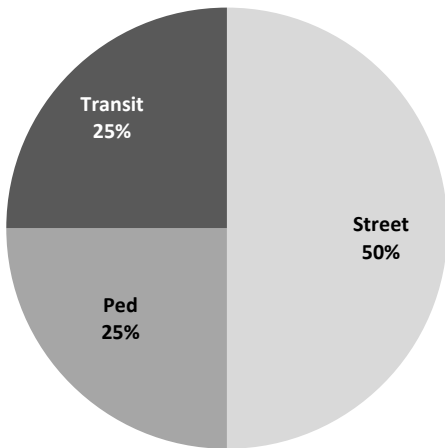
Prop L Investments To Date (Including Pending Allocations)



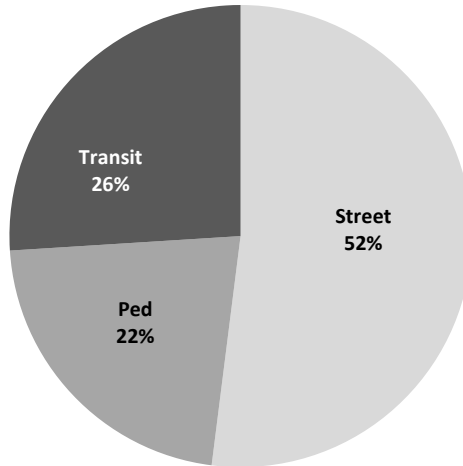
PROP AA VEHICLE REGISTRATION FEE						
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Prior Allocations	\$ 1,500,000	\$ 300,000	\$ 900,000	\$ 300,000	\$ -	\$ -
Current Request(s)	\$ 1,021,021	\$ -	\$ 331,021	\$ 300,000	\$ 200,000	\$ 190,000
New Total Allocations	\$ 2,521,021	\$ 300,000	\$ 1,231,021	\$ 600,000	\$ 200,000	\$ 190,000

The above table shows total cash flow for all FY 2023/24 allocations approved to date, along with the current recommended allocation(s).

Prop AA Expenditure Plan



Prop AA Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Golden Gate Greenway
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$140,000
Supervisory District	District 05

REQUEST

Brief Project Description

Prop L will help fund design of the Golden Gate Greenway project, which aims to create a car-lite, public space along the 100 block of Golden Gate Avenue in the Tenderloin. Every street in the Tenderloin is on the Vision Zero High Injury Network. This project includes reducing the 100 Golden Gate Avenue from two lanes of vehicle traffic to one lane, reconfiguring the overhead catenary system wires for Muni trolley bus service, and relocation of a fire hydrant.

Detailed Scope, Project Benefits and Community Outreach

This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic, reconfigure the overhead catenary system (OCS) wires, install a new fire hydrant, and prioritize community needs for the Shared Spaces on both sides of the roadway. Every street in the Tenderloin is on the Vision Zero High Injury Network, and this project aims to create a car-lite, public space with activation and programming in partnership with the Tenderloin community. Specifically the design scope will focus on OCS design and pole placement, coordination with PUC to confirm fire hydrant details, detailing parking and curb changes, and creating new striping plans. The SFMTA also seeks funding for a one-block site survey for Golden Gate between Leavenworth and Jones Street, which will be used to help with the OCS design and fire hydrant location, but also to help the community seek funding and start initial work for long-term capital changes envisioned for the block. Construction of the project will be funded by a federal Safe Streets for All grant and a future Prop L allocation for the local match to the federal grant.

Project outreach has taken place throughout the planning process through the Tenderloin Task Force, District 5, and through a Golden Gate Greenway stakeholder group. Key stakeholders include St. Anthony Foundation, SF Planning, and members of the Tenderloin Task Force. Outreach to both the Task Force and to key stakeholders will continue through the duration of the project.

Please see attached detailed scope document for more information.

Project Location

Golden Gate Avenue between Leavenworth and Jones Street

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
PROP L Amount	\$100,000.00

Justification for Necessary Amendment

Fully funding this request requires an amendment to the Safer and Complete Streets 5YPP to reprogram \$40,000 in Prop L funds from the construction phase of the project to the design phase. Since those construction funds are programmed in FY 24/25, we recommend concurrent reprogramming of \$40,000 from Slow Streets Implementation in FY 23/24, as that project is delayed, to the subject project and reprogramming \$40,000 from Golden Gate Greenway construction to Slow Streets Implementation in FY 24/25 to make it whole.

As a result of limited staff capacity, SFMTA has had lower costs for Slow Streets Implementation work in the current fiscal year than was estimated at the time of programming and previously allocated grants have been sufficient to cover these costs. SFMTA expects to increase work on Slow Streets Implementation once ongoing hiring processes have been completed in the coming fiscal year and expects to request all funds programmed to Slow Streets Implementation in FY 24/25. SFMTA received a federal grant that will fund most of the cost of construction for Golden Gate Greenway, so reprogramming the \$40,000 in FY 24/25 funds will not impact delivery of the project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Golden Gate Greenway
Primary Sponsor:	San Francisco Municipal Transportation Agency

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)	Oct-Nov-Dec	2021	Jan-Feb-Mar	2022
Environmental Studies (PA&ED)	Jul-Aug-Sep	2024	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2024	Jan-Feb-Mar	2025
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2026

SCHEDULE DETAILS

Planning/Preliminary Engineering- Completed

This project finished preliminary engineering in early 2022 and has been on pause while waiting for funding for detailed design and construction. This project is included as part of the Tenderloin Community Action Plans.

Detailed Design/ Engineering- Summer 2024 through Early 2025

This allocation requests funding for detailed design for OCS, parking and curb changes, revised striping designs, and coordination with PUC for the new fire hydrant. Funding will also be used to legislate and approve the traffic safety changes. Lastly funding will be used for a detailed land survey of existing grading and utilities, which will be requested in June 2024 from Public Work's Bureau of Street Use and Mapping (BSM) and likely delivered to SFMTA in October 2024. Surveys through BSM usually take approximately three months to be completed.

Environmental Clearance - Summer 2024- Early 2025

This project expects to seek and receive CEQA clearance by Summer 2024. However, due to the

requirements of the federal grant that is funding construction, this project will also need to seek NEPA approval. The SFMTA has started the NEPA process and hopes to have NEPA clearance by early 2024. Milestones for NEPA include the following:

- 1) Initial Field Review with Caltrans Local Assistance (Schedule for April 16, 2024)
- 2) Caltrans Review of supplemental memorandums and requirements (April- June 2024)
- 3) SFMTA Submittal of supplemental memorandums includes Cultural Resources Analysis (June- December 2025)
- 4) NEPA approval (expected early 2025)

Construction- Spring 2025:

Following detailed design and allocation of the Safe Streets for All federal funds, the GGG project will start construction in early to mid 2025.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Golden Gate Greenway
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$40,000	\$100,000	\$0	\$140,000
Prop B General Funds	\$100,000	\$0	\$0	\$100,000
Phases In Current Request Total:	\$140,000	\$100,000	\$0	\$240,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$40,000	\$310,000	\$0	\$350,000
FHWA Safe Street for All	\$0	\$840,000	\$0	\$840,000
Prop B General Funds	\$100,000	\$0	\$150,000	\$250,000
Funding Plan for Entire Project Total:	\$140,000	\$1,150,000	\$150,000	\$1,440,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$240,000	\$140,000	prior work
Construction	\$1,050,000		prior work
Operations	\$0		
Total:	\$1,440,000	\$140,000	

% Complete of Design:	10.0%
As of Date:	04/15/2024
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor - SFMTA	\$ 183,800	
2. Total Labor - SFPW	\$ 40,000	
3. Contingency	\$ 16,200	7%
TOTAL PHASE	\$ 240,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 183,800
SFPW	\$ 40,000
TOTAL	\$ 223,800

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Golden Gate Greenway
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$140,000	Total PROP L Recommended	\$140,000

SGA Project Number:		Name:	Golden Gate Greenway
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2025
Phase:	Design Engineering	Fundshare:	58.33%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-218	\$140,000	\$140,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion of Site Survey, Sponsor shall provide a summary of survey findings.
4. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
5. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	41.67%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	75.69%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Golden Gate Greenway
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$140,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Thalia Leng	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-4381	555-5555
Email:	thalia.leng@sfmta.com	joel.goldberg@sfmta.com

GOLDEN GATE GREENWAY (100 Block of Golden Gate between Leavenworth and Jones)

Background

The Golden Gate Greenway Project is a community-initiated project that was started by the St. Anthony Foundation and the 100 Golden Gate Greenway coalition to create more green space in the Tenderloin. The project also brings together a coalition of 20 non-profit organizations, including eight other partners that operate on the same block along Golden Gate Avenue – Lutheran Social Services, De Marillac Academy, St. Boniface Catholic Church, Wu Yee Children’s Services, Mercy Housing, Boys & Girls Club, Larkin Street Youth Services, and 826 Valencia, as well as several others not located on the block including the Tenderloin Community Benefit District and the San Francisco Bicycle Coalition. During the COVID pandemic, St. Anthony’s closed the block daily to provide essential community services (i.e., food pantry, COVID testing), and this inspired them to think bigger about how this block can better serve the community permanently, thus the Golden Gate Greenway project.

Golden Gate Greenway Scope/Funding Request

This project would reduce the 100 block of Golden Gate Avenue from two to one lane of vehicle traffic, reconfigure the Overhead Catenary System (OCS) wires, and install a new fire hydrant, allowing for activated Shared Spaces on both sides of the roadway. This funding requests design funds for this scope and for a detailed site survey of this block as requested by the community. All scope is detailed below.

Roadway Restriping and Parking/Loading Changes

The Golden Gate Greenway will reduce the Golden Gate Avenue from Leavenworth to Jones from two to one-lane of vehicle traffic (southbound) and will re-configure existing parking and loading on this block to accommodate this change. A high-level conceptual diagram of proposed changes is shown in **Figure 1** below.

This block currently is closed to vehicles Monday- Friday from 6am-6pm through a Roadway Shared Spaces permit; the permanent re-striping will help maintain a pedestrian oriented space when the block is not closed through this permit. Some transition re-striping will also occur on adjacent blocks leading up to this block of Golden Gate. Overall, this new redesign will create a safer road and safer speeds that both children and adults can enjoy.

Funds from this request will be used toward creating a final striping drawing for the roadway design and to legislate the parking/loading changes.

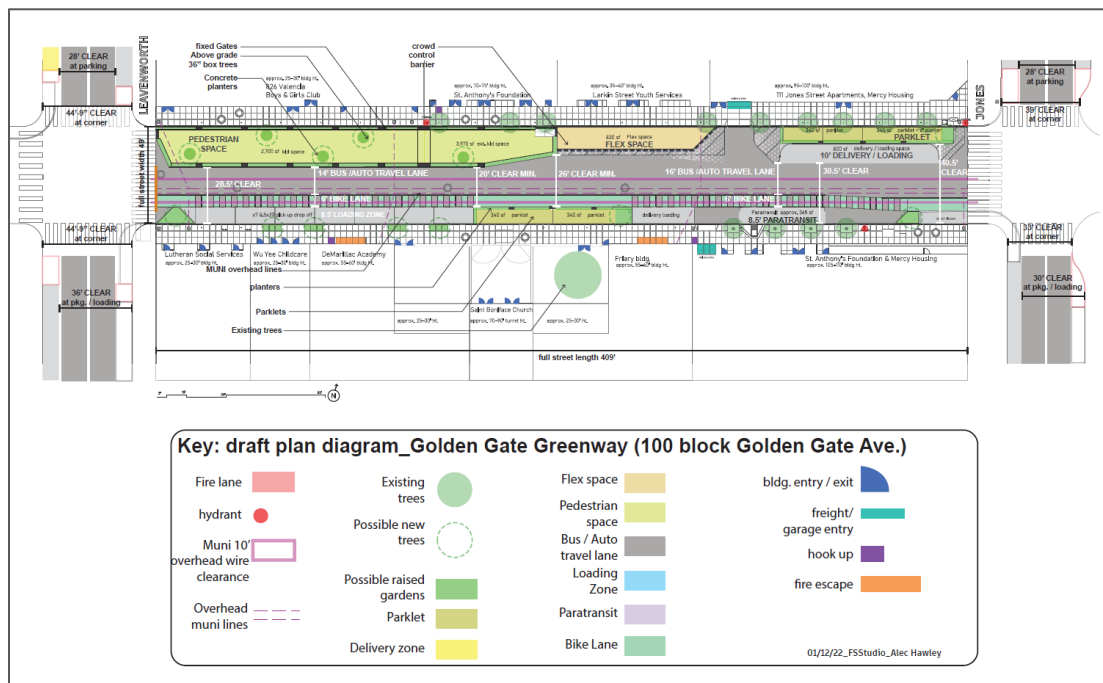


Figure 1: 100 Block of Golden Gate Ave: Conceptual Design

Fire Hydrant Relocation

To accommodate the roadway re-striping changes, one fire-hydrant will be relocated from the north side of the block to the south side of the block to provide curb access to SFFD. The Public Utilities Commission will create the piping design/hydrant layout and relocate the hydrant in the construction phase of the project.

Funds from this allocation request will be used toward SFMTA staff costs for coordination with the Public Utilities Commission to plan for the hydrant relocation.

Overhead Catenary System (OCS) Relocation

When this block of Golden Gate Avenue is reconfigured to one-lane of traffic, the overhead wires that serve transit on this block will need to be redesign and relocated so that they can still serve the bus with the new roadway geometry. A high-level conceptual drawing detailing this shift is shown in *Figure 2* below.

Funds from this allocation request will be used to complete the reconfigured OCS design.

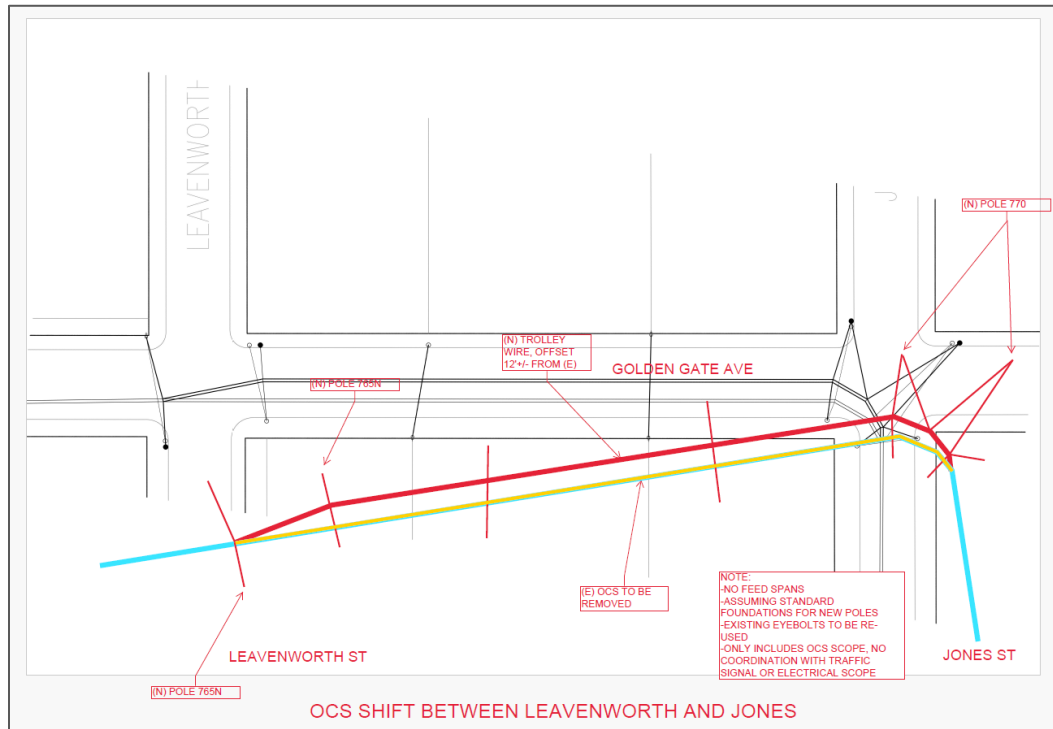


Figure 2: Conceptual Design: OCS Shift on Golden Gate Avenue

Site Survey: Golden Gate Avenue from Leavenworth to Jones Streets

The community and Tenderloin Task Force has requested a detailed site survey of the 100 block of Golden Gate Avenue. This survey can be helpful for reconfiguring OCS poles, but more importantly will serve as a unique resource for the community to begin design for a long-term capital project for this block that would build on initial street safety improvements. The community feels this survey can help them fundraise and give them the initial information needed.

The survey would be conducted through Public Works' Bureau of Street Use and Mapping (BSM).

Golden Gate Greenway Budget:

The estimated design and construction budget is detailed in the table below.

Scope	Design	Construction
Overhead Catenary System relocation	\$109,200	\$546,000
Install fire hydrant in new location	\$6,800	\$34,000
Roadway restriping and parking/loading changes, including transition striping on adjacent blocks	\$67,800	\$339,000
Site Survey	\$40,000	
Contingency	\$16,200	\$131,000
Golden Gate Greenway TOTAL	\$240,000	\$1,050,000

Funding Plan for Tenderloin Safe Streets for All Grant (SS4A):

The estimated design and construction budget for all scope within the SS4A grant is detailed in the table below. **The current funding request for \$140,000 for Prop L funds will not count towards local match for the SS4A grant as funds would be utilized well ahead of the grant funding agreement/allocation and are going towards design scope. The SS4A funds are for construction only.**

Tenderloin Project Name/Scope	Design Engineering Costs	Construction Cost	SS4A Grant Construction Funds	Prop L Design	Prop L Construction
Traffic Signal Upgrades	\$2,000,000	\$7,000,000	\$5,600,000	\$0	\$1,400,000
Golden Gate Greenway	\$240,000	\$1,050,000	\$840,000	\$140,000*	\$210,000
Bikeway Protected Corners	\$250,000	\$950,000	\$760,000	\$0	\$190,000
Public Outreach and Safety Education Campaign	\$1,000,000		\$800,000	No Prop L	No Prop L
SS4A TOTAL		\$9,000,000	\$8,000,000	\$140,000	\$1,800,000

While the Golden Gate Greenway, Tenderloin Signals, and Tenderloin Protected Corners were all programmed funds under the 5YPP and recently awarded a Tenderloin Safe Streets for All (SS4A) grant, this current request for Golden Gate Greenway design funds is separate from any funding requests for the Tenderloin Protected Intersections Project and the Tenderloin Signals Project, both of which program construction funds only.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed		\$4,350,000				\$4,350,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Programmed	\$200,000					\$200,000
SFMTA	District 4 Street Improvements	CON	Programmed	\$700,000					\$700,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	PS&E	Pending	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	CON	Programmed		\$960,000				\$960,000
SFMTA	Howard Streetscape	CON	Programmed		\$2,000,000				\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			\$700,000			\$700,000
SFMTA	Page Slow Street	PS&E	Programmed		\$407,000				\$407,000
SFMTA	Page Slow Street	CON	Programmed			\$593,000			\$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program	PS&E	Programmed	\$220,000					\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed	\$1,780,000					\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed		\$220,000				\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed		\$1,780,000				\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed			\$220,000			\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed			\$1,780,000			\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				\$220,000		\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				\$1,780,000		\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation ¹	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed			\$200,000			\$200,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
Subprogram: New Traffic Signals									
SFMTA	Contract 66 New Traffic Signals	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
Total Programmed in 2023 5YPP				\$7,920,000	\$15,753,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Total Allocated and Pending				\$1,490,000	\$0	\$0	\$0	\$0	\$1,490,000
Total Unallocated				\$6,430,000	\$15,753,000	\$9,136,000	\$8,001,000	\$6,508,000	\$45,828,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$160,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY23/24 for design (Resolution 2024-xx, 5/21/2024).
 Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.
 Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.
 Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Transit Stop Signage Enhancement Program - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Transit Projects
Current PROP AA Request:	\$1,021,021
Supervisory District	Citywide

REQUEST

Brief Project Description

The Transit Stop Signage Enhancement Program will update and upgrade signage at every Muni rail and rubber tire stop with route, stop, and accessibility information. Transit stops will be upgraded with new transit stop poles and Muni-branded solar powered lanterns where possible. Generally, work will be completed citywide line by line.

Detailed Scope, Project Benefits and Community Outreach

There are roughly 3,600 transit stops in San Francisco, the majority of which lack or have outdated basic signage and customer information. The lack of signage makes the Muni system unnavigable for many, and as an agency, the SFMTA is behind many other transit providers in signage availability. Absent or out-of-date signage make communicating service changes very challenging. This project addresses these issues by adding signage with route, stop, and accessibility information to every Muni rail and rubber tire stop. Transit stops will be upgraded with new transit stop poles, more legible signage, and Muni-branded solar powered lanterns where possible. Work will be completed citywide, line by line, except where opportunities to update signage as part of other projects arise.

Routes will be prioritized through a combination of factors:

1. Presence of inaccurate signage
2. Coordination with projects for more resource-efficient installation, such as while streets are closed and/or rail lines are suspended
3. Coordination with corridor improvements and/or corridor-wide stop changes
4. Ridership needs and volumes -- needs can be in reference to stops with low visibility from both the transit rider and/or operator perspective
5. Whether the line is a Muni Service Equity line
6. Requests for signage to be installed or updated due to lack of information
7. Lack of existing signage

Currently, there is not a citywide inventory of transit stop conditions. Through this program, the project team will work with SFMTA Accessible Services to obtain accessibility information for each stop to

include on signage and be recorded in a database. The signage was designed with significant input from the Accessible Services and the Muni Accessible Advisory Committee (MAAC).

Due to the volume of in-house requests that the SFMTA staff resources are committed to, the primary way that signage will be created will be through the use of an approved local vendor (Pyramid Graphics) and the SFMTA Sign Shop will assemble and install the signage (pole, base, lantern, sign) in the field, by route. Installation or updating of Muni transit stop signage also occurs as part of other projects, which would not use Prop AA funding. While we currently have enough poles and bases to cover the installation of signage for 2024-2025, we expect to have to procure more pole bases in order to install signage at every stop. These bases are particularly helpful for installation of poles on hilly streets.

Please see attached document "Phase 2 Timeline for SFCTA Phase 2 ARF" for a detailed timeline and work plan.

The attached "Phase 1 Accomplishments and Lessons Learned" describes the status of previously funded corridors and changes that SFMTA has made to accelerate delivery, reduce costs, and improve sign quality.

Project Location

Citywide, signage will be posted at Muni transit stops above ground.

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP AA Amount	\$1,021,021.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Transit Stop Signage Enhancement Program - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Project Coordination: Signage will be rolled out on a corridor-by-corridor basis, along with installation of small batches of signage in coordination with existing projects, that have transit improvements, when possible, as well as opportunities for more efficient installation such as street and track closures. For example, the Chase Center Project, Treasure Island Development Project, and Market Street Corridor Islands have already received signage as a result of project coordination. We are currently coordinating with the L Taraval Improvement project to most efficiently install signage as well. We are also working with the Flag Stop Conversion team to collect and share data that is mutually beneficial for these projects, such as stop types and red curb lengths.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Transit Stop Signage Enhancement Program - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-703: Prop AA Transit Projects	\$0	\$1,021,021	\$0	\$1,021,021
Phases In Current Request Total:	\$0	\$1,021,021	\$0	\$1,021,021

COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,021,021	\$1,021,021	Phase I construction costs
Operations	\$0		
Total:	\$1,021,021	\$1,021,021	

% Complete of Design:	100.0%
As of Date:	12/31/2023
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)		
Budget Line Item	Totals	% of costs
1. SFMTA Sign Shop	\$ 560,000	55%
2. SFMTA Construction Management	\$ 61,021	6%
3. Vendor - Materials Procurement and Production	\$ 400,000	39%
TOTAL CONSTRUCTION PHASE	\$ 1,021,021	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Transit Stop Signage Enhancement Program - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$0	Total PROP L Recommended	\$1,021,021
Total PROP AA Requested:	\$1,021,021	Total PROP AA Recommended	\$0

SGA Project Number:		Name:	Transit Stop Signage Enhancement Program - Phase 2
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Construction	Fundshare:	100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-201	\$331,021	\$300,000	\$200,000	\$190,000	\$1,021,021

Deliverables

1. Quarterly progress reports will include updates on the upcoming routes identified for upgrades, a list of locations by route at which the improvements were completed in the previous quarter, including the types of improvements at each location and 2 – 3 digital photos of work in progress or completed work, and specify the work planned by route for the upcoming quarter, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP L
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Transit Stop Signage Enhancement Program - Phase 2
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$1,021,021
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Sandra Padilla	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	sandra.padilla@sfmta.com	joel.goldberg@sfmta.com

PROJECTED TIMELINE FOR PHASE II IMPLEMENTATION

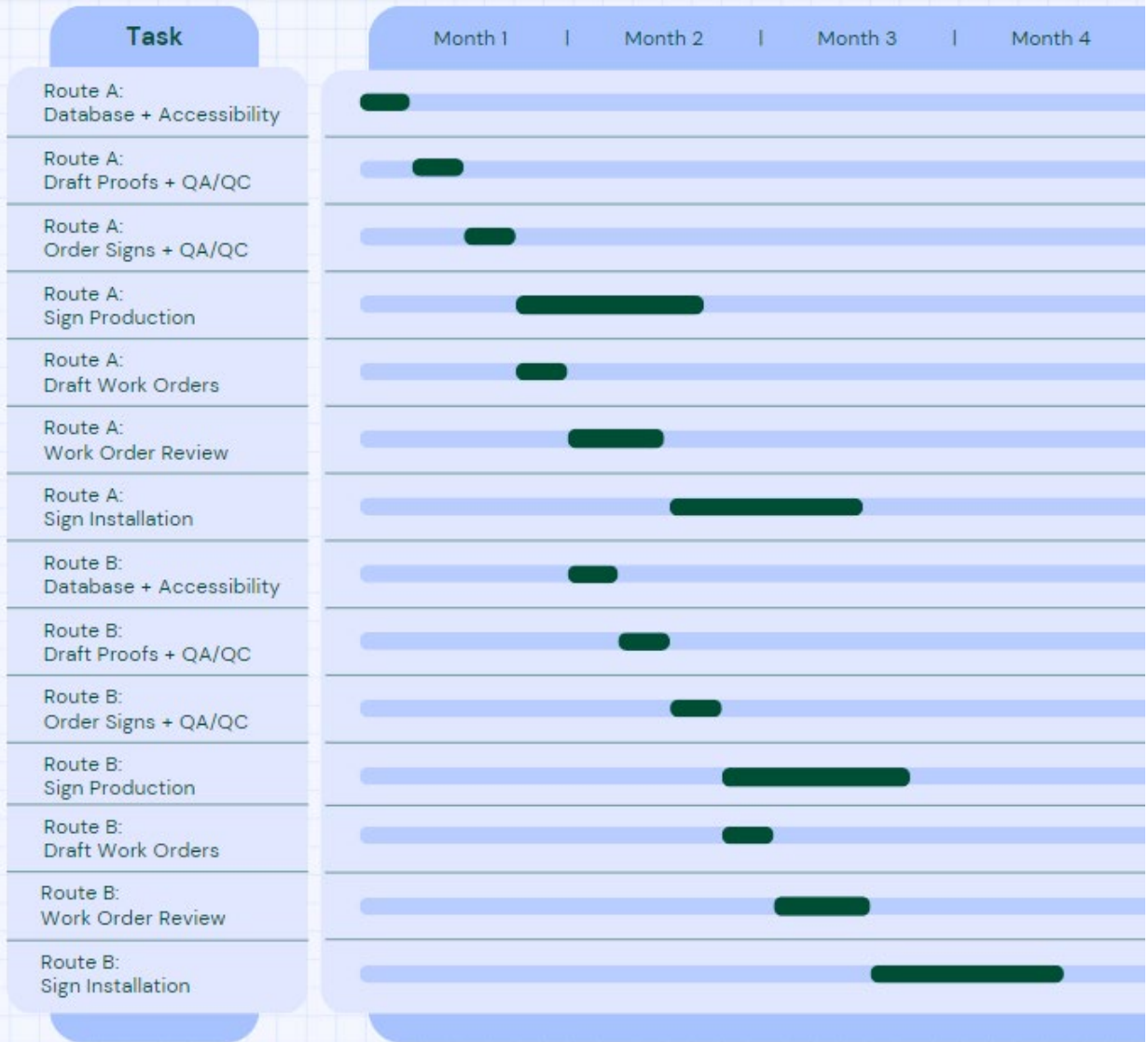
Phase 2 implementation will overlap with Phase 1 due to work being done on overlapping routes and priorities that arise due to cost and time efficiencies (e.g. producing signage for the L Taraval ahead of its reopening to avoid the need for extra staffing).

The process of sign production for one route takes roughly 1.5 months (excluding installation). There are approximately **34 additional routes** remaining for Phase II in the program that do not yet have updated signage. We are planning for installing **8-10 routes per year**. Additionally, time for each corridor is expected to shorten as the project progresses because of the overlap between routes and signage that will be produced (e.g. nearly all F line stops have already been produced as part of Market Street and L Taraval signage production).

After Phase 1 is completed, the remaining routes will be as follows:

- F Market & Wharves
- M Ocean View (rail and bus)
- J Church
- 2 Sutter
- 5 Fulton + 5R Fulton Rapid
- 6 Haight/Parnassus
- 7 Haight/Noriega
- 15 Bayview Hunters Point Express
- 18 46th Ave
- 21 Hayes
- 23 Monterey
- 27 Bryant
- 31 Balboa
- 33 Ashbury/18th St
- 35 Eureka
- 36 Teresita
- 37 Corbett
- 39 Coit
- 43 Masonic
- 45 Union/Stockton
- 48 Quintara/24th St
- 52 Excelsior
- 54 Felton
- 55 Dogpatch
- 56 Rutland
- 57 Parkmerced
- 58 Lake Merced
- 66 Quintara
- 67 Bernal Heights
- 90 San Bruno Owl
- 714 BART Early Bird

Project Timeline: Landor Sign Program



TRANSIT STOP SIGNAGE ENHANCEMENT PROGRAM (SFMTA-100) PHASE 1 ACCOMPLISHMENTS AND LESSONS LEARNED

List of Completed and In-Progress Lines and Corridors for Phase 1

Through FY 2023-2024, we have completed the design of templates for all modes and completed the procurement and installation of signage on a number of routes as follows:

Route	Number of Signs	Signage Proofs	Signage Manufactured	Signage Installed
T Third (Bus and Rail)	144	Complete	Complete	Complete
K Ingleside (Bus and Rail) - Curbside	22	Complete	Complete	Complete
Market Street - Islands	35	Complete	Complete	Complete
25 Treasure Island	13	Complete	Complete	Complete
49 Van Ness-Mission	19	Complete	Complete	Complete
78X 16th St. Arena Express; 79 Van Ness Arena Express	15	Complete	Complete	Complete
K Ingleside (Bus and Rail) - Islands	21	Complete	Complete	In Progress
Market Street - Curbside	18	Complete	Complete	In Progress
1 California/1X California Express	102	Complete	Complete	In Progress
38 Geary/38R Geary Rapid	83	Complete	Complete	Not Yet Started
28 19th Ave/28R 19th Ave Rapid	66	Complete	Complete	Not Yet Started
14 Mission/14R Mission Rapid	80	Complete	In Progress	In Progress
L Taraval (Bus and Rail)	64	Complete	Not Yet Started	Not Yet Started
N Judah (Bus and Rail)	124	Complete	Not Yet Started	Not Yet Started
9 San Bruno/9R San Bruno Rapid	110	Complete	Not Yet Started	Not Yet Started

Signage for one-off stops is also being produced on an intermittent basis to address safety concerns, e.g. making it clear where riders should wait as a transit stop or making the stop more visible to operators at night.

Projected Timeline for Remaining Phase 1 Work

Through the end of calendar year 2025, the priority corridors where signage will be installed include the completion of the corridors that are currently in progress but not yet completed. In addition, pending sign shop installation capacity, a number of other corridors not yet started

will be targeted. Signage priority is informed by ridership needs, SFMTA’s equity strategy, related capital projects (e.g. the opening of Central Subway), and safety concerns. To that end, the following are the highest priority routes:

Route/Corridor	Estimated Completion
Market Street – Curbside Stops	Spring 2024
K Ingleside – Island Stops	Spring 2024
1 California/1X California Express	Spring 2024
38 Geary/38R Geary Rapid	Summer 2024
28 19th Ave/28R 19th Ave Rapid	Summer 2024
L Taraval/Owl & L Taraval Bus	Fall 2024
9 San Bruno/9R San Bruno Rapid	Fall 2024
N Judah/Owl & N Judah Bus	Winter 2024
14 Mission/14R Mission Rapid	Winter 2024
8 Bayshore/8AX & BX Bayshore Express	Spring 2025
12 Folsom/Pacific	Spring 2025
22 Fillmore/Owl	Summer 2025
44 O’Shaughnessy	Summer 2025
19 Polk	Fall 2025
24 Divisadero/Owl	Fall 2025
30 Stockton	Fall 2025
91 Third St/19 th Ave Owl	Winter 2025
29 Sunset	Winter 2025

Lessons Learned for Phase 1

After taking the signs from design to production to installation several times, we were able to pinpoint key bottlenecks in the process:

- The low availability of sign installer time for this project meant that installation progressed only when other projects did not place demands on installers. To address this issue, we have allocated funds from our current prop AA allocation to hire two sign installers who will be dedicated to the project. Currently we have just enough funding for two years of FTE for the sign installers and expect to fund their work in subsequent years with the phase II request.
- Determining accessibility level and details for each stop also adds significant time and coordination internally. Previously, we had been asking our colleagues in Accessible Services to provide us with accessibility information for each stop, but this was a long process and was only one of many competing priorities for their team. To address this, we asked Accessible Services to train our staff on determining the accessibility of stops. We are now doing this work ourselves and checking with our colleagues for accuracy.

We have also brought on consultants for a separate project, who are also assisting with accessibility audits.

- A final bottleneck was creating the work orders for where each individual sign must be installed to comply with service, engineering, and accessibility standards. To expedite this process, we wrote Python scripts to automate much of the work, saving an estimated four (4) hours per route work order.

Managing the physical materials themselves also resulted in a few lessons learned.

- The original material that we printed signs on ended up being too thin to withstand rough weather and vandalism. After installing T-Third signs in January of 2023, many were ripped from their poles by a windstorm. We are now producing signs on a thicker, more durable metal, which has stood up to recent rough weather. This means we will have to replace or repair far fewer signs going forward. T-Third signs previously installed have now mostly been replaced with ones that are printed on the durable material.

Finding a home for the physical materials for the project (poles, bases, lanterns, etc.) was also difficult. Many materials were spread across many of SFMTA's lots, with various teams taking varying degrees of ownership of them. Now, the project team audited all existing materials and coordinated with our sign shop and track maintenance teams to move materials into secure, consolidated lots.

Coordination with prop L Flag Stop Project

The flag stop project funded by prop L works to daylight Muni transit stops throughout San Francisco for more accessible, visible, and comfortable bus stops. While the project overlaps with the Muni Transit Stop Signage Enhancement Program in its focus on stops, our program has found that tackling entire routes at once is the most cost, time, and labor-efficient approach to bringing new signage to the Muni transit system. However, we are currently exploring work order coordination with the flag stop project team as we submit work orders for signage installation. As part of our due diligence for new stop signage installation, we assess current conditions to ensure that installation work orders bring stops to full standard in terms of markings and documentation of amenities.