



# Memorandum

## AGENDA ITEM 6

**DATE:** September 17, 2024  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 10/8/2024 Board Meeting: Allocate \$8,257,000 and Appropriate \$165,000 in Prop L Funds, with Conditions, for Five Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$7,790,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Muni Forward Five-Minute Network Corridor Development (\$5,000,000)</li> <li>2. Woods/Islais Creek Yard Electrification Phase 1 (\$2,358,000)</li> <li>3. District 4 Street Improvements (\$432,000)</li> </ol> <p>Allocate \$462,000 in Prop L funds to Peninsula Corridor Joint Powers Board (PCJPB) for:</p> <ol style="list-style-type: none"> <li>4. Right of Way Fencing - FY24 (\$462,000)</li> </ol> <p>Allocate \$5,000 to SFMTA and Appropriate \$165,000 in Prop L funds, with conditions, for:</p> <ol style="list-style-type: none"> <li>5. Laguna Honda Gondola Study (SFMTA \$5,000, SFCTA \$165,000)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **DISCUSSION**

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

## **FINANCIAL IMPACT**

The recommended action would allocate \$8,257,000 and appropriate \$165,000 in Prop L funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2024/25 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 Transportation Authority's adopted FY 2024/25 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 will consider this item at its September 25, 2024, meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocation Summaries – FY 2024/25
- Attachment 5 – Allocation Request Forms (5)

### Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	1	SFMTA	Muni Forward Five-Minute Network Corridor Development	\$ 5,000,000	\$ 5,000,000	90%	0%	Planning	Citywide
Prop L	6	SFMTA	Woods/Islands Creek Yard Electrification Phase 1	\$ 2,358,000	\$ 6,977,753	90%	66%	Design	Citywide
Prop L	8	PCJPB	Right of Way Fencing - FY24	\$ 462,000	\$ 1,836,635	82%	75%	Construction	Citywide
Prop L	18	SFMTA	District 4 Street Improvements	\$ 432,000	\$ 706,600	83%	0% - Includes Prop K sales tax	Design, Construction	4
Prop L	27	SFCTA/ SFMTA	Laguna Honda Gondola Study	\$ 170,000	\$ 170,000	92%	0%	Planning	7
<b>TOTAL</b>				<b>\$ 8,422,000</b>	<b>\$ 14,690,988</b>				

Footnotes

- <sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.
- <sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency), PCJPB (Peninsula Corridor Joint Powers Board), and SFCTA (San Francisco County Transportation Authority)
- <sup>3</sup> "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%.
- <sup>4</sup> "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.

**Caltrain request:** Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Overall, Prop L funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
1	SFMTA	Muni Forward Five-Minute Network Corridor Development	\$ 5,000,000	Requested funds will be used for the planning/preliminary engineering phase for the next generation of Muni Forward corridor projects in support of the Five-Minute Network. Improvements may include a variety of Muni reliability, speed, and safety enhancements, including bus bulbs, pedestrian bulbs, transit boarding islands, queue jump lanes, traffic lane and signal changes, and stop optimizations. This project will focus on the 1 California, 22 Fillmore (Fillmore Street), T Third surface route, and 28 19th Avenue. SFMTA will pursue additional corridors if there are cost savings to support this. Group 2 corridors include: 7 Haight-Noriega, 8 Bayshore, 9 San Bruno, 14 Mission, 30 Stockton, 43 Masonic and 44 O'Shaughnessy. The scope includes comprehensive, targeted outreach, and SFMTA Board approval or final authorization by the City Traffic Engineer for the proposed corridor projects. SFMTA expects to complete this project by December 2027.
6	SFMTA	Woods/Islais Creek Yard Electrification Phase 1	\$ 2,358,000	Funds will be used for the design phase for battery electric bus charging infrastructure and related charging equipment at the Woods and Islais Creek bus yards for the purpose of transitioning Muni's fleet of bio-diesel/hybrid buses to battery-electric. The project includes 12 charging stations and 6 charging stations at the Woods and Islais Creek facilities, respectively, that will be supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment. SFMTA expects that the project will be open for use by March 2027.
8	PCJPB	Right of Way Fencing - FY24	\$ 462,000	The Caltrain Right of Way Fencing project is an ongoing project to install approximately 90.4 miles of winglets onto Caltrain fencing along the railroad corridor as part of a series of safety improvements to enhance safety, including trespassing deterrence and suicide prevention. Potential locations in San Francisco include the vicinity of Quint Street, Jerrold Avenue and Pennsylvania Avenue. Caltrain expects the project to be open for use by September 2026. This request fulfills San Francisco's member share contribution to the Fiscal Year 2023/24 Caltrain capital budget.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop L Funds Requested</b>	<b>Project Description</b>
18	SFMTA	District 4 Street Improvements	\$ 432,000	Funds will be used for the design phase for street improvements on 41st Avenue between Lincoln Way and Vicente Street and the construction phase for street improvements on Kirkham Street between Lower Great Highway and 19th Avenue to improve comfort for pedestrians and bicyclists of all ages and abilities. Improvements include speed humps, traffic circles, crosswalk upgrades, and limited traffic diversion at specific, target locations (if warranted). This project furthers the work done by the Transportation Authority's District 4 Mobility Study (2022) where the project team developed a network of potential corridors based on access to commercial corridors, parks and open space, and schools. SFMTA expects that the Kirkham Street improvements will be open for use by August 2025, and expects the improvements on 41st Street (which will be funded by a future Prop L request) to be open for use by March 2026.
27	SFCTA/ SFMTA	Laguna Honda Gondola Study	\$ 170,000	Requested funds will be used to assess the feasibility of an aerial gondola system to provide vertical access between Forest Hill Station to the nearby Laguna Honda Hospital site which is being planned for residential development. This study will review the opportunities, constraints and costs of such a system at a high level, document alternative modes, and conduct stakeholder outreach. To the extent possible, the study will generalize findings for potential gondola systems in other parts of the city. Staff expects to present the study to the Board for approval by December 2025.
<b>TOTAL</b>			<b>\$8,422,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 3: Staff Recommendations <sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop L Funds Recommended</b>	<b>Recommendations</b>
1	SFMTA	Muni Forward Five-Minute Network Corridor Development	\$ 5,000,000	
6	SFMTA	Woods/Islais Creek Yard Electrification Phase 1	\$ 2,358,000	
8	PCJPB	Right of Way Fencing - FY24	\$ 462,000	
18	SFMTA	District 4 Street Improvements	\$ 432,000	<p><b>Special Conditions:</b> The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP) to reprogram \$80,000 from the construction phase to the design phase of the subject project. See attached 5YPP amendment for details.</p> <p>Recommendation is for a <b>multi-phase allocation</b> given that the requested funds will be used for the design phase for 41st Avenue and the construction phase for Kirkham Street, which will happen at the same time.</p>
27	SFCTA/ SFMTA	Laguna Honda Gondola Study	\$ 170,000	<p><b>Special Conditions:</b> The recommendation is contingent upon amendment of the Development Oriented Transportation (DOT) 5YPP to reprogram \$170,000 from the \$240,000 DOT Planning placeholder to the subject project, leaving \$70,000 in the placeholder. See attached 5YPP amendment for details.</p> <p>Upon completion, anticipated by December 2025, SFCTA shall present the final report to the Board for approval.</p>
<b>TOTAL</b>			<b>\$ 8,422,000</b>	

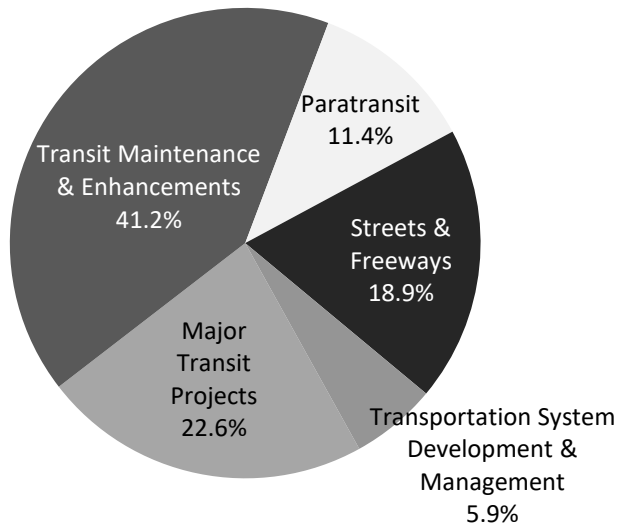
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop L Summary - FY2024/25**

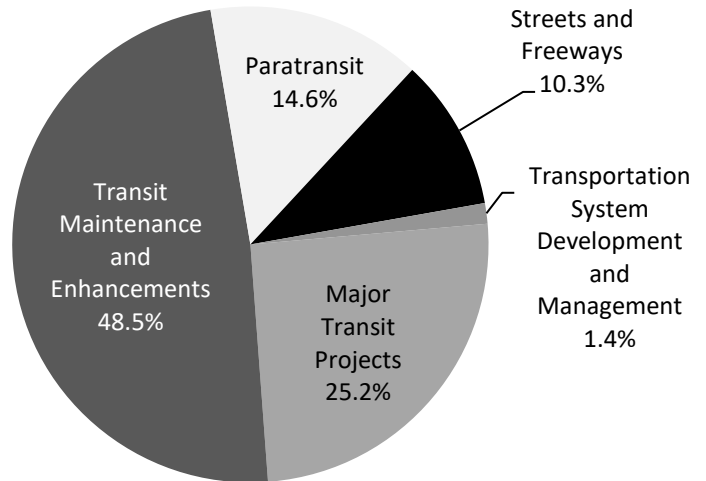
<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>Woods/Islais Creek Yard Electrification Phase 1</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 67,201,782	\$ 14,070,072	\$ 32,822,392	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 8,422,000	\$ 2,730,000	\$ 3,692,000	\$ 1,000,000	\$ 1,000,000	\$ -
New Total Allocations	\$ 75,623,782	\$ 16,800,072	\$ 36,514,392	\$ 18,504,318	\$ 3,805,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.

**Prop L Expenditure Plan**



**Prop L Investments To Date (Including Pending Allocations)**



ATTACHMENT 5

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Forward Five-Minute Network Corridor Development
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Muni Reliability and Efficiency Improvements
<b>Current PROP L Request:</b>	\$5,000,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Planning, preliminary engineering and comprehensive, targeted outreach for the next generation of Muni Forward corridor projects in support of the Five-Minute Network. Improvements will include a variety of Muni reliability, speed, and safety enhancements, including bus bulbs, pedestrian bulbs, transit boarding islands, queue jump lanes, traffic lane and signal changes, and stop optimizations. Corridors include: 1 California; 22 Fillmore (Fillmore Street); T Third surface route; and 28 19th Avenue. Additional corridors will be pursued if there are cost savings.

### Detailed Scope, Project Benefits and Community Outreach

The Five-Minute Network is a core component of prioritizing the SFMTA's next generation of Muni Forward transit priority capital projects focused on improving transit reliability. Over the past decade, Muni Forward has built over 100 miles of transit reliability and pedestrian safety improvements, benefitting routes carrying 93% of current Muni riders. Going forward, the most intensive Muni Forward improvements will focus on the Five-Minute Network, a set of high-ridership corridors with capacity to support combined five-minute headways or better, that serve major regional destinations and transit hubs. Improvements would also be made to routes that provide critical connections to the Five-Minute Network. These capital improvements will support faster, more frequent and more reliable transit service systemwide. In most cases, projects will include quick-build components to expedite delivery of benefits in advance of full project construction.

The SFMTA will develop the next generation of Muni Forward corridor projects in support of the Five-Minute Network. This funding would be used for the most critical investments on the Five-Minute Network, collectively listed as Group 1 corridors. Funds would support project development in the planning and preliminary engineering phases, from initial planning through to environmental review and culminating in SFMTA board approval of the project, including street changes, and environmental review if needed.

Group 1 corridors are the core grant scope. Group 2 corridors could be pursued if there are cost savings that allow for additional planning work within this grant budget.



## **Group 1 corridors:**

- 1 California Transit Priority Project - Full Route
- 22 Fillmore Transit Priority Project - Fillmore Street
- T Third Transit Priority Project - Bayview, Dogpatch, Mission Bay and SoMa
- 28 19th Avenue - 19th Avenue enhancements

Note: Scope for all corridors is to be determined during this planning and outreach process. For the T Third and 28 19th Avenue, the SFMTA will conduct an extensive technical and outreach process to develop proposals that build on existing transit improvements to achieve a greater level of transit reliability, such as proposing changes to signal timing, roadway adjustments to keep transit and traffic moving with less delay, etc.

## **Potential Group 2 corridors:**

- 7 Haight-Noriega Transit Priority Project - West of Stanyan
- 8 Bayshore - Geneva Ave and Visitacion Valley
- 9 San Bruno and Bayshore transit lanes
- 14 Mission - Outer Mission
- 30 Stockton - Stockton, Kearny and Columbus Streets
- 43 Masonic - Full Route (key connector route; not a Five-Minute Network line)
- 44 O'Shaughnessy - Full Route (key connector route; not a Five-Minute Network line)

The SFMTA is fully committed to delivering the Planning / Conceptual Engineering phase of the Group 1 corridors within the proposed grant budget. However, if a Group 1 corridor must be halted due to unforeseen technical, political, or regulatory factors, the SFMTA would work with the SFCTA to identify a substitute project from Group 2 to advance in its place.

## **Background and Benefits**

This work builds upon the existing Muni Forward program, a proven initiative designed to improve reliability and reduce delay, with about 100 miles of projects delivered since 2014 at a fraction of the time and cost of traditional transit capital projects such as BRT and light rail. These projects address the root causes of delay and passenger frustration such as traffic congestion, stops that are spaced too closely together, narrow travel lanes, frequent stop signs or red-light delays, and slow boarding times.

The SFMTA has seen impressive results from past Muni Forward projects, with time savings typically ranging from 10-30%. Project elements draw from a toolkit of transit priority street design improvements such as transit lanes, stop consolidation, transit bulbs and islands, traffic signals with transit priority, turn pockets and restrictions, curb management and more.

The Five-Minute Network concept was developed as part of a multiyear, regional planning effort called the ConnectSF Transit Strategy, in partnership with the SFCTA. The Five-Minute Network encompasses a larger vision, where street and transit priority improvements enable a network of bus and rail routes running every five minutes to provide quick, convenient access to all parts of San Francisco, including commercial districts, jobs and housing. Transit priority capital improvements would allow buses and trains to operate efficiently in congested areas and make reliable service possible at five-minute frequencies, which in turn would provide additional capacity to support growth in a cost-effective manner. This approach was vetted by community outreach for the ConnectSF Transit Strategy, and is reaffirmed by the 2023 SFMTA Community Survey, which affirmed that a majority of riders want faster, more reliable service, even if stops are a bit farther away. These improvements would especially benefit riders who depend on public transportation, including in eight

communities that are part of SFMTA's Muni Service Equity Strategy. These communities have high concentrations of households with low incomes, low private vehicle ownership rates, and more people of color than the city as a whole.

## **Public Engagement and Community Support**

The SFMTA is committed to involving the people of San Francisco in the decisions that shape the city's transportation system. This commitment is expressed in the Agency's Strategic Plan and through our ongoing investment in the Public Outreach and Engagement Team Strategy (POETS). It is based on an understanding that:

- Those who are affected by government decisions should be informed and have an opportunity to participate in the decision-making process
- The community's trust in the public process directly affects our ability to deliver projects
- The agency's approach to working with the communities we serve is reflected in our core values

Every SFMTA project, including each project under the Five-Minute Network, must develop a Public Outreach and Engagement Plan at the outset of the project, and the project team must evaluate the plan at each subsequent project phase. The POETS plan for each project will include identification of project community-based organizations and partners, community-appropriate language and translations, and measurable outreach objectives for each phase of the project. The plan will include methods for soliciting feedback that engage and are accessible to those who have historically been underrepresented in the public process, including low-income households, people of color, youth, seniors, and people with disabilities.

The Five-Minute Network concept was identified and vetted through community outreach during the ConnectSF process and was reaffirmed by the 2021SFMTA Community Survey, which confirmed that most customers want faster, more reliable service. Focusing investment on our most used routes, which carry 80% of Muni riders, including riders who depend on transit, would ensure investments benefit the most people given limited resources. A high-quality citywide network would provide convenient access from communities identified by the Muni Service Equity Strategy to all parts of San Francisco.

As part of the approved Bayview Community Based Transportation Plan (CBTP), SFMTA heard from riders that the T Third train service is often too slow and unreliable. Policy recommendations from the Bayview CBTP included numerous transit priority improvements to reduce delay on the T Third. This feedback serves as the launching off point for the T Third transit priority improvements proposed in the Muni Forward Five-Minute Network planning process, as well as the improvements proposed in the Third Street Dynamic Traffic Signal Optimization Project.

## **Coordination**

Muni Forward projects have a strong focus on partnering, and this will continue with the corridors identified here. Planning and design work for each corridor will coordinate with other efforts wherever there are opportunities to do so. Many of the corridors overlap with the Vision Zero High-Injury Network, and improvements to address pedestrian and bike safety will be incorporated into the proposals. Where there is existing paving, utility, or streetscape work, planning and design will be coordinated so that the improvements may be delivered through a single construction contract or process where feasible.

## **Tasks and Deliverables**

## Task 1: Complete Planning/Preliminary Engineering for Group 1 projects

1. Deliverable: Complete Planning/Preliminary Engineering for 1 California Transit Priority Project - Full Route
2. Deliverable: Complete Planning/Preliminary Engineering for 22 Fillmore Transit Priority Project - Fillmore Street
3. Deliverable: Complete Planning/Preliminary Engineering for T Third Transit Priority Project - Bayview, Dogpatch, Mission Bay and SoMa
4. Deliverable: Complete Planning/Preliminary Engineering for 28 19th Avenue - 19th Avenue enhancements

## Potential Task 2: Complete Planning/Preliminary Engineering for Group 2 projects

1. Deliverable: Complete Planning/Preliminary Engineering for 7 Haight-Noriega Transit Priority Project - West of Stanyan
2. Deliverable: Complete Planning/Preliminary Engineering for 8 Bayshore - Geneva Ave and Visitacion Valley
3. Deliverable: Complete Planning/Preliminary Engineering for 9 San Bruno and Bayshore transit lanes
4. Deliverable: Complete Planning/Preliminary Engineering for 14 Mission - Outer Mission
5. Deliverable: Complete Planning/Preliminary Engineering for 30 Stockton - Stockton, Kearny and Columbus Streets
6. Deliverable: Complete Planning/Preliminary Engineering for 43 Masonic - Full Route
7. Deliverable: Complete Planning/Preliminary Engineering for 44 O'Shaughnessy - Full Route

Note: Completion of Planning and Preliminary Engineering may vary by project as to the specific work product involved, but will involve at a minimum receiving SFMTA Board approval or final authorization by the City Traffic Engineering if SFMTA Board approval is not required. In some cases a Preliminary Engineering Report may also be completed.

## Project Location

Citywide

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

## Project Phase(s)

Planning/Conceptual Engineering (PLAN)

## 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 L Amount	\$5,000,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Forward Five-Minute Network Corridor Development
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2023	Oct-Nov-Dec	2027
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2028

## SCHEDULE DETAILS

This project is comprised of multiple corridors, which will advance on different timelines based on factors such as outreach, planning complexity, partnering opportunities, construction funding deadlines, etc. The schedule provided above reflects the overall project schedule, but individual corridors may reach these milestones at different times. The core scope includes completion of Planning/Conceptual Engineering for Group 1 projects. Pending cost savings, the scope may also expand to include Planning/Conceptual Engineering for Group 2 projects, as well as Design Engineering (PS&E) for either Group 1 or Group 2 projects.

**TASK 1:** Anticipated schedule for Planning/Conceptual Engineering for Group 1 projects (subject to change):

Deliverable 1:

- 1 California Transit Priority Project - Full Route

Start: April 2025

End: August 2026

Deliverable 2:

- 22 Fillmore Transit Priority Project - Fillmore Street

Start: July 2025

End: October 2026

Deliverable 3:

- T Third Transit Priority Project - Bayview, Dogpatch, Mission Bay and SoMa

Start: December 2024

End: May 2026

Deliverable 4:

- 28 19th Avenue - 19th Avenue enhancements

Start: January 2025

End: December 2027

TASK 2 (OPTIONAL): Timeline to be determined if funding allows for this work.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Forward Five-Minute Network Corridor Development
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$5,000,000	\$0	\$0	\$5,000,000
<b>Phases In Current Request Total:</b>	\$5,000,000	\$0	\$0	\$5,000,000

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$5,000,000	\$6,000,000	\$0	\$11,000,000
MTC Transit Performance Initiatives (TPI) Grant	\$0	\$3,038,000	\$0	\$3,038,000
<b>Funding Plan for Entire Project Total:</b>	\$5,000,000	\$9,038,000	\$0	\$14,038,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$14,038,000	\$5,000,000	Based on past Muni Forward projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$14,038,000	\$5,000,000	

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

# San Francisco County Transportation Authority

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

### MAJOR LINE ITEM BUDGET

#### BUDGET SUMMARY

Agency	Task 1 - Project Initiation	Task 2 - Needs and Opportunity Assessment	Task 3 - Public Participation	Task 4 - Develop Recommendations	Task 5 - Project Management	Total
SFMTA - Transit Planning/Engineering	\$ 10,000.00		\$ 900,000.00	\$ 3,500,000.00	\$ 490,000.00	<b>\$ 4,900,000</b>
Other Direct Costs *	\$ -	\$ -	\$ 100,000.00	\$ -	\$ -	<b>\$ 100,000</b>
<b>Total</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 3,500,000</b>	<b>\$ 490,000</b>	<b>\$ 5,000,000</b>

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

#### DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager IV	2,500	\$ 123.59	2.71	\$ 335.06	1.20	<b>\$ 837,638</b>
Transportation Planner IV	3,500	\$ 93.38	2.71	\$ 253.51	1.68	<b>\$ 887,279</b>
Transportation Planner III	1,100	\$ 78.76	2.75	\$ 216.48	0.53	<b>\$ 238,123</b>
Transportation Planner II	3,500	\$ 66.37	2.80	\$ 185.68	1.68	<b>\$ 649,873</b>
Assistant Engineer	3,200	\$ 78.28	2.75	\$ 215.28	1.54	<b>\$ 688,888</b>
Associate Engineer	2,800	\$ 92.85	2.72	\$ 252.17	1.35	<b>\$ 706,069</b>
Senior Engineer (5211)	1,900	\$ 122.09	2.67	\$ 326.23	0.91	<b>\$ 619,843</b>
Public Information Officer	2,200	\$ 59.91	2.83	\$ 169.26	1.06	<b>\$ 372,372</b>
Contingency (N/A)	0	\$ -	\$ -	\$ -	0	<b>\$ -</b>
<b>Total</b>	<b>10,100.00</b>				<b>9.95</b>	<b>\$ 5,000,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Forward Five-Minute Network Corridor Development
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$5,000,000	<b>Total PROP L Recommended</b>	\$5,000,000

<b>SGA Project Number:</b>		<b>Name:</b>	Muni Forward Five-Minute Network Corridor Development
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2027
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-201	\$1,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$5,000,000

### Deliverables

1. Quarterly progress reports (QPRs) shall provide the percent complete for the project, status for each corridor including outreach performed and feedback received, and any changes to the anticipated schedule and completion date for each route (see schedule), in addition to all other requirements described in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	21.64%



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Forward Five-Minute Network Corridor Development
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$5,000,000
--------------------------------	-------------

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:

ML

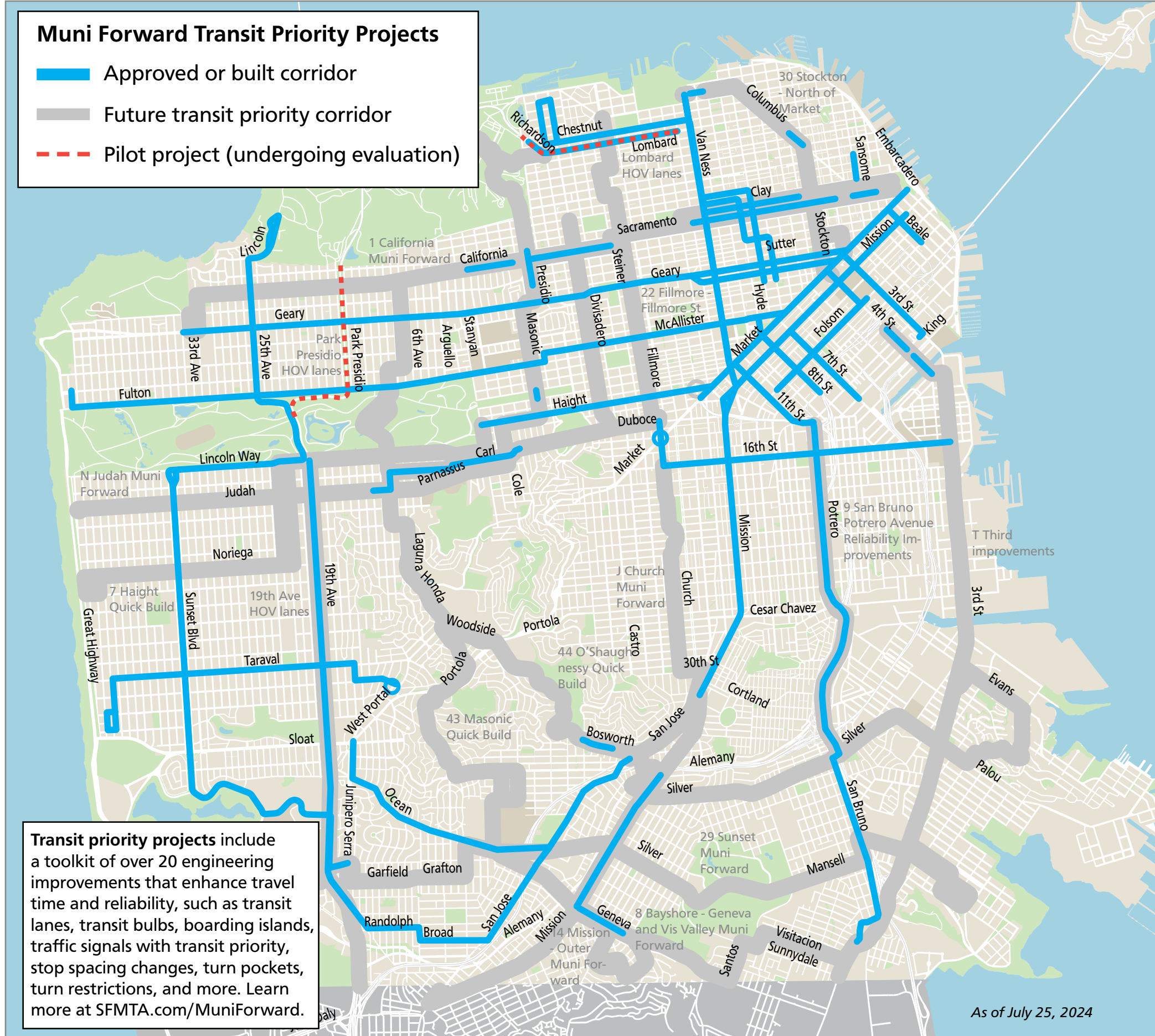
## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Michael Rhodes	Joel C Goldberg
<b>Title:</b>	Manager III	Grants Procurement Manager
<b>Phone:</b>	(415) 579-9702	555-5555
<b>Email:</b>	michael.rhodes@sfmta.com	joel.goldberg@sfmta.com

# Muni Forward Transit Priority Projects

-  Approved or built corridor
-  Future transit priority corridor
-  Pilot project (undergoing evaluation)

**Transit priority projects** include a toolkit of over 20 engineering improvements that enhance travel time and reliability, such as transit lanes, transit bulbs, boarding islands, traffic signals with transit priority, stop spacing changes, turn pockets, turn restrictions, and more. Learn more at [SFMTA.com/MuniForward](https://www.sfmta.com/MuniForward).



As of July 25, 2024

# Muni Forward Five-Minute Network Corridor Planning Program - Equity Priority Communities

Attachment 1



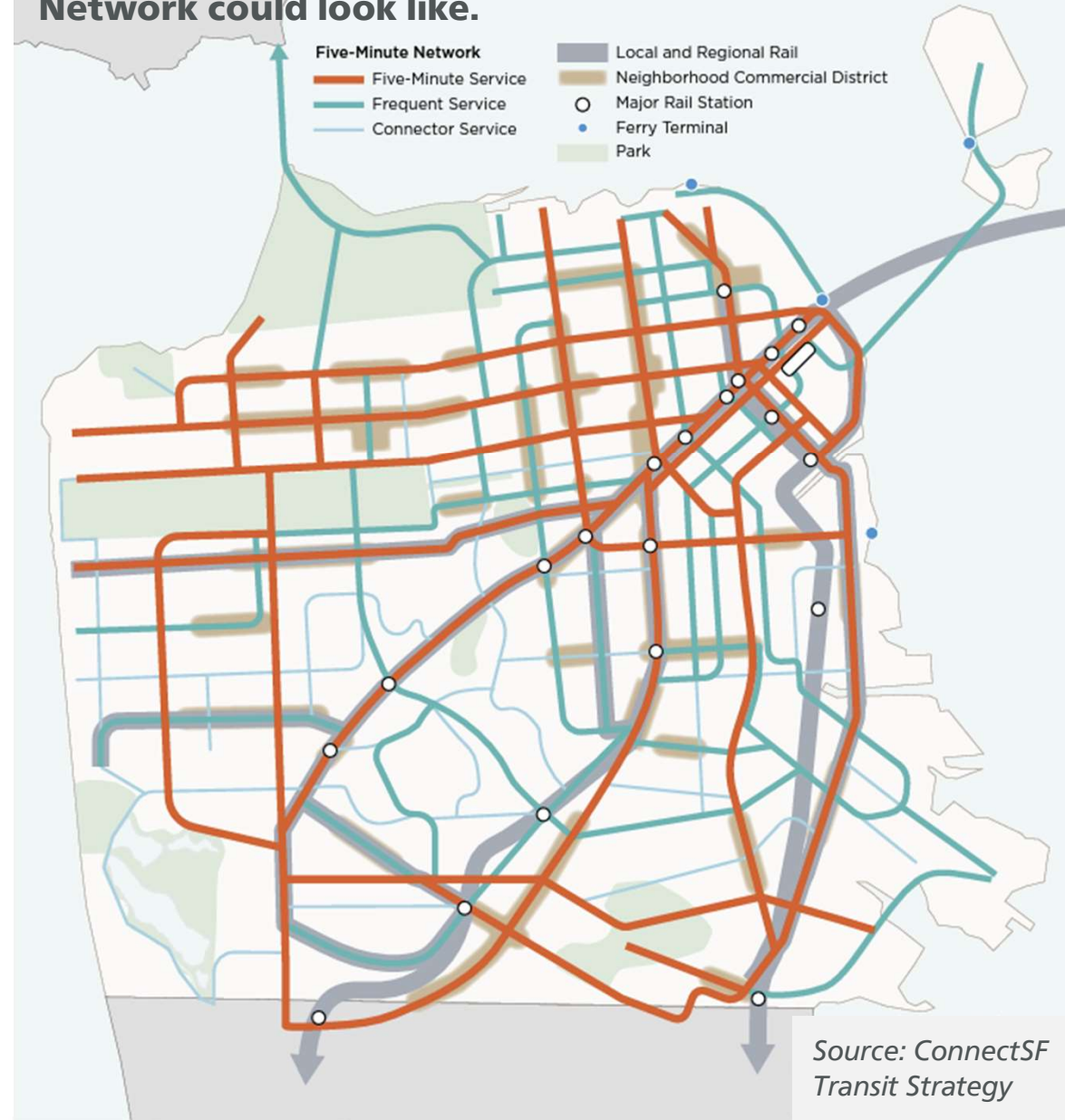
# Muni Forward Five-Minute Network Corridor Planning Program - High-Injury Network Overlap



# ConnectSF Five-Minute Network Vision

- Vision identified in ConnectSF Transit Strategy: Five-Minute service on our most heavily used lines – about a dozen corridors that carry two-thirds of all Muni ridership
- Comprehensive citywide Rapid network
- On the Five-Minute Network, only stop at transit stops, with no unnecessary delay

The corridors on this map show what a Five-Minute Network could look like.



## ATTACHMENT 5

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Muni Maintenance
<b>Current PROP L Request:</b>	\$2,358,000
<b>Supervisory District</b>	Citywide

### REQUEST

#### Brief Project Description

The project consists of battery electric bus charging infrastructure and related charging equipment at two SFMTA bus yards for the purpose of transitioning Muni's bus fleet of bio-diesel/hybrid buses to battery-electric. The scope includes 12 charging stations and 6 charging stations at the Woods and Islais Creek facilities, respectively, that will be supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment.

#### Detailed Scope, Project Benefits and Community Outreach

The Islais Creek and Woods battery-electric bus (BEB) transition program is the first phase of the installation of required electric vehicle ready infrastructure and Battery Electric Bus (BEB) charging equipment to accompany the expansion procurement of BEBs (expanding Muni's fleet of 60' buses) and starting the process of transitioning Muni's fleet of 224 60' bio-diesel/hybrid buses to a BEB fleet by 2040.

At the Woods Yard, the project entails the installation of 12 charging stations with inverted pantograph type from the overhead infrastructure; providing power link, controller, and structural steel frame for pantograph and providing an overhead gantry infrastructure to support pantographs and elevated platform for the EV electrical equipment.

At the Islais Creek Yard, the project involves the installation of 6 charging stations with inverted pantograph type from the overhead infrastructure; 600V distribution and equipment; 3 600V switchboard feeders to EV CC's and power cabinets; underground electrical service connection, electrical conduits / wiring for pantographs; and overhead gantry infrastructure to support the pantograph.

The project is part of the SFMTA Strategic Plan to meet its goal to eliminate pollution and greenhouse gas emissions by moving away from diesel-hybrid buses and adopting zero-emissions buses. Phase 1 initiative will meet the CARB (California Air Resource Board) Innovative Clean Transit (ICT) regulation to operate 100% zero transmission buses by 2040 and comply with the intent of the CARB ICT bus

procurement requirements.

### Project Location

Islais Creek Facility at 1031 Cesar Chavez Street; Woods Facility at 1095 Indiana Street

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$3,108,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2023	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)	Jul-Aug-Sep	2023	Oct-Nov-Dec	2025
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2024	Oct-Nov-Dec	2025
Advertise Construction	Oct-Nov-Dec	2025		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

## SCHEDULE DETAILS

Project integration review, which will identify existing or upcoming projects that have coordination opportunities was completed. It was determined that there are no other existing projects within the project work zone. Major coordination with upcoming project is also not expected.

SFMTA will kick off the project as part of its commitment to public outreach and engagement. Additional information will be continually provided by the SFMTA Public Outreach and Engagement Team (POETs) to the Dogpatch Neighborhood associations and other external stakeholders with the inception of the design and through construction.

The schedule for construction of this project is coordinated with the schedule for procurement of BEBs. The first 5 40-foot BEBs are planned for delivery in early 2025 and the remaining 7 40-foot BEBs and the 6 60-foot BEBs are planned for delivery in 2026. These buses may be charged using the SFMTA's existing charging infrastructure, as needed, if there are delays in the delivery of this project.



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$2,358,000	\$0	\$2,358,000
Prop B	\$0	\$839,058	\$0	\$839,058
SB1-SGR	\$0	\$750,000	\$3,030,695	\$3,780,695
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$3,947,058</b>	<b>\$3,030,695</b>	<b>\$6,977,753</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$2,358,000	\$0	\$2,358,000
Bus & Bus Facilities Grant	\$0	\$30,401,378	\$0	\$30,401,378
Prop B	\$0	\$850,654	\$0	\$850,654
SB1-SGR	\$0	\$786,000	\$3,174,695	\$3,960,695
TSF	\$0	\$0	\$90,000	\$90,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$34,396,032</b>	<b>\$3,264,695</b>	<b>\$37,660,727</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$270,000		Engineer's Estimate and Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$6,977,753	\$2,358,000	Engineer's Estimate and Actuals
Construction	\$30,412,974		Engineer's Estimate based on recent electrical equipment costs, additional construction hard cost based on similar projects, and project duration
Operations	\$0		
<b>Total:</b>	<b>\$37,660,727</b>	<b>\$2,358,000</b>	

<b>% Complete of Design:</b>	8.0%
<b>As of Date:</b>	08/29/2024
<b>Expected Useful Life:</b>	15 Years

# San Francisco County Transportation Authority

## Prop L Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN - WOODS		
Budget Line Item	Totals	% of phase
1. SFMTA Labor	\$ 596,000	
2. SFPW Labor	\$ 353,000	
3. Contractor	\$ 2,340,000	
4. Other Direct Costs *	\$ 66,739	
5. Contingency	\$ 167,787	5%
<b>TOTAL PHASE</b>	<b>\$ 3,523,526</b>	

\* Permitting, Plan Check, Printing, Etc.

TOTAL COST FOR PROJECTS	
<b>SFMTA</b>	\$ 1,248,000
<b>SFPW</b>	\$ 608,000
<b>PDB Contractor</b>	\$ 4,209,000
<b>Other Direct Costs</b>	\$ 580,479
<b>Contingency</b>	\$ 332,274
<b>TOTAL</b>	<b>\$ 6,977,753</b>

SUMMARY BY MAJOR LINE ITEM - DESIGN - ISLAIS CREEK		
Budget Line Item	Totals	% of phase
1. SFMTA Labor	\$ 652,000	
2. SFPW Labor	\$ 255,000	
3. PDB Contractor	\$ 1,869,000	
4. Other Direct Costs *	\$ 513,740	
5. Contingency	\$ 164,487	5%
<b>TOTAL PHASE</b>	<b>\$ 3,454,227</b>	

\* Permitting, Plan Check, Printing, Etc.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$2,358,000	<b>Total PROP L Recommended</b>	\$2,358,000

<b>SGA Project Number:</b>		<b>Name:</b>	Woods/Islais Creek Yard Electrification Phase I
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2026
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	61.82%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-206	\$1,179,000	\$1,179,000	\$2,358,000

### 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. 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).
3. 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.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	66.21%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	93.74%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Woods/Islais Creek Yard Electrification Phase I
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$2,358,000
--------------------------------	-------------

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:

ML

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Christian Kalinowski	Joel C Goldberg
<b>Title:</b>	CP&C Project Manager	Grants Procurement Manager
<b>Phone:</b>		555-5555
<b>Email:</b>	christian.kalinowski@sfmta.com	joel.goldberg@sfmta.com

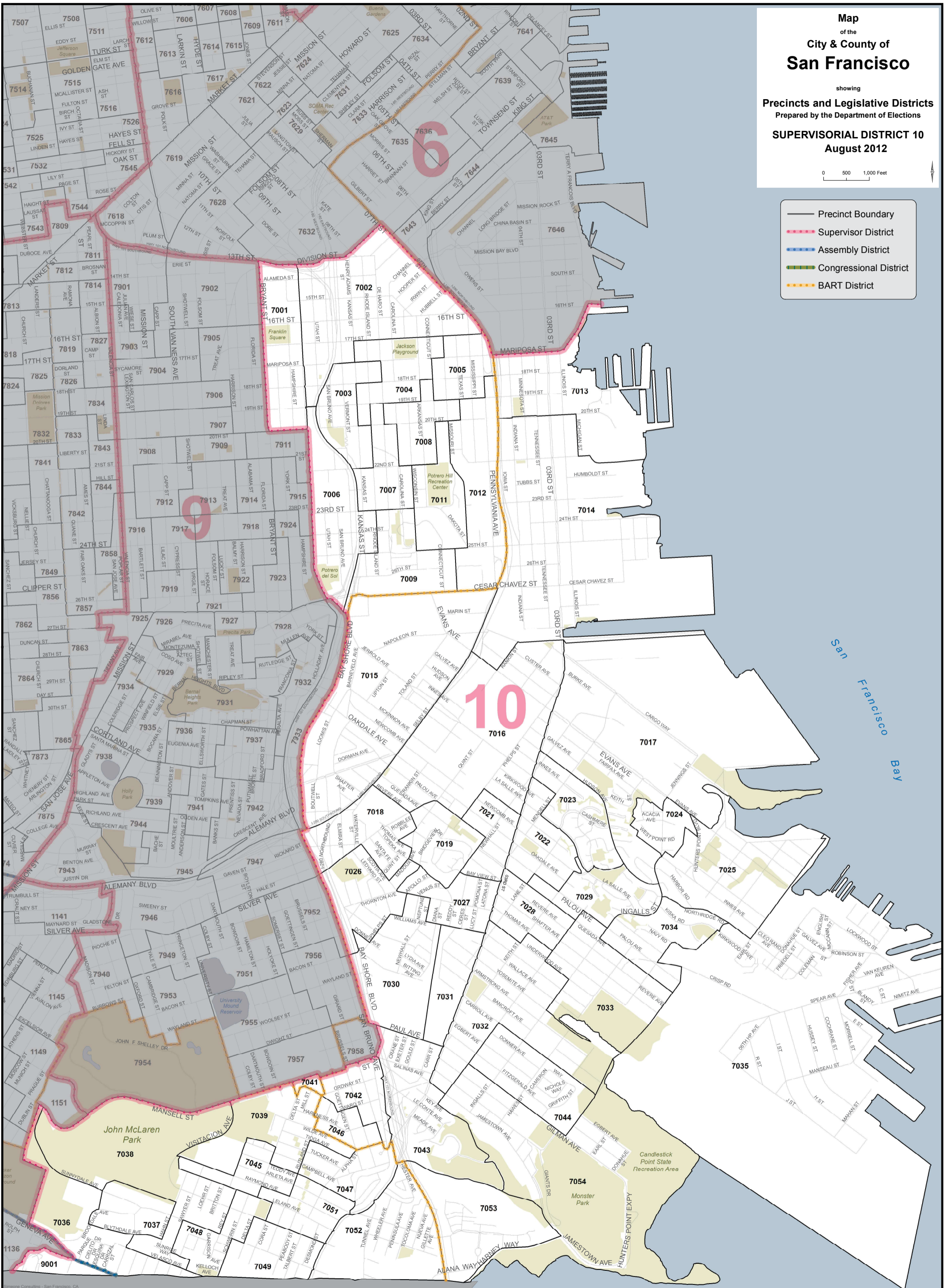
Map  
of the  
City & County of  
**San Francisco**

showing  
**Precincts and Legislative Districts**  
Prepared by the Department of Elections

**SUPERVISORIAL DISTRICT 10**  
August 2012






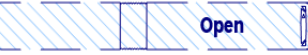
0 500 1,000 Feet

- Precinct Boundary
- Supervisor District
- Assembly District
- Congressional District
- BART District



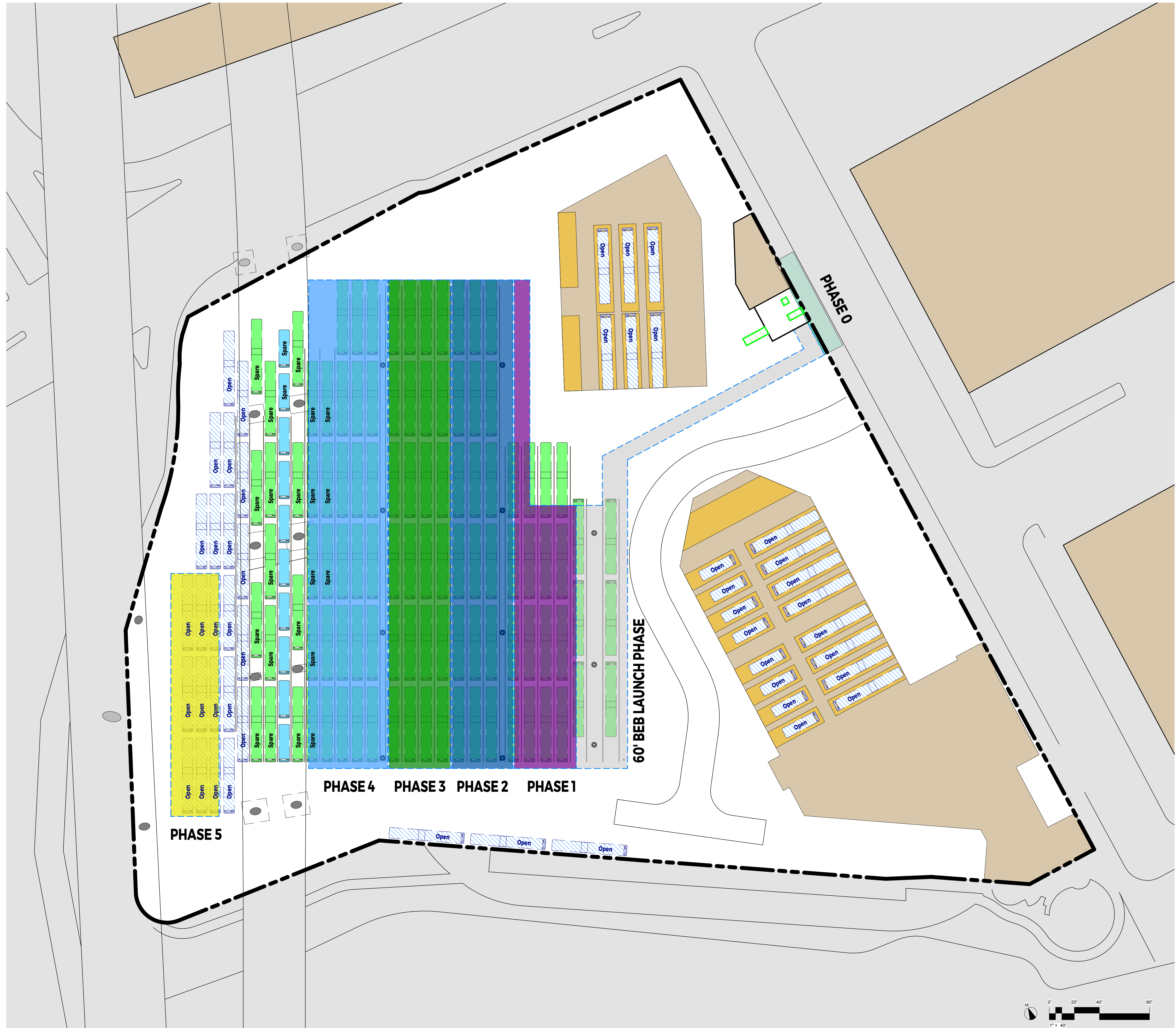
**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
<b>TOTAL ASSIGNED BUSES:</b>		<b>115</b>
30' Open		8
60' Open		40
<b>TOTAL OPEN POSITIONS:</b>		<b>48</b>

**TOTAL AVAILABLE PARKING**

**163**



PROJECT NO.	189247
DRAWN BY	ESR
DATE	10/27/2021
SCALE	1/4"=1'-0" 2/32"=1'-40"

PROJECT TITLE  
**SFMTA ZE  
 FACILITY PLAN  
 ISLAIS DIVISION**








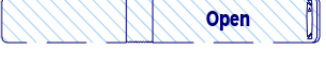
**wsp**  
 WSP USA, Inc.  
 18200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 566-5900  
 FAX: (281) 759-5164

DRAWING TITLE  
**PHASING  
 EXISTING  
 ALL PHASES**

DRAWING NUMBER  
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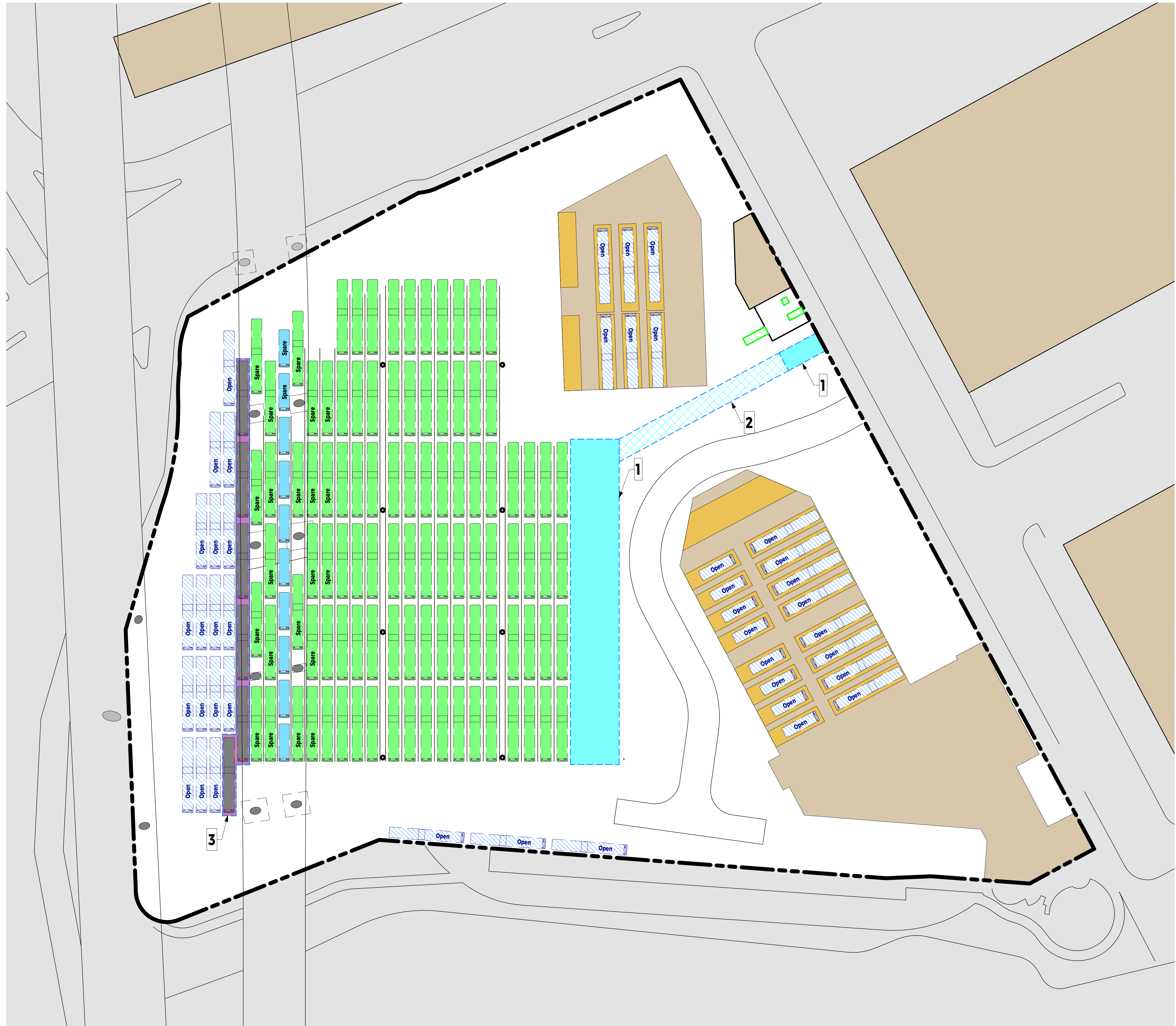
**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
<b>TOTAL ASSIGNED BUSES:</b>		<b>115</b>
30' Open		8
60' Open		34
<b>TOTAL OPEN POSITIONS:</b>		<b>42</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>157</b>

**Relocated Buses**

60' Diesel		6
------------	---	---



**NARRATIVE OF PHASING**

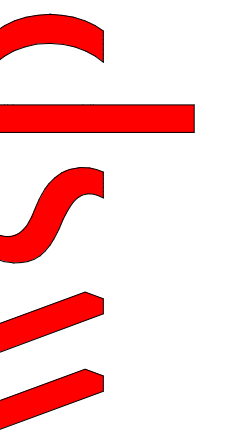
1. Prepare and Isolate Area for New Construction. Area Unusable to Owner During Construction
2. Prepare Area for New Construction. Area to Retain Function During Pull-in/Pull-out Times
3. Relocate Buses to This Location

PROJECT NO.	189247
DRAWN BY	Author
DATE	11/09/21
SCALE	1" = 40'-0"

PROJECT TITLE  
**SFMTA ZE  
 FACILITY PLAN  
 ISLAIS DIVISION**



WSP USA Inc  
 18200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 595-5900  
 FAX: (281) 759-5164



DRAWING TITLE  
**POTENTIAL  
 60' BEB LAUNCH PHASE  
 RELOCATE BUSES**

DRAWING NUMBER  
**IPH 1A.1**

1/7/22 1:52:31 PM



**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

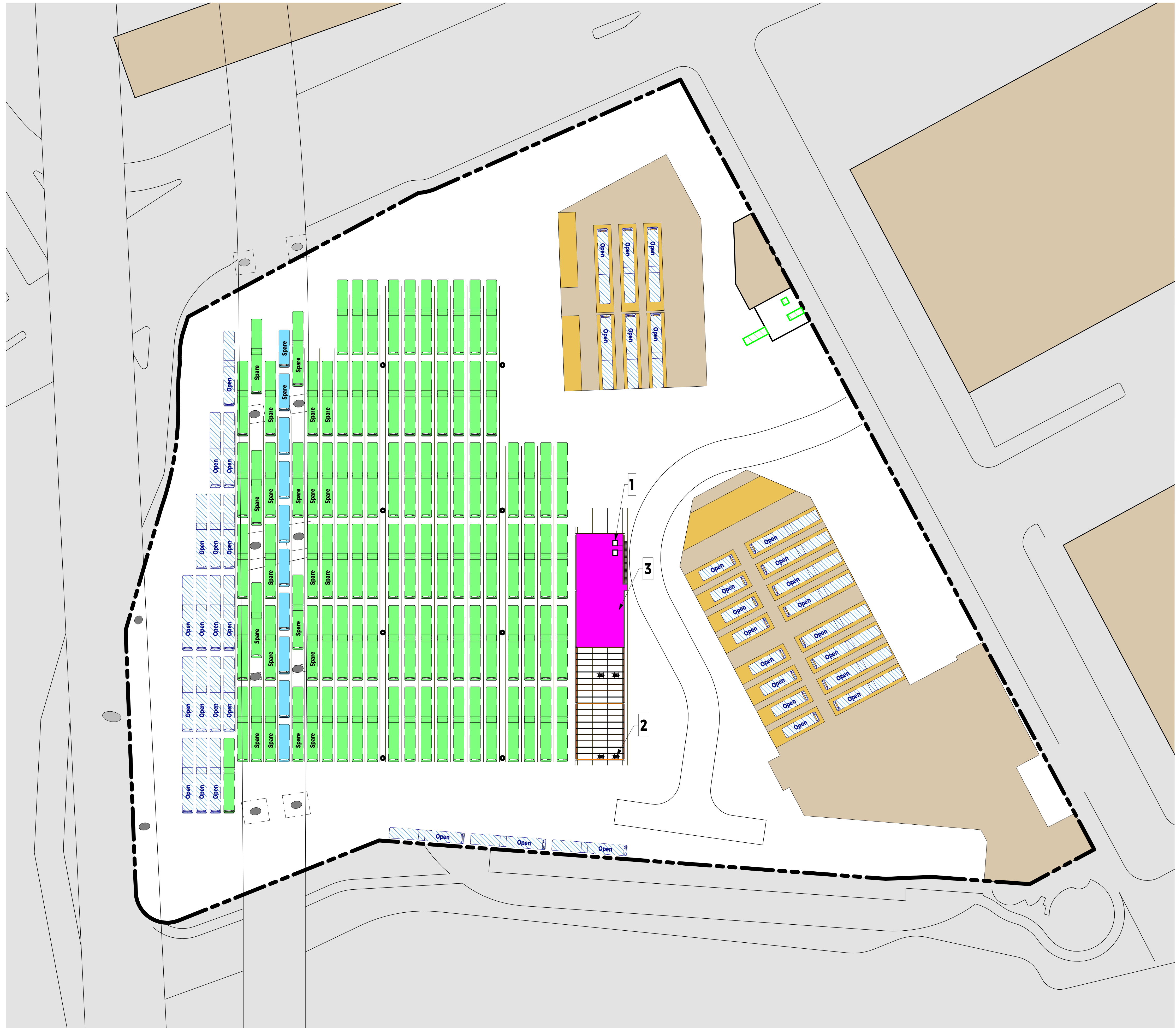
30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
<b>TOTAL ASSIGNED BUSES:</b>		<b>115</b>
30' Open		8
60' Open		34
<b>TOTAL OPEN POSITIONS:</b>		<b>42</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>157</b>

**Equipment Count**

Charging Cabinet	2
Pantograph	6

**NARRATIVE OF PHASING**

1. New 1:3 Charge Cabinet to Pantographs w/ Overhead Structure
2. New Pantograph Mounted to Overhead Structure
3. New Overhead Platform for Electrical Equipment



PROJECT NO.	189247
DRAWN BY	Author
DATE	11/09/21
SCALE	1" = 40'-0"

PROJECT TITLE  
**SFMTA ZE  
 FACILITY PLAN  
 ISLAIS DIVISION**








**WSP**  
 WSP USA, Inc.  
 18200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 565-5900  
 FAX: (281) 759-5164

DRAWING TITLE  
**POTENTIAL  
 60' BEB LAUNCH PHASE  
 NEW OVHD STRUCTURE**

DRAWING NUMBER  
**IPH 1A.2**  
 1/7/22 1:52:35 PM

**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

30' Diesel		8
30' Diesel Spare (20%)		2
60' BEB		6
60' Diesel		84
60' Diesel Spare (20%)		21
<b>TOTAL ASSIGNED BUSES:</b>		<b>121</b>

30' Open		8
60' Open		37
<b>TOTAL OPEN POSITIONS:</b>		<b>45</b>

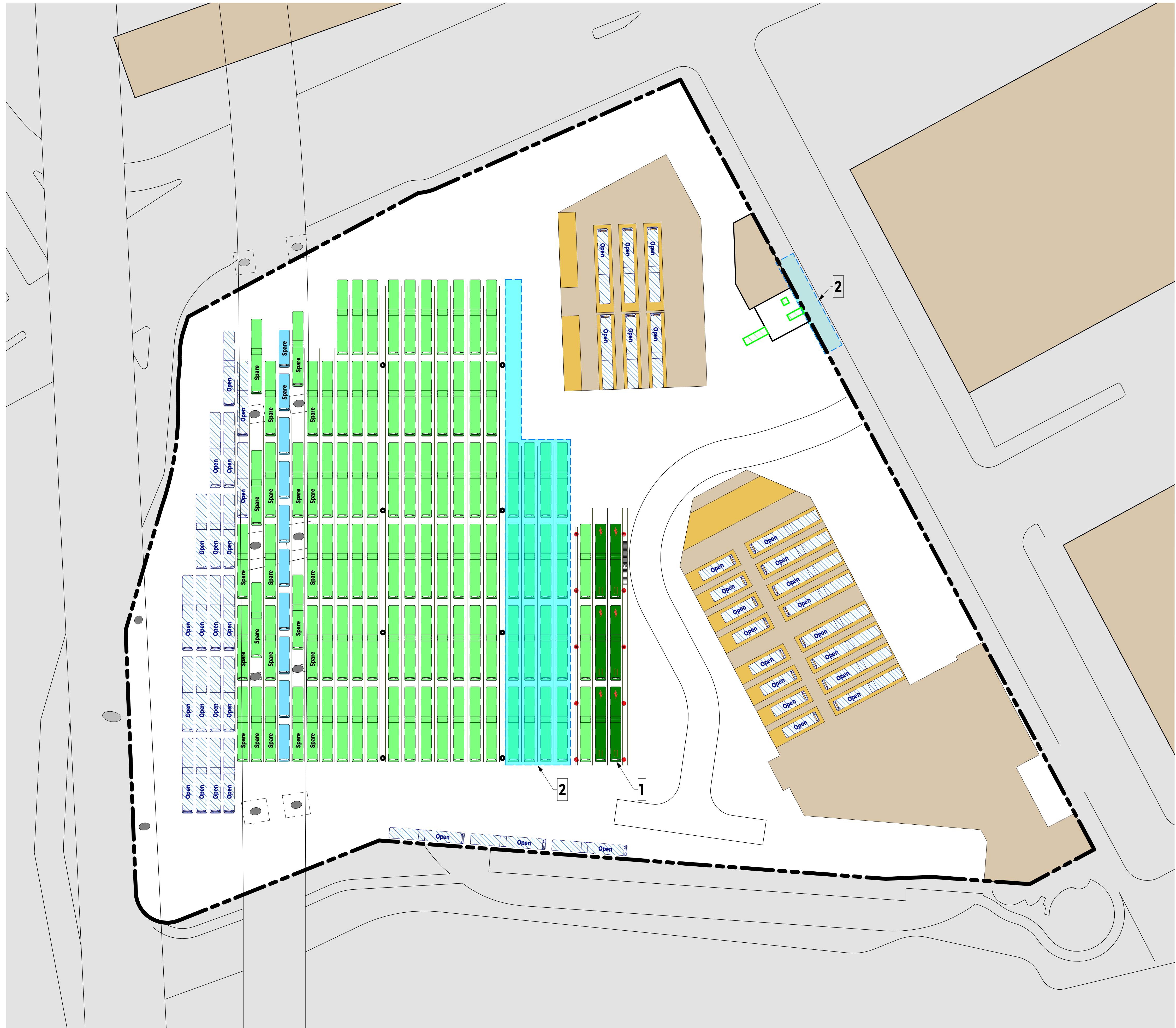
**TOTAL AVAILABLE PARKING**  
**166**

**New Buses**

60' BEB		6
---------	---	---

**Equipment Count**

Charging Cabinet	2
Pantograph	6



**NARRATIVE OF PHASING**

1. Upon Work Completion, Owner to Park New BEBs at New Parking Location
2. Prepare to Isolate Area for Future Construction

PROJECT NO.	189247
DRAWN BY	Author
DATE	11/09/21
SCALE	1" = 40'-0"

PROJECT TITLE  
**SFMTA ZE  
FACILITY PLAN  
ISLAIS DIVISION**



**wsp**  
WSP USA Inc  
18200 PARK ROW  
SUITE 200  
HOUSTON, TEXAS 77064  
TEL: (281) 565-5900  
FAX: (281) 759-5164

DRAWING TITLE  
**POTENTIAL  
60' BEB LAUNCH PHASE  
NEW BUS PARKING**

DRAWING NUMBER  
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1/7/22 1:52:39 PM

**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

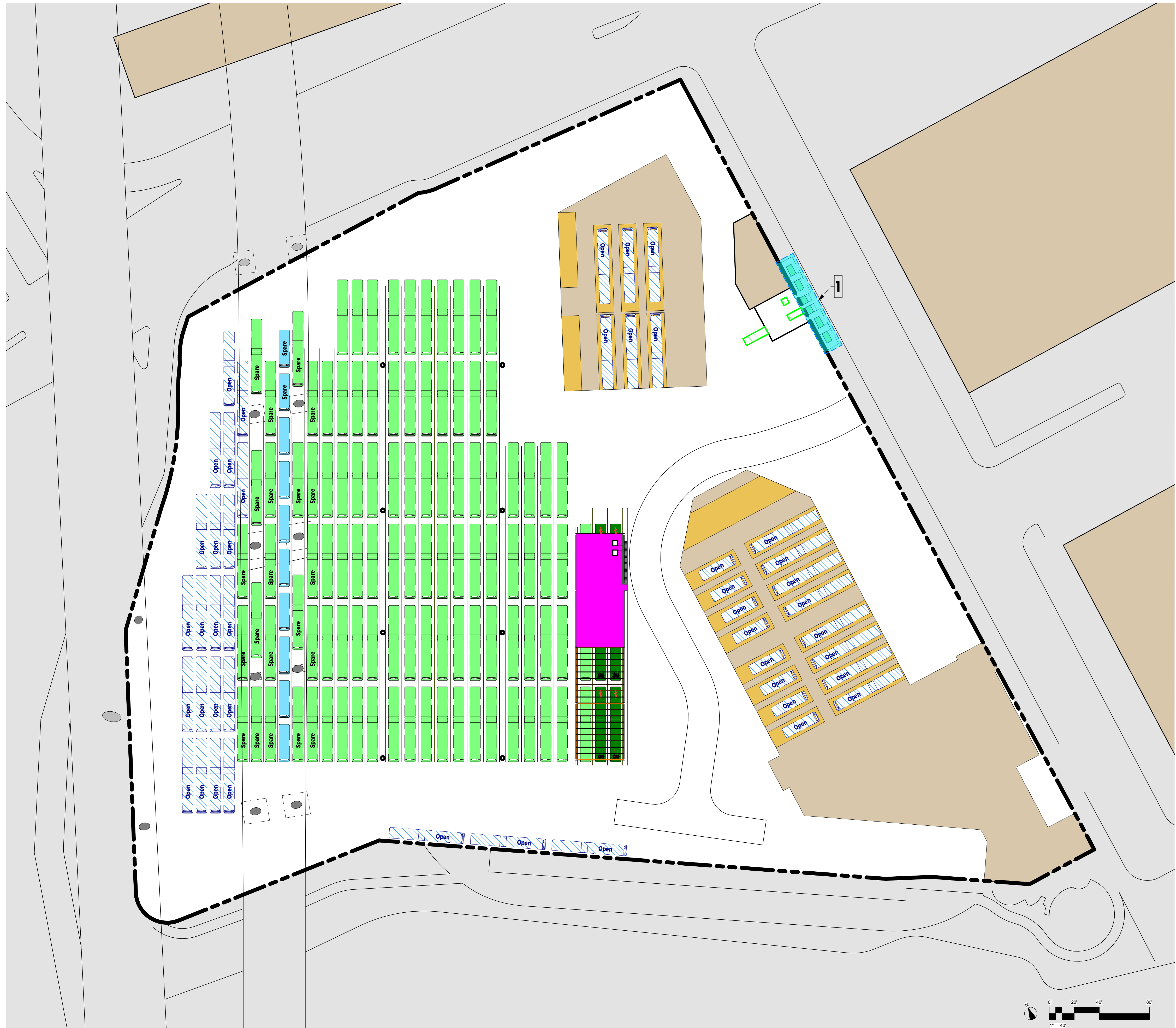
30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
<b>TOTAL ASSIGNED BUSES:</b>		<b>115</b>

30' Open		8
60' Open		40
<b>TOTAL OPEN POSITIONS:</b>		<b>48</b>

**TOTAL AVAILABLE PARKING**  
**163**

**Equipment Count**

Charging Cabinet	2
Pantograph	6



**NARRATIVE OF PHASING**

1. Installation of New Electrical Equipment. Can Be Concurrent with Phase 1

PROJECT NO.	189247
DRAWN BY	ESR
DATE	10/27/2021
SCALE	1/4"=1'-0" 2/32"=1'-40"

PROJECT TITLE  
**SFMTA ZE  
FACILITY PLAN  
ISLAIS DIVISION**



**WSP**  
WSP USA, Inc.  
18200 PARK ROW  
SUITE 200  
HOUSTON, TEXAS 77064  
TEL: (281) 585-5900  
FAX: (281) 759-5164






DRAWING TITLE  
**PHASING  
PHASE 0  
NEW ELEC. INF.**

DRAWING NUMBER  
**IPH 0.1**

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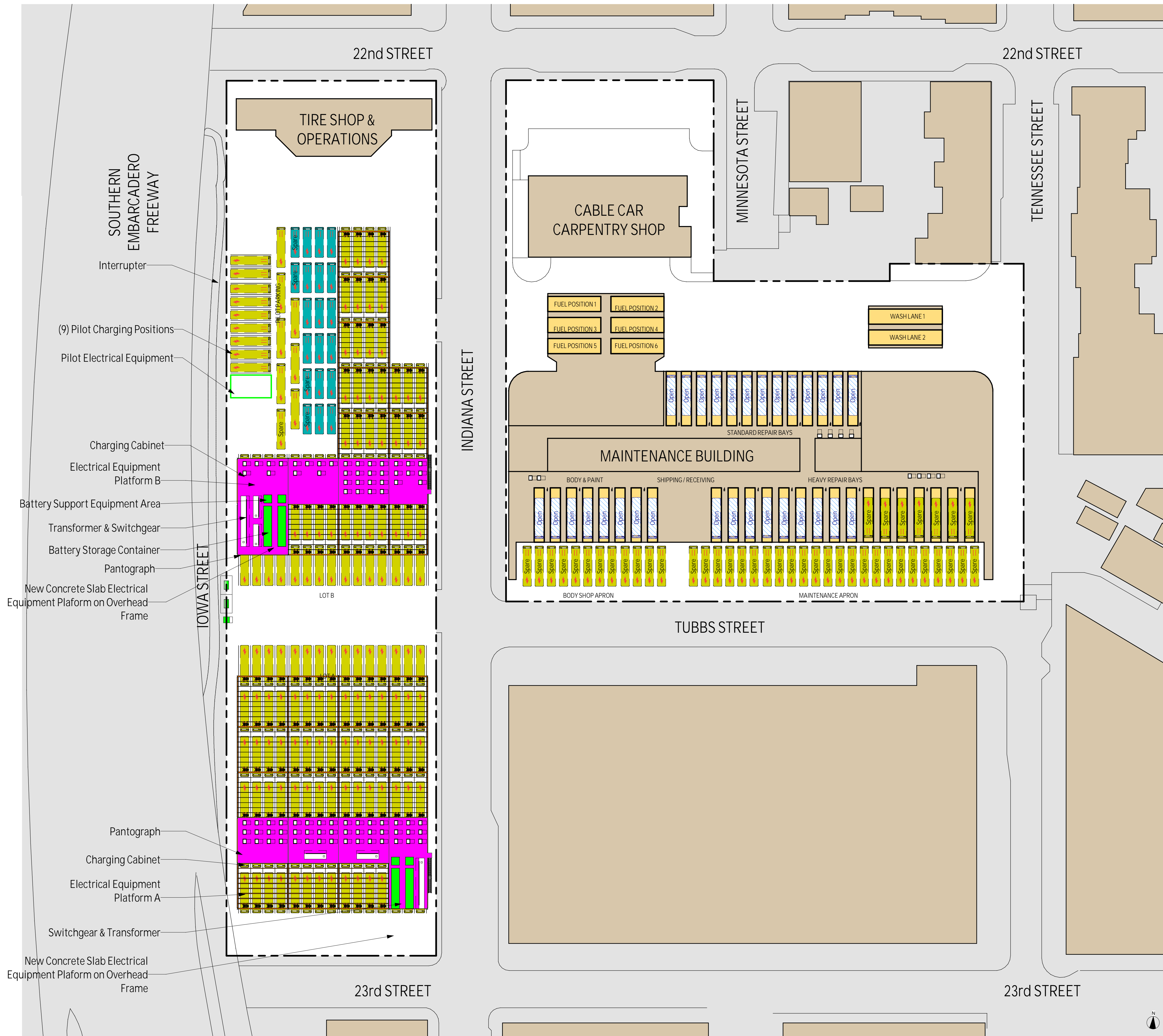
**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

30' BEB		16
30' BEB Spare (20%)		4
40' BEB		177
40' BEB Spare (20%)		44
<b>TOTAL ASSIGNED BUSES:</b>		<b>241</b>
40' Open		30
<b>TOTAL OPEN POSITIONS:</b>		<b>30</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>271</b>

**Equipment Count**

2 MWh Battery	4
Charging Cabinet	91
Dispenser	19
Interruptor	2
Meter Box	1
Pantograph	161



PROJECT NO.	189247
DRAWN BY	ESR
DATE	10/06/2021
SCALE	1" = 40'

**PROJECT TITLE**  
**SFMTA ZE**  
**FACILITY PLAN**  
**WOODS DIVISION**

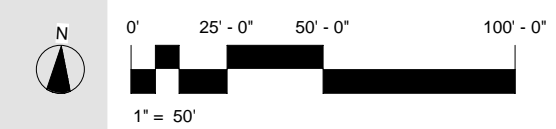


**WSP USA Inc**  
 16200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 588-5900  
 FAX: (281) 758-5164

**DRAWING NUMBER**  
**MASTER PLAN WOODS**  
**MASTER PLAN**






**DRAWING TITLE**  
**WOODS**  
**MASTER PLAN**

**W MP 1**



**LEGEND**

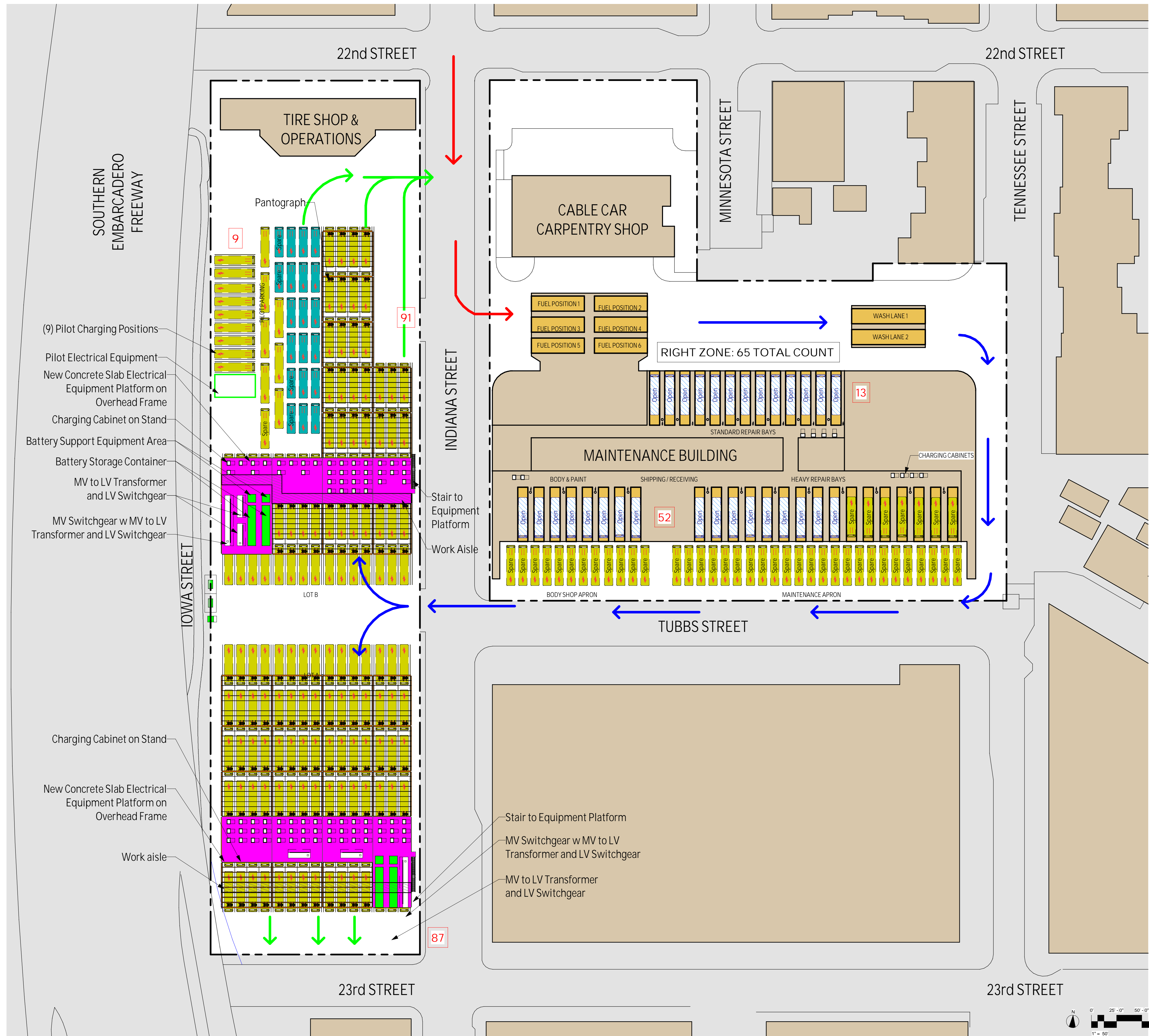
Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

- 30' BEB  16
- 30' BEB Spare (20%)  4
- 40' BEB  177
- 40' BEB Spare (20%)  44
- TOTAL ASSIGNED BUSES: 241
- 40' Open  30
- TOTAL OPEN POSITIONS: 30
- TOTAL AVAILABLE PARKING 271

- Pull-In 
- Service Cycle 
- Pull-Out 

**Equipment Count**

- 2 MWh Battery 4
- Charging Cabinet 91
- Dispenser 19
- Interruptor 2
- Meter Box 1
- Pantograph 161



PROJECT NO.	189247
DRAWN BY	ESR
DATE	10/06/2021
SCALE	1" = 40'

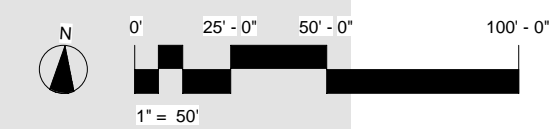
PROJECT TITLE  
**SFMTA ZE  
 FACILITY PLAN  
 WOODS DIVISION**



WSP USA Inc  
 16200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 586-5900  
 FAX: (281) 759-5164






DRAWING NUMBER  
**MASTER PLAN WOODS  
 MASTER PLAN  
 W/ CIRCULATION**

DRAWING TITLE  
**W MP 2**



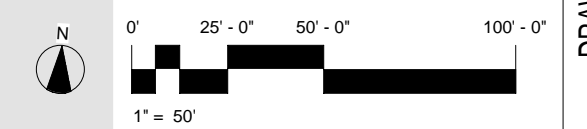
**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

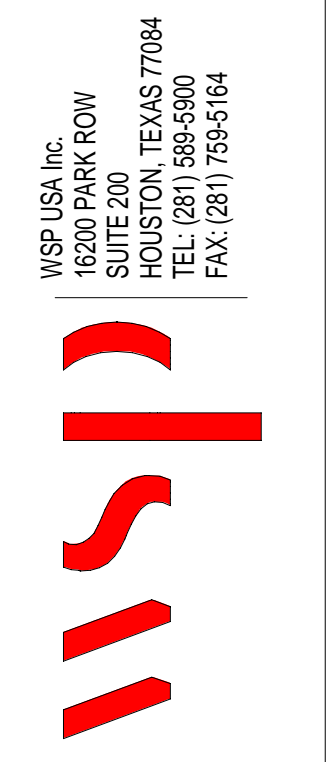
30' BEB		16
30' BEB Spare (20%)		4
40' BEB		177
40' BEB Spare (20%)		44
<b>TOTAL ASSIGNED BUSES:</b>		<b>241</b>
40' Open		30
<b>TOTAL OPEN POSITIONS:</b>		<b>30</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>271</b>

**Equipment Count**

2 MWh Battery	4
Charging Cabinet	91
Dispenser	19
Interruptor	2
Meter Box	1
Pantograph	161








DRAWING NUMBER <b>MASTER PLAN</b>	DRAWING TITLE <b>WOODS MASTER PLAN COLUMNS</b>	PROJECT NO.	189247
		DRAWN BY	MJM
W MP 3		DATE	10/06/2021
		SCALE	1" = 40'



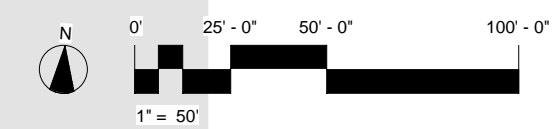
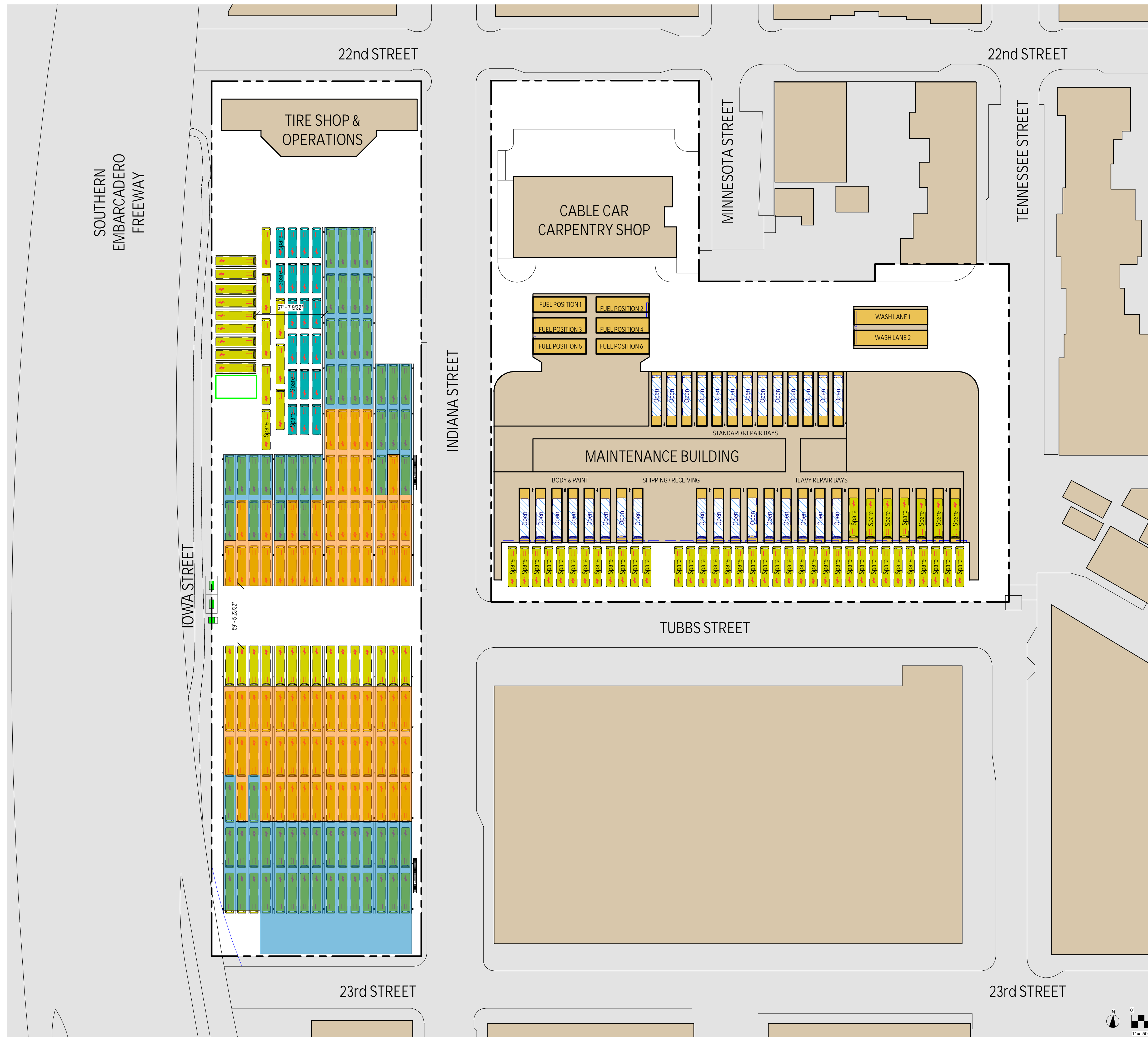
**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

30' BEB		16
30' BEB Spare (20%)		4
40' BEB		177
40' BEB Spare (20%)		44
<b>TOTAL ASSIGNED BUSES:</b>		<b>241</b>
40' Open		30
<b>TOTAL OPEN POSITIONS:</b>		<b>30</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>271</b>

**Equipment Count**

2 MWh Battery	4
Charging Cabinet	91
Dispenser	19
Interruptor	2
Meter Box	1
Pantograph	161



PROJECT NO.	189247
DRAWN BY	MJM
DATE	10/06/2021
SCALE	1" = 40'

**PROJECT TITLE**  
**SFMTA ZE**  
**FACILITY PLAN**  
**WOODS DIVISION**











**WSP**  
 WSP USA Inc  
 16200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 586-5900  
 FAX: (281) 759-5164

DRAWING NUMBER	MASTER PLAN
DRAWING TITLE	WOODS MASTER PLAN CHARGING PRIORITY
DRAWING NUMBER	W MP 4

**LEGEND**

Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

30' BEB		16
30' BEB Spare (20%)		4
40' BEB		177
40' BEB Spare (20%)		44
<b>TOTAL ASSIGNED BUSES:</b>		<b>241</b>
40' Open		30
<b>TOTAL OPEN POSITIONS:</b>		<b>30</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>271</b>

MV AC POWER	
LV AC POWER	
DC POWER / DATA	

<b>Equipment Count</b>	
2 MWh Battery	4
Charging Cabinet	91
Dispenser	19
Interruptor	2
Meter Box	1
Pantograph	161



PROJECT NO.	189247
DRAWN BY	Author
DATE	10/06/2021
SCALE	1" = 40'

**PROJECT TITLE**  
 SFMTA ZE  
 FACILITY PLAN  
 WOODS DIVISION

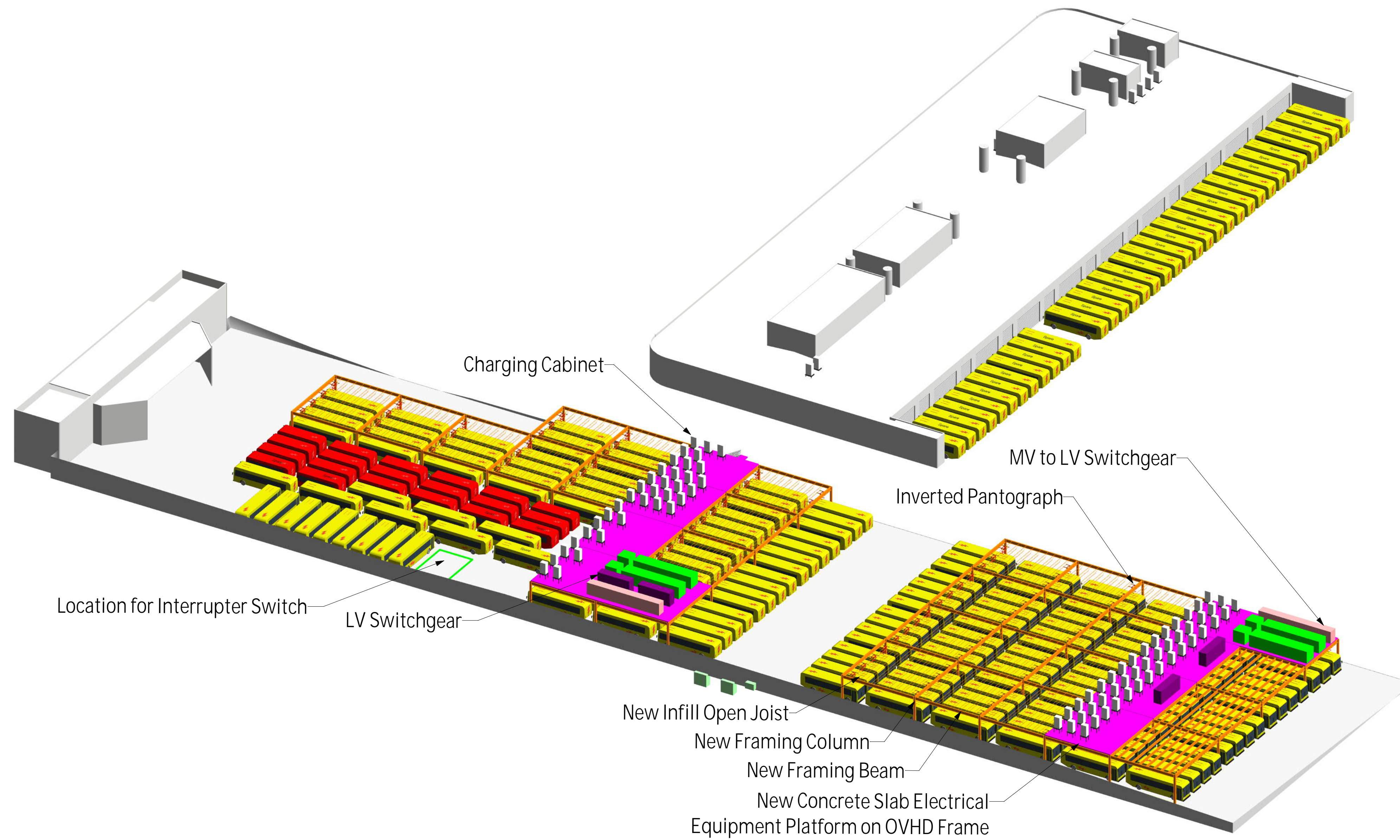


**WSP**  
 WSP USA, Inc.  
 16200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 588-5900  
 FAX: (281) 758-5164

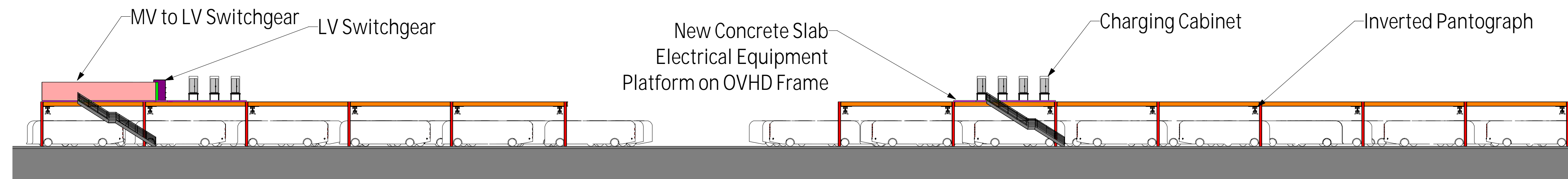
DRAWING NUMBER	MASTER PLAN
DRAWING TITLE	WOODS MASTER PLAN CONNECTION DIAGRAM
DRAWING NUMBER	W MP 5

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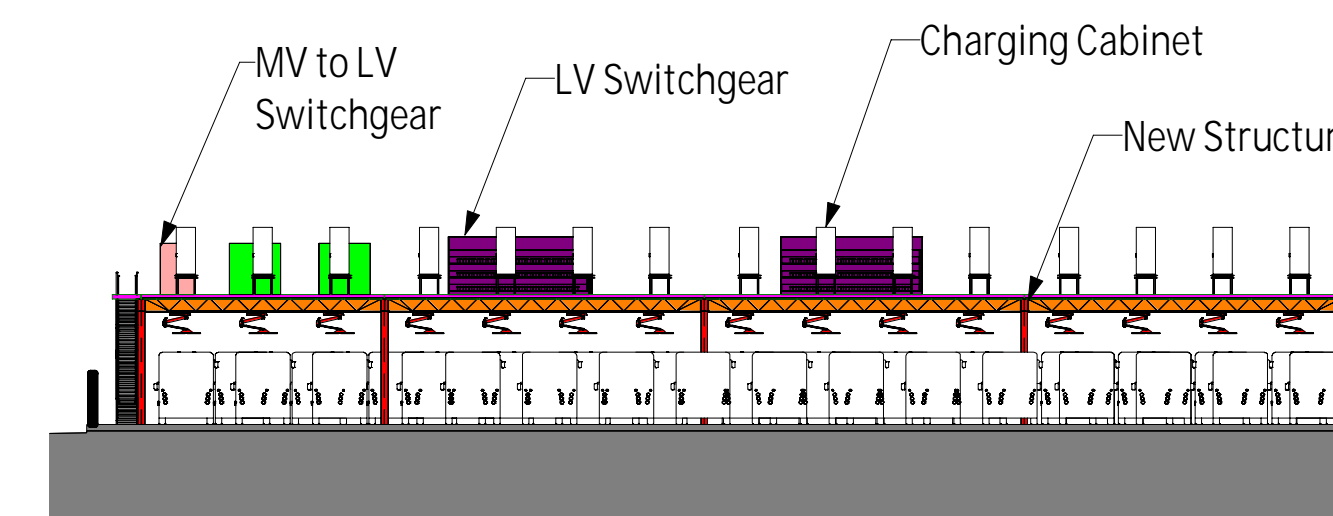




① Master Plan Overall 3D



② Longitudinal Section Down Platforms  
1" = 30'-0"



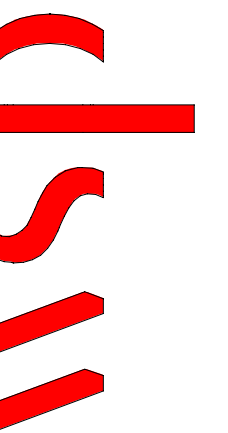
③ Cross Section Across Bus Parking Tracks  
1" = 30'-0"

PROJECT NO.	189247
DRAWN BY	MJM
DATE	10/06/2021
SCALE	1" = 40'

PROJECT TITLE  
SFMTA ZE  
FACILITY PLAN  
WOODS DIVISION



WSP USA, Inc.  
16200 PARK ROW  
SUITE 200  
HOUSTON, TEXAS 77064  
TEL: (281) 588-5900  
FAX: (281) 758-5164



DRAWING TITLE  
WOODS  
MASTER PLAN  
3D AND SECTIONS

DRAWING NUMBER  
MASTER PLAN  
WOODS  
W MP 6

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ATTACHMENT 5

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 4 Street Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Safer and Complete Streets
<b>Current PROP L Request:</b>	\$432,000
<b>Supervisory District</b>	District 04

## REQUEST

### Brief Project Description

Design improvements on 41st Avenue between Lincoln Way and Vicente Street and construct improvements on Kirkham Street between Lower Great Highway and 19th Avenue to improve comfort for pedestrians and bicyclists of all ages. Improvements will include speed humps, traffic circles, crosswalk upgrades, and limited traffic diversions. This project furthers the work of Transportation Authority's District 4 Mobility Study (2022) where the project team developed a network of potential corridors based on access to commercial corridors, parks and open space, schools, and the existing bike network.

### Detailed Scope, Project Benefits and Community Outreach

Design street improvements on 41st Avenue between Lincoln Way and Vicente Street and construct street improvements on Kirkham Street between Lower Great Highway and 19th Avenue to improve comfort for pedestrians and bicyclists of all ages and abilities. Improvements will include speed humps, traffic circles, crosswalk upgrades, and limited traffic diversion at specific, target locations (if warranted). See attached design drawings for both corridors.

This project furthers the work done by the Transportation Authority's District 4 Mobility Study (2022) where the project team developed a network of potential corridors based on access to commercial corridors, parks and open space, schools, and the existing bike network. The Prop K funded District 4 Neighborways Project funded the design phase for Kirkham Street and Prop L funds are requested to construct the project, and funded a portion of the cost of design of improvements on 41st Avenue, which will be completed with Prop L funding from the current request.

### Project Location

Kirkham Street between Lower Great Highway and 19th Avenue and 41st Avenue between Lincoln Way to Vicente Street

<b>Is this project in an Equity Priority Community?</b>	No
---	----

Does this project benefit disadvantaged populations?	No
--	----

**Project Phase(s)**

Design Engineering (PS&E), Construction (CON)

**Justification for Multi-phase Request**

We are recommending a multiphase allocation given that the design phase for 41st Avenue improvements and the construction phase for Kirkham Street improvements will proceed at the same time.

**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 L Amount	\$432,000.00

**Justification for Necessary Amendment**

SFMTA requests an amendment to the Safer and Complete Streets 5YPP to reprogram \$80,000 from the construction phase to the design phase of the project. SFMTA requires an additional \$80,000 to complete the design phase for 41st Avenue street improvements. SFMTA will request the \$268,000 in remaining programming for the construction phase of 41st Avenue improvements once design is complete.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 4 Street Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2019	Jul-Aug-Sep	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2025
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

## SCHEDULE DETAILS

41st Avenue:

Project outreach for the 41st Avenue design will occur in two phases:

Phase 1 - re-introduction of project to community (Spring 2025)

Phase 2 - Design outreach and notice of public hearing (Fall 2025)

There are no construction coordination opportunities that the SFMTA is aware of for either Kirkham Street or 41st Avenue projects.

Schedule detail note: Kirkham Street construction phase is expected to be completed by August 2025. 41st Avenue construction phase (not part of this request) is expected to be completed by March 2026.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 4 Street Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$432,000	\$0	\$432,000
Prop K	\$0	\$0	\$274,600	\$274,600
<b>Phases In Current Request Total:</b>	\$0	\$432,000	\$274,600	\$706,600

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$432,000	\$0	\$432,000
Prop B	\$0	\$0	\$98,050	\$98,050
Prop K	\$0	\$0	\$274,600	\$274,600
<b>Funding Plan for Entire Project Total:</b>	\$0	\$432,000	\$372,650	\$804,650

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$98,050		Actual cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$354,600	\$80,000	Actual costs + cost to complete
Construction	\$352,000	\$352,000	Engineer's estimate
Operations	\$0		
Total:	\$804,650	\$432,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	06/21/2024
<b>Expected Useful Life:</b>	20 Years

# San Francisco County Transportation Authority

## Prop L/Prop AA/TNC Tax Allocation Request Form

Kirkham Street Neighborway - CONSTRUCTION

**MAJOR LINE ITEM BUDGET**

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Design Implementation					
Task 1: Speed Hump/Cushion	\$ 176,000	64%	\$ -	\$ 22,000	\$ 154,000
Task 2: New or Refreshed Crosswalks	\$ 75,000	27%	\$ -	\$ 75,000	\$ -
Task 3: New or Refresh Red Zones (daylighting)	\$ 12,000	4%	\$ -	\$ 12,000	\$ -
Task 4: Khaki Paint (painted safety zone)	\$ 5,400	2%	\$ -	\$ 5,400	\$ -
Task 5: Safe Hit Posts (painted safety zone)	\$ 1,000	0%	\$ -	\$ 1,000	\$ -
Task 6: Paint and Signs	\$ 4,600	1%	\$ -	\$ 4,600	\$ -
Subtotal	\$ 274,000	100%	\$ -	\$ 120,000	\$ 154,000
2. Construction Management/Support	\$ 68,000	25%	\$ 31,000	\$ 37,000	\$ -
4. Other Direct Costs *	\$ -	0%	\$ -	\$ -	\$ -
5. Contingency	\$ 10,000	4%	\$ -	\$ 10,000	\$ -
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 352,000</b>		<b>\$ 31,000</b>	<b>\$ 167,000</b>	<b>\$ 154,000</b>

# San Francisco County Transportation Authority

## Prop L/Prop AA/TNC Tax Allocation Request Form

41st Street Neighborway - DESIGN

**MAJOR LINE ITEM BUDGET**

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 80,000	
2. Consultant	\$ -	
3. Other Direct Costs	\$ -	
4. Contingency	\$ -	0%
<b>TOTAL PHASE</b>	<b>\$ 80,000</b>	

TOTAL LABOR COST BY AGENCY	
<b>SFMTA</b>	\$ 80,000
<b>SFPW</b>	\$ -
<b>TOTAL</b>	<b>\$ 80,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 4 Street Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$432,000	<b>Total PROP L Recommended</b>	\$432,000

<b>SGA Project Number:</b>		<b>Name:</b>	District 4 Street Improvements - 41st Ave
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2026
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-218	\$40,000	\$40,000	\$80,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, summary of outreach performed, 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, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
4. 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.

<b>SGA Project Number:</b>		<b>Name:</b>	District 4 Street Improvements - Kirkham
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	03/31/2026
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

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<b>Fund Source</b>	<b>FY2024/25</b>	<b>FY2025/26</b>	<b>Total</b>
PROP L EP-218	\$176,000	\$176,000	\$352,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, [improvements completed at each location to date], upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.

3. Upon completion of the project, Sponsor shall provide 2-3 photos of completed work.

**Special Conditions**

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

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP L</b>
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.00%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	12.18%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 4 Street Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$432,000
--------------------------------	-----------

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:

ML

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Brian Liang	Joel C Goldberg
<b>Title:</b>	Transportation Planner	Grants Procurement Manager
<b>Phone:</b>	(415) 646-4306	555-5555
<b>Email:</b>	brian.liang@sfmta.com	joel.goldberg@sfmta.com

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 October 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
<b>Subprogram: Capital Projects</b>									
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	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements	3	CON	Programmed	\$268,000				\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street	3	CON	Pending		\$352,000			\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue	3	PS&E	Pending		\$80,000			\$80,000
SFMTA	Golden Gate Greenway (Tenderloin)	1	PS&E	Allocated	\$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	Allocated		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program	2	PS&E	Programmed	\$0				\$0
SFMTA	School Traffic Calming Program	2	PLAN	Allocated	\$220,000				\$220,000
SFMTA	School Traffic Calming Program	2	CON	Allocated	\$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

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 October 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Slow Streets Implementation <sup>1</sup>	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
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
<b>Subprogram: Outreach and Education Projects</b>									
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	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$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
<b>Subprogram: New Traffic Signals</b>									
SFMTA	Contract 66 New Traffic Signals	CON	Programmed	\$3,300,000					\$3,300,000

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 October 2024 Board

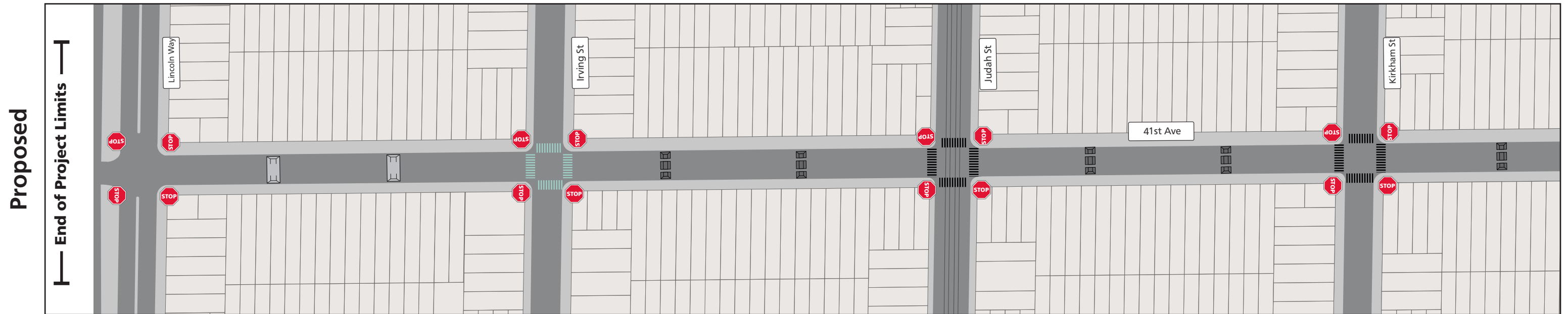
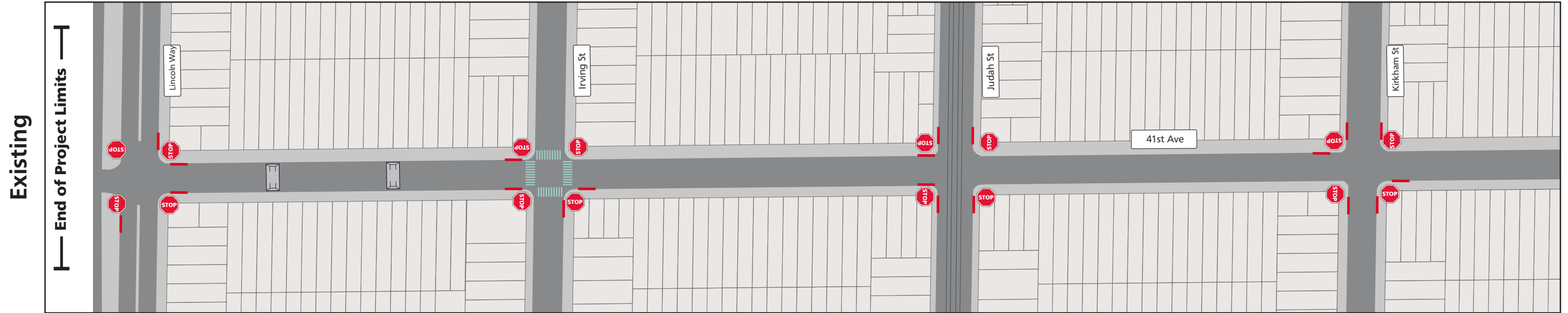
Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
Total Programmed in 2023 YPPP				\$7,488,000	\$16,185,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$1,118,000	\$0	\$0	\$0	\$5,038,000
Total Unallocated				\$3,568,000	\$15,067,000	\$9,136,000	\$8,001,000	\$6,508,000	\$42,280,000
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				\$592,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- <sup>1</sup> YPPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY23/24 for design (Resolution 2024-041, 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.
- <sup>2</sup> YPPP amendment to fund School Traffic Calming Program with \$220,000 in FY23/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):  
 School Traffic Calming, FY23/24 Design: Reduced from \$220,000 to \$0 in FY23/24.  
 School Traffic Calming, FY23/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.  
 School Traffic Calming, FY23/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.
- <sup>3</sup> YPPP amendment to fund District 4 Street Improvements (reso XX, date YY)  
 District 4 Street Improvements: Reduced placeholder from \$700,000 to \$268,000 in FY23/24  
 District 4 Street Improvements - Kirkham Street: Added project with \$352,000 in FY24/25 for construction  
 District 4 Street Improvements - 41st Avenue: Added project with \$80,000 in FY24/25 for design












← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

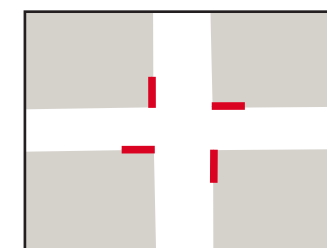


## Legend

**Design note:** Traffic calming treatments shown in the “proposed” condition are in addition to existing conditions. All existing conditions will remain.  
Treatments shown in purple are supplemental treatments of the project.

-  Stop Sign
-  Existing Intersection Daylighting
-  Proposed Partial Traffic Diverter
-  Proposed Continental Crosswalk
-  Existing Continental crosswalks
-  Standard Crosswalk
-  Proposed Speed Cushion
-  Existing Speed Hump
-  Proposed Traffic Circle
-  Proposed Pedestrian Island
-  Proposed Painted Safety Zone

## Corridorwide Intersection Daylighting

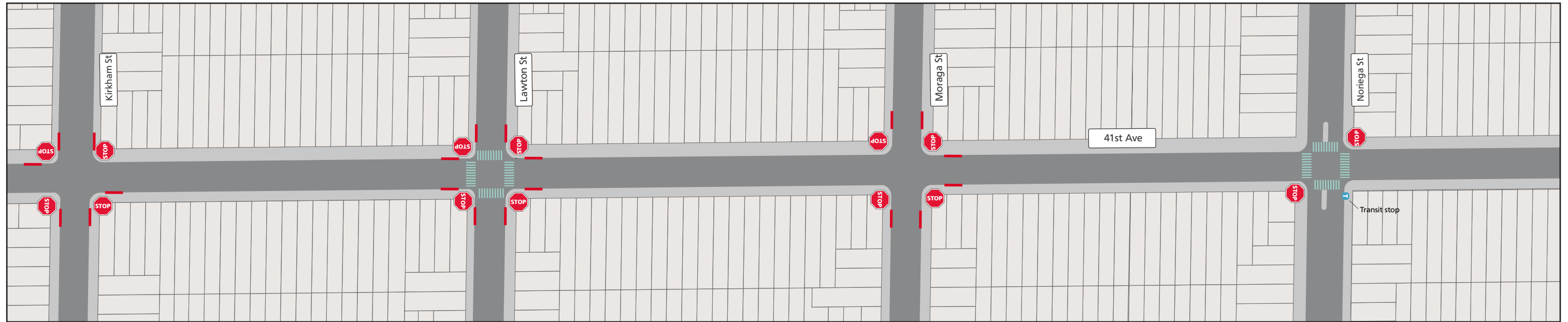


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

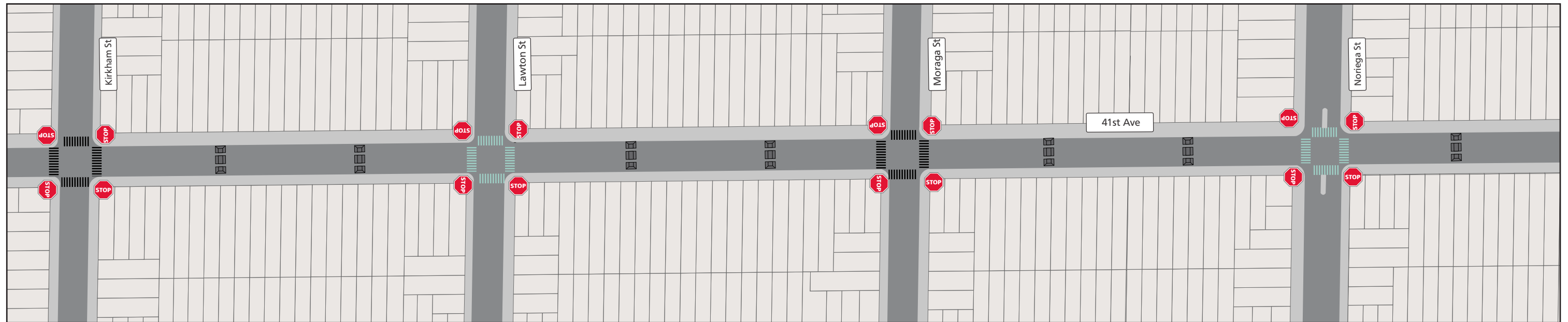
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing



Proposed



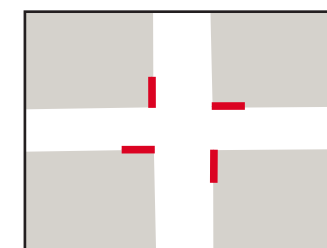
## Legend

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Treatments shown in purple are supplemental treatments of the project.

- |  |                                   |  |                                |  |                        |  |                                   |  |                                 |  |                     |  |                         |  |                            |  |                              |
|--|-----------------------------------|--|--------------------------------|--|------------------------|--|-----------------------------------|--|---------------------------------|--|---------------------|--|-------------------------|--|----------------------------|--|------------------------------|
|  | Stop Sign                         |  | Proposed Continental Crosswalk |  | Proposed Speed Cushion |  | Proposed Partial Traffic Diverter |  | Existing Continental crosswalks |  | Existing Speed Hump |  | Proposed Traffic Circle |  | Proposed Pedestrian Island |  | Proposed Painted Safety Zone |
|  | Existing Intersection Daylighting |  | Standard Crosswalk             |  |                        |  |                                   |  |                                 |  |                     |  |                         |  |                            |  |                              |

## Corridorwide Intersection Daylighting

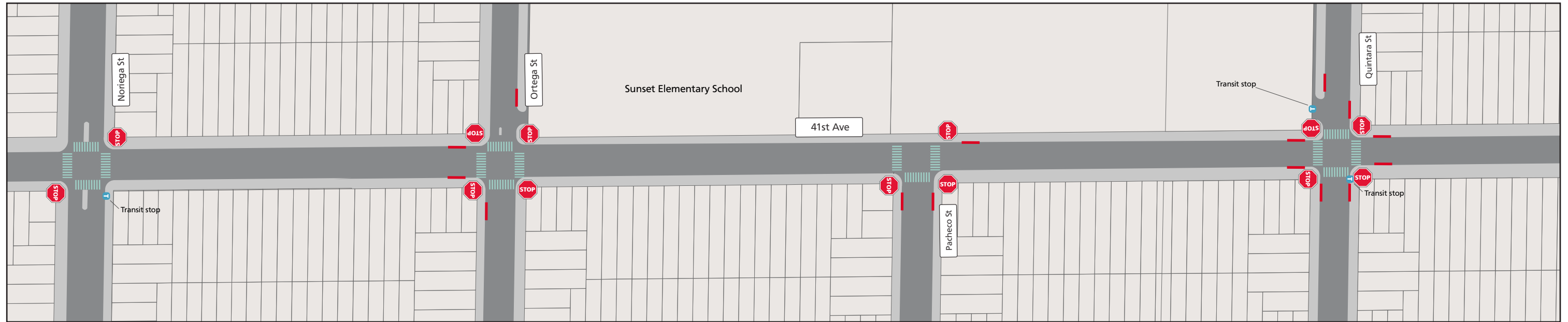


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

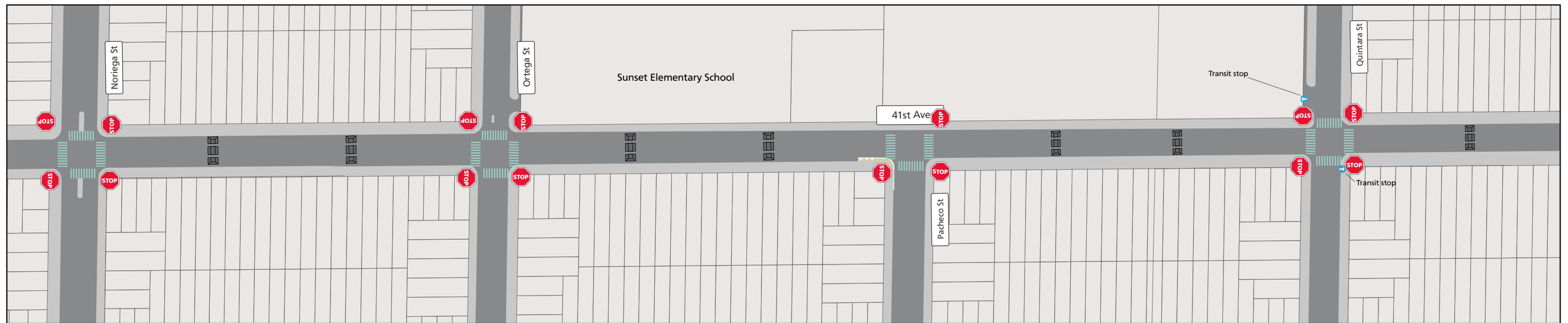
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing














Proposed



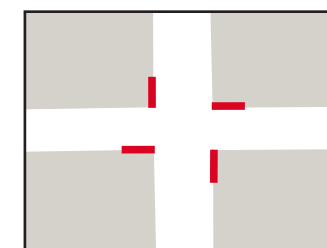
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-  Stop Sign
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-  Proposed Traffic Circle
-  Proposed Pedestrian Island
-  Proposed Painted Safety Zone

## Corridorwide Intersection Daylighting

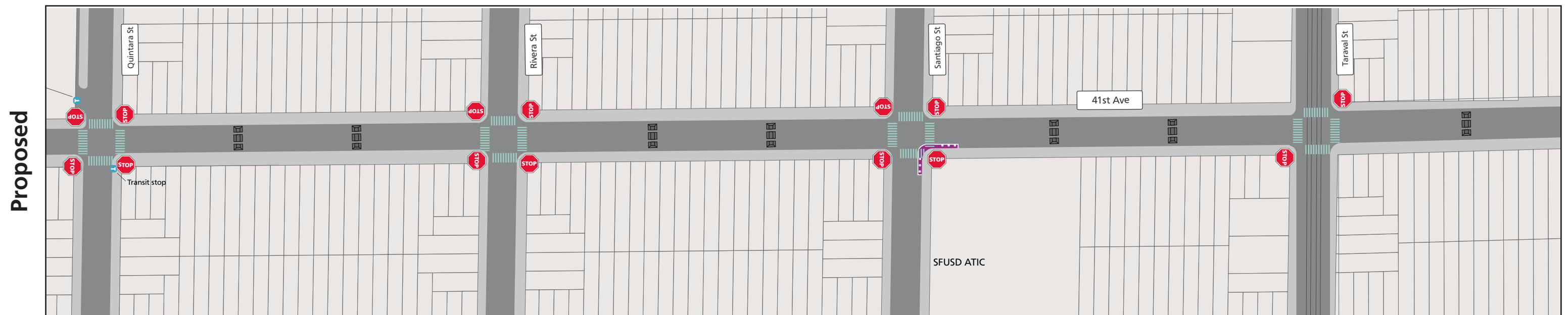
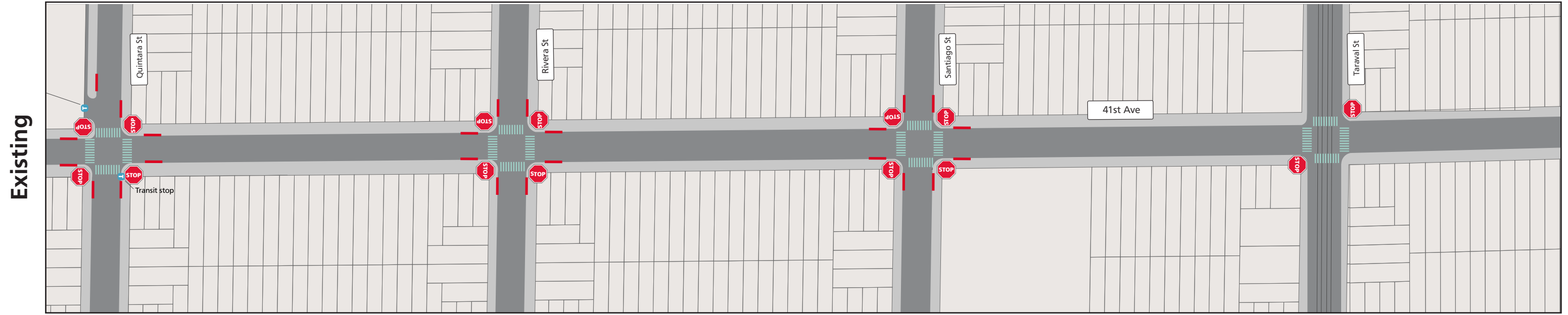


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.



← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

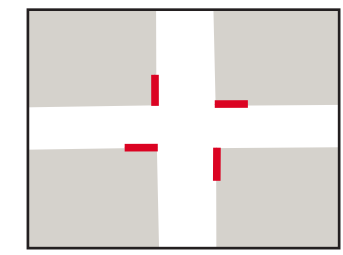


## Legend

**Design note:** Traffic calming treatments shown in the “proposed” condition are in addition to existing conditions. All existing conditions will remain. Treatments shown in purple are supplemental treatments of the project.

- |  |                                   |  |                                 |  |                         |  |                              |
|--|-----------------------------------|--|---------------------------------|--|-------------------------|--|------------------------------|
|  | Stop Sign                         |  | Proposed Continental Crosswalk  |  | Proposed Speed Cushion  |  | Proposed Pedestrian Island   |
|  | Existing Intersection Daylighting |  | Existing Continental crosswalks |  | Existing Speed Hump     |  | Proposed Painted Safety Zone |
|  | Proposed Partial Traffic Diverter |  | Standard Crosswalk              |  | Proposed Traffic Circle |  |                              |

## Corridorwide Intersection Daylighting

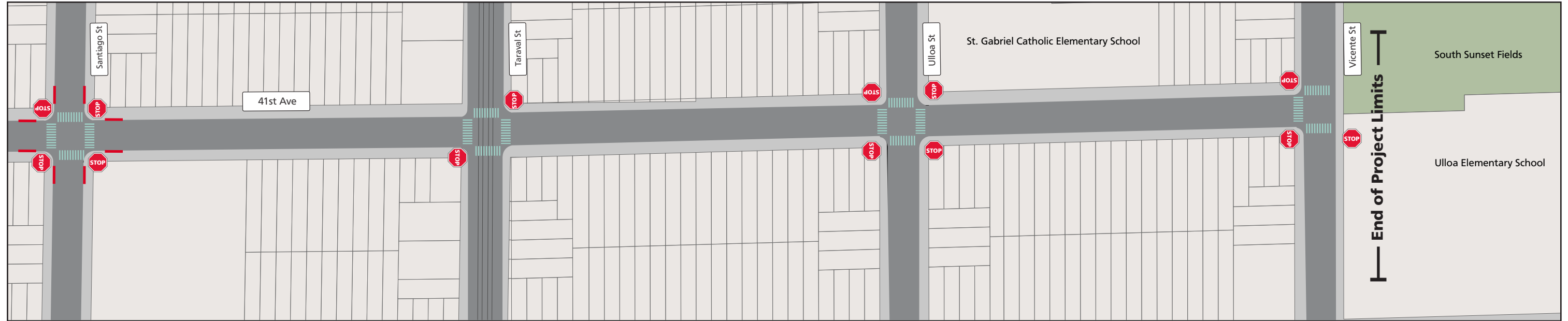


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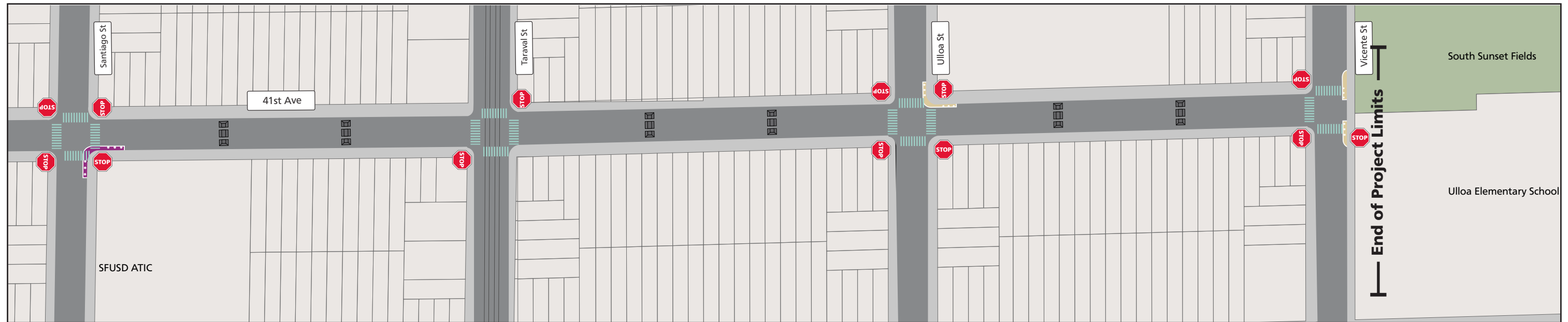
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing














Proposed



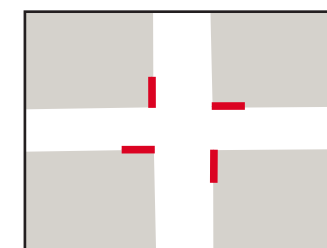
## Legend

**Design note:** Traffic calming treatments shown in the “proposed” condition are in addition to existing conditions. All existing conditions will remain.

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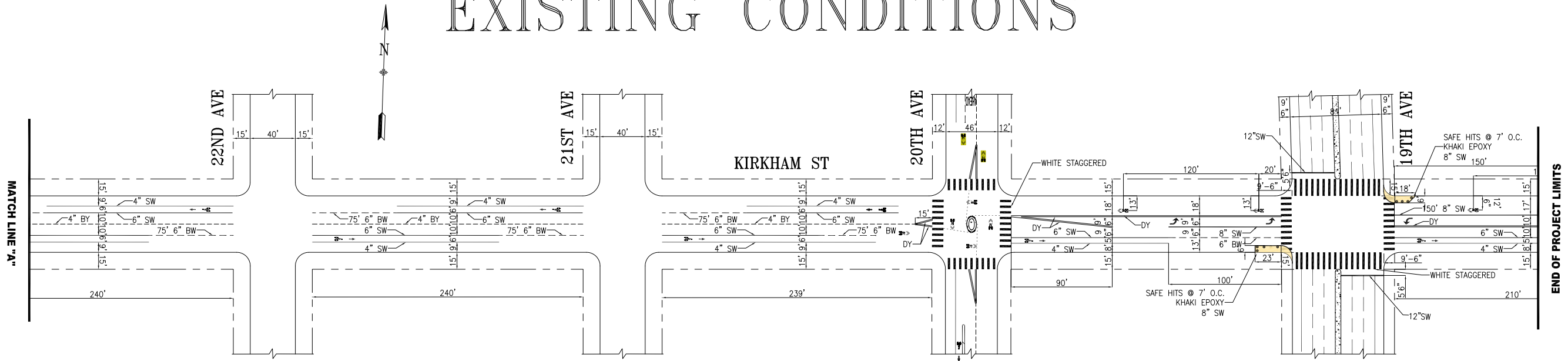
-  Stop Sign
-  Existing Intersection Daylighting
-  Proposed Partial Traffic Diverter
-  Proposed Continental Crosswalk
-  Existing Continental crosswalks
-  Standard Crosswalk
-  Proposed Speed Cushion
-  Existing Speed Hump
-  Proposed Traffic Circle
-  Proposed Pedestrian Island
-  Proposed Painted Safety Zone

## Corridorwide Intersection Daylighting

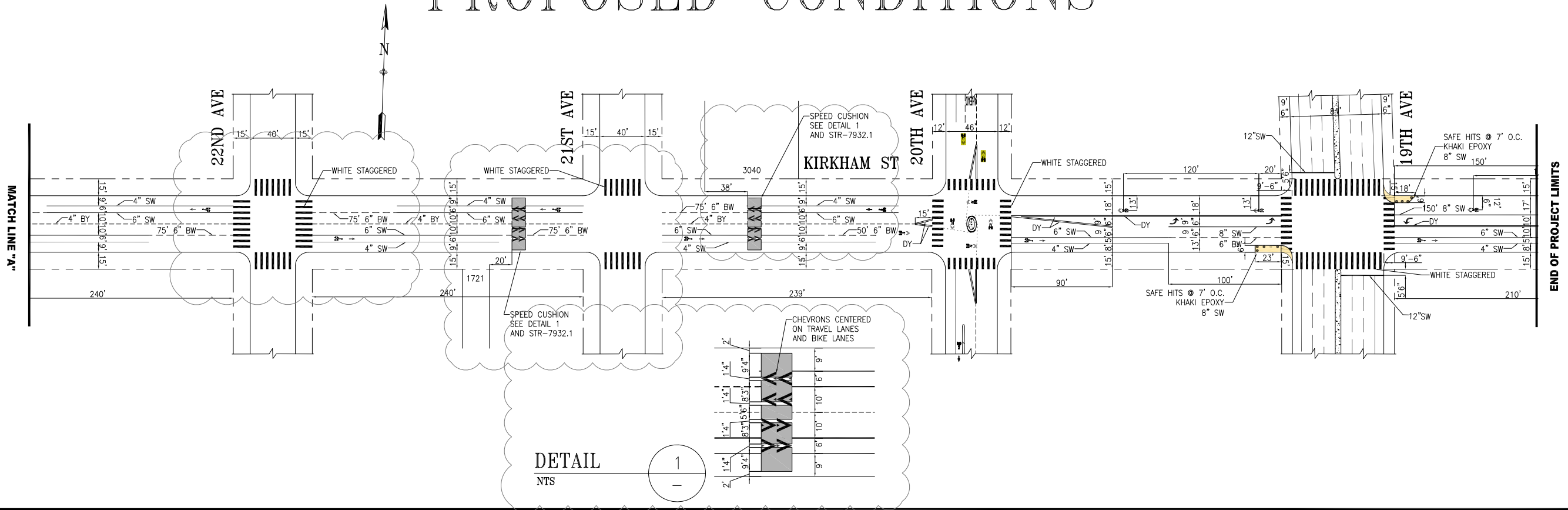


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

# EXISTING CONDITIONS



# PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	XX OF XX

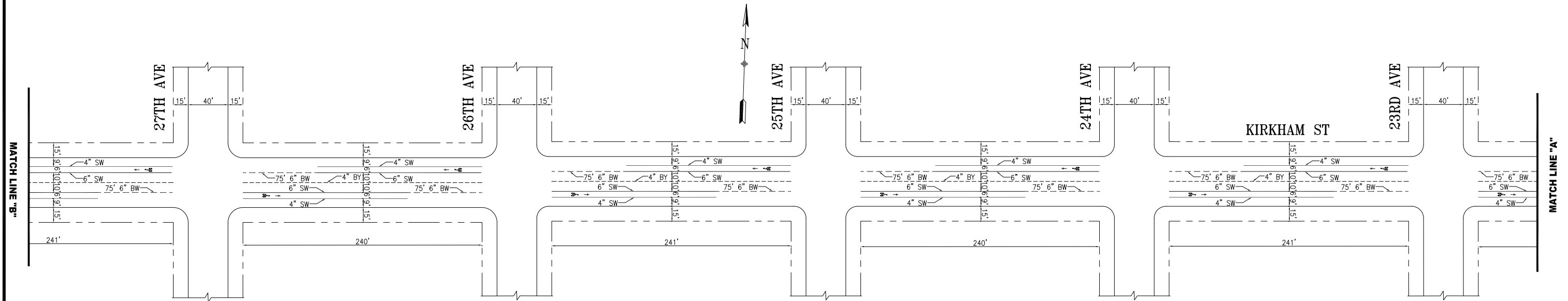
DRAWN:	DATE:
X.XXXXXXXXXXXXXX MM/DD/YY	
CHECKED:	DATE:
X.XXXXXXXXXXXXXX MM/DD/YY	

TRAFFIC STRIPING	
KIRKHAM STREET	
19TH AVENUE TO 22ND AVENUE	

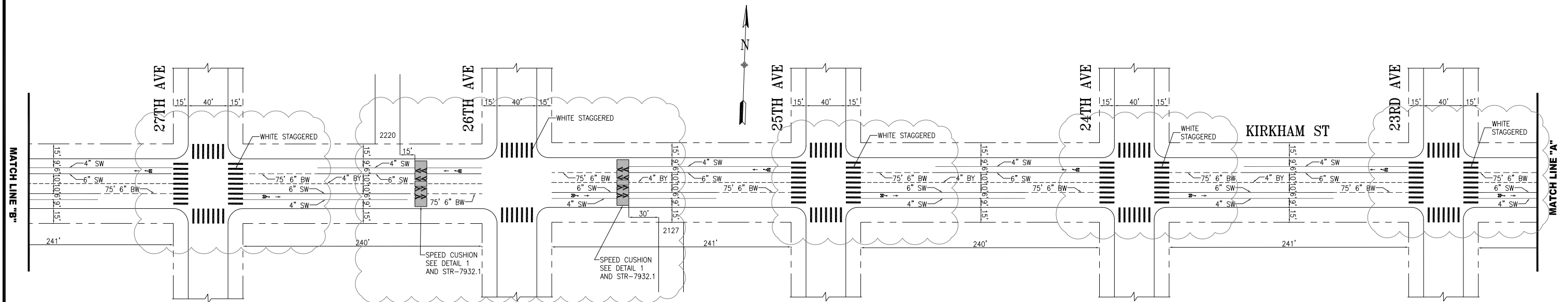
CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

FILE NAME: ---/---/---  
DATE: ---/---/---

# EXISTING CONDITIONS



# PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:	SENIOR ENGINEER	DATE:
X.XXXXXXXXXXXXXX	MM/DD/YY		
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:
X.XXXXXXXXXXXXXX	MM/DD/YY		

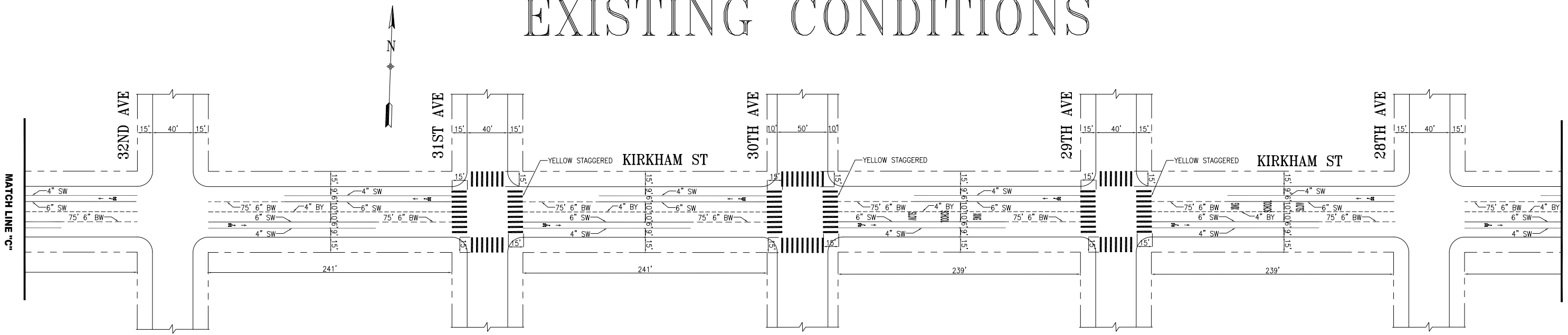
APPROVED	SCALE:
	1" = 50'
SHEET/SHEETS:	XX OF XX

**TRAFFIC STRIPING**  
**KIRKHAM STREET**  
**23RD AVENUE TO 27TH AVENUE**

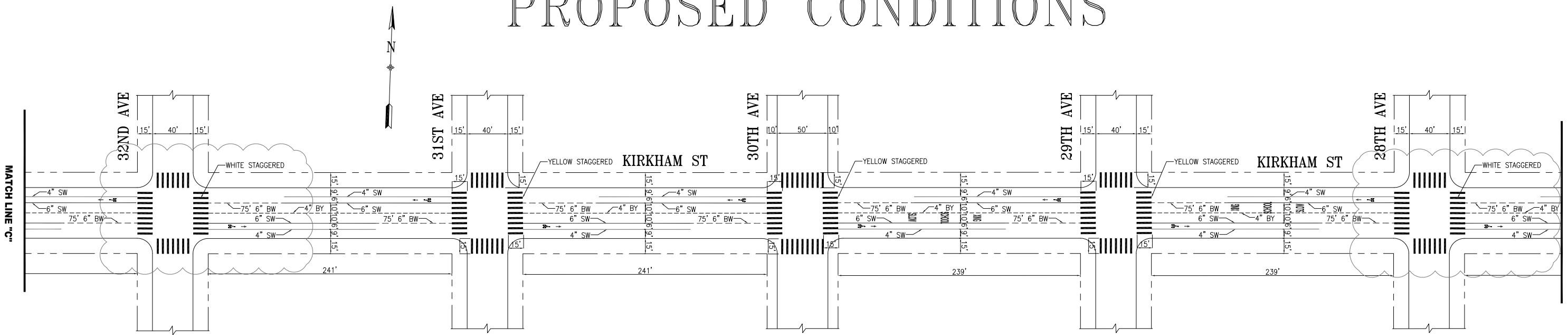
CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

FILE NAME: ---/---/---  
DATE: ---/---/---

# EXISTING CONDITIONS



# PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SFMTA**



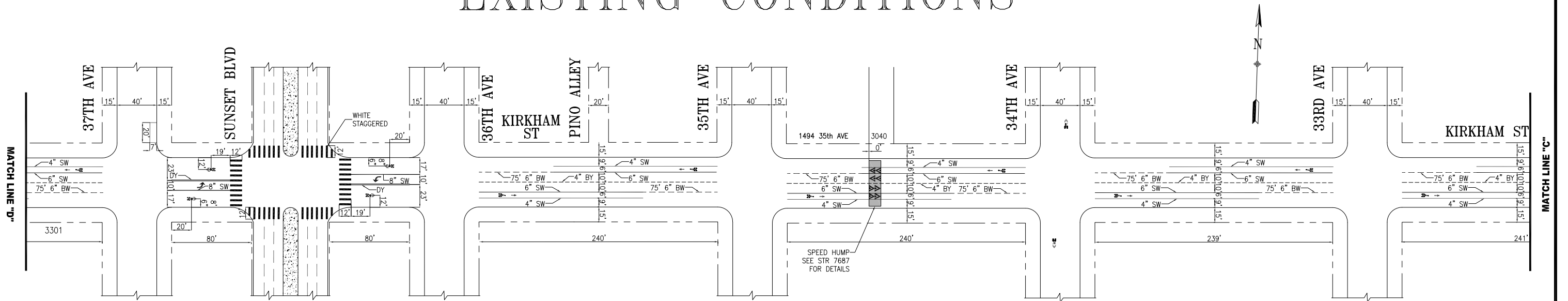
DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY		DATE:		APPROVED	
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY		DATE:		SENIOR ENGINEER	
				DATE:	
				CITY TRAFFIC ENGINEER	

SCALE:  
1" = 50'  
SHEET/SHEETS:  
XX OF XX

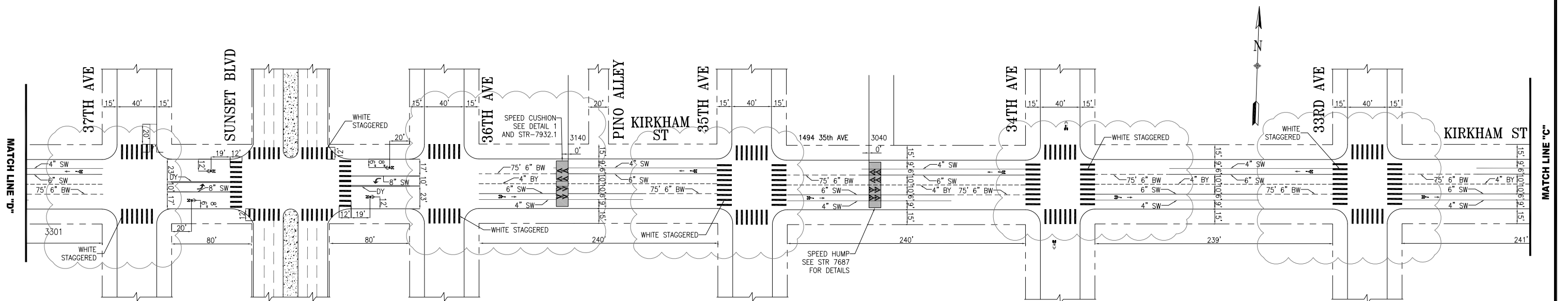
TRAFFIC STRIPING  
**KIRKHAM STREET**  
28TH AVENUE TO 32ND AVENUE

CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

# EXISTING CONDITIONS



# PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	XX OF XX

DRAWN:	DATE:
X.XXXXXXXXXXXXXX	MM/DD/YY
CHECKED:	DATE:
X.XXXXXXXXXXXXXX	MM/DD/YY

APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	XX OF XX

TRAFFIC STRIPING

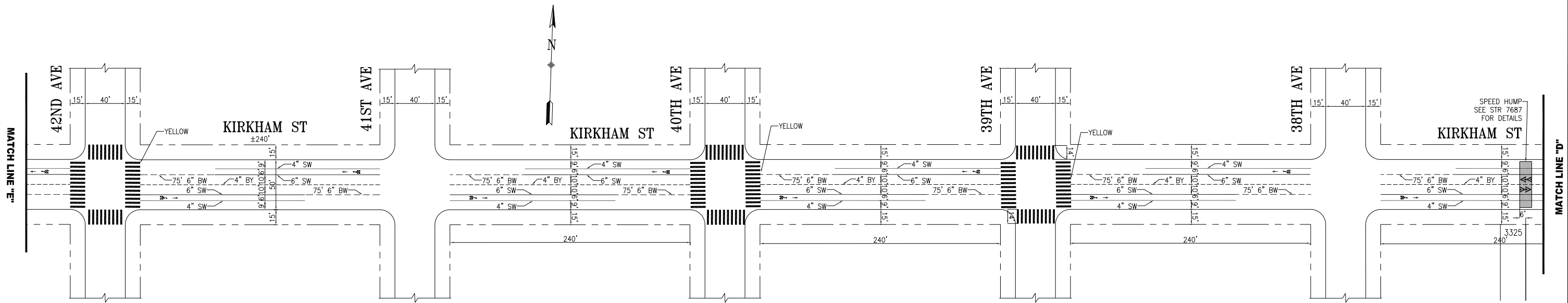
KIRKHAM STREET

33RD AVENUE TO 37TH AVENUE

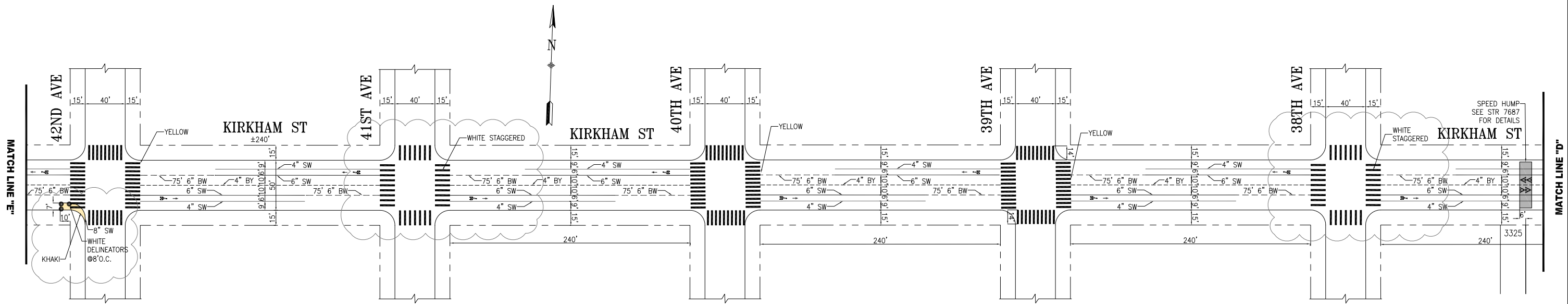
CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

FILE NAME:  
DATE: --/--/--

# EXISTING CONDITIONS



# PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



**SFMTA**



DRAWN: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY
CHECKED: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

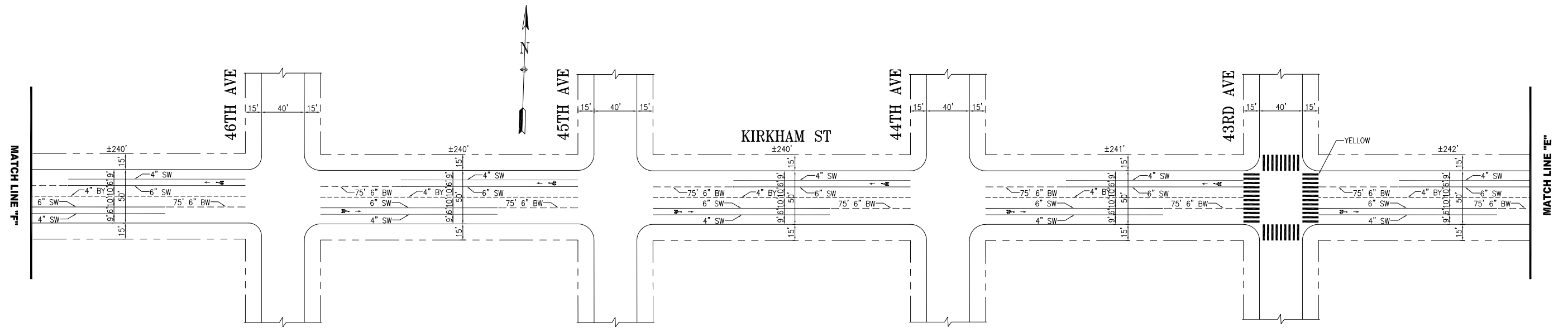
SCALE: 1" = 50'
SHEET/SHEETS: XX OF XX

TRAFFIC STRIPING
KIRKHAM STREET
38TH AVENUE TO 42ND AVENUE

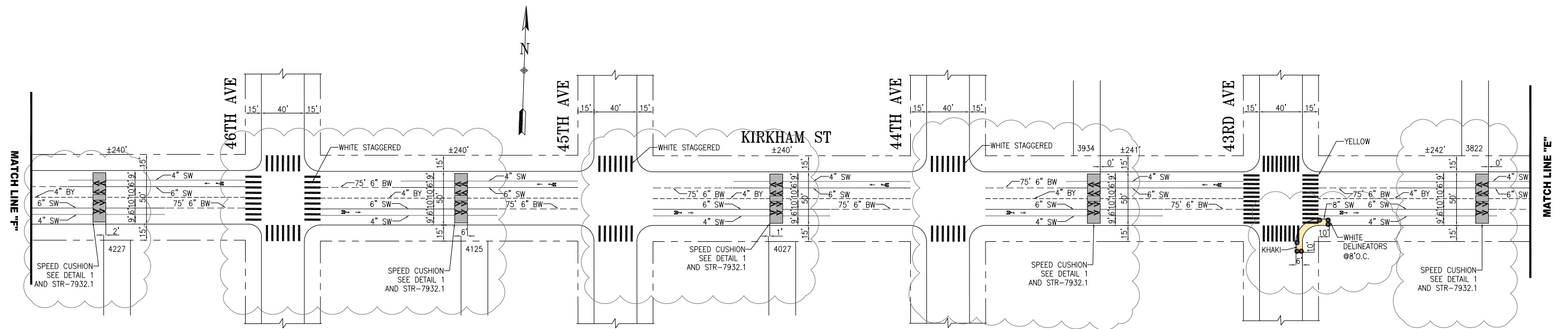
CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME:  
DATE: --/--/---

# EXISTING CONDITIONS



# PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED

DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY  
 CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY

DATE: SENIOR ENGINEER  
 DATE: CITY TRAFFIC ENGINEER

SCALE:  
 1" = 50'  
 SHEET/SHEETS:  
 XX OF XX

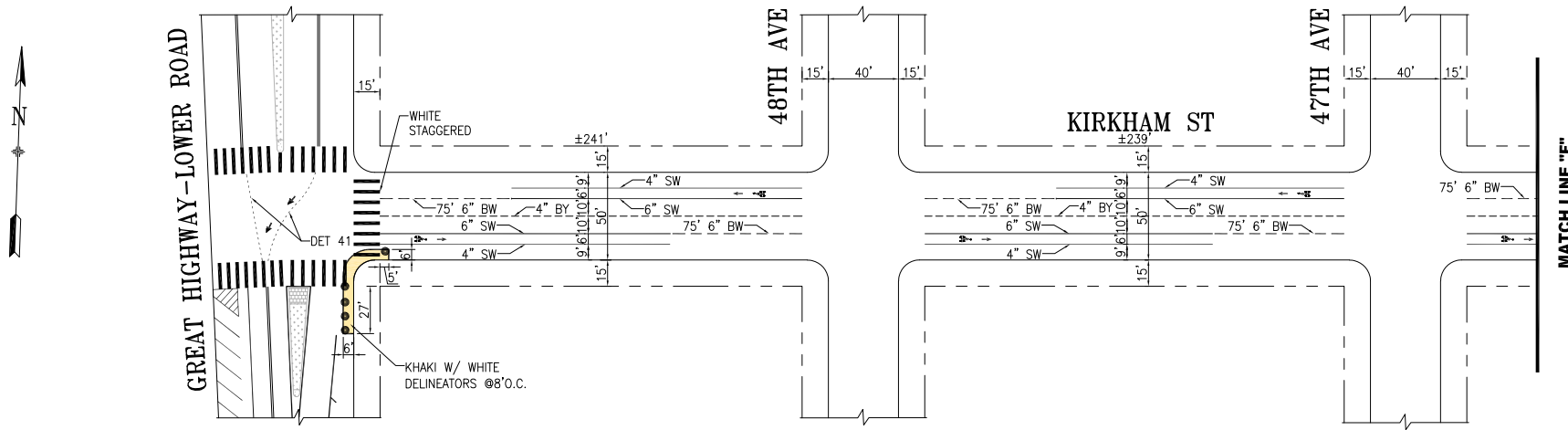
TRAFFIC STRIPING  
 KIRKHAM STREET  
 43RD AVENUE TO 46TH AVENUE

CONTRACT NO. XXXXX  
 DRAWING NO. DWGNO  
 FILE NO. XXXXX  
 REV. NO. XX

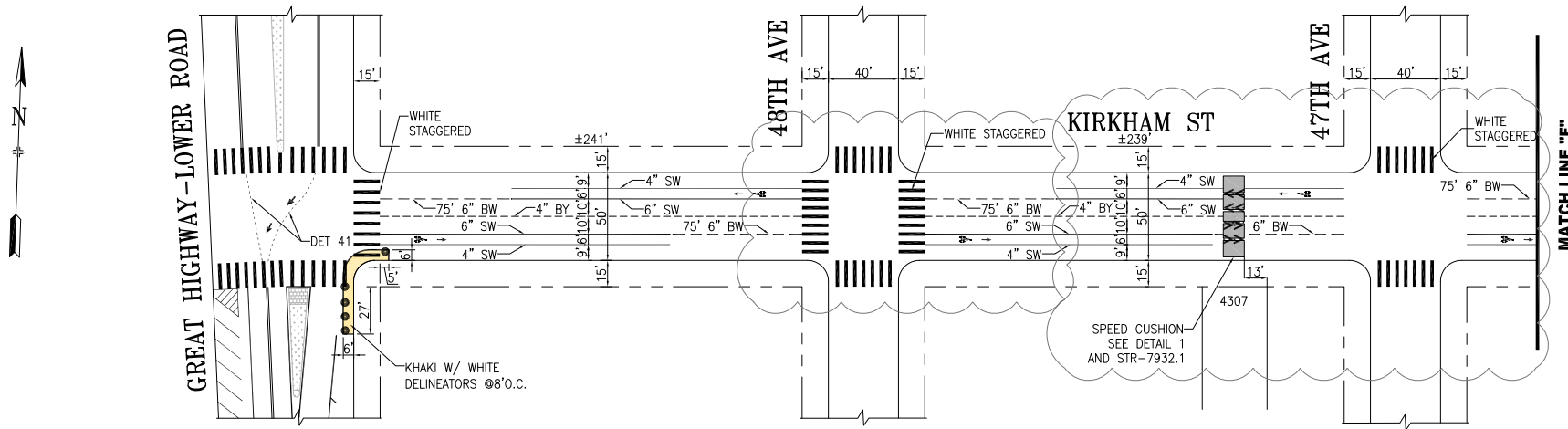
FILE NAME: ---/---/---  
 DATE: ---/---/---



# EXISTING CONDITIONS



# PROPOSED CONDITIONS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:	SENIOR ENGINEER	DATE:
X.XXXXXXXXXXXXXX	MM/DD/YY		
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:
X.XXXXXXXXXXXXXX	MM/DD/YY		

APPROVED	SCALE:
	1" = 50'
SHEET/SHEETS:	XX OF XX

TRAFFIC STRIPING
KIRKHAM STREET
47TH AVENUE TO GREAT HIGHWAY-LOWER ROAD

CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

FILE NAME:  
DATE: --/--/--

**ATTACHMENT 5**

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

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Right of Way Fencing - FY24
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

**EXPENDITURE PLAN INFORMATION**

<b>PROP L Expenditure Plans</b>	Caltrain Maintenance
<b>Current PROP L Request:</b>	\$462,000
<b>Supervisory District</b>	Citywide

**REQUEST**

**Brief Project Description**

The Caltrain Right of Way Fencing project is a continuous project to install approximately 90.4 miles of winglets onto Caltrain fencing along the railroad corridor as part of a series of safety improvements to enhance safety, including trespassing deterrence and suicide prevention.

**Detailed Scope, Project Benefits and Community Outreach**

The purpose of this project is to install approximately 90.4 miles of winglets, implemented in phases, onto Caltrain fencing along the railroad corridor as part of a series of safety improvement intended to enhance safety. The installation of winglets to the fencing is intended to reduce trespassing, vandalism, illegal dumping and deaths along the right of way. See the attached list of preliminary locations.

## Project Location

Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

## Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$462,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Right of Way Fencing - FY24
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2026

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Right of Way Fencing - FY24
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$0	\$462,000	\$0	\$462,000
Measure RR	\$0	\$644,000	\$0	\$644,000
SMCTA	\$0	\$730,635	\$0	\$730,635
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$1,836,635</b>	<b>\$0</b>	<b>\$1,836,635</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,836,635	\$462,000	FY2024 PCJPB Capital Budget
Operations	\$0		
Total:	\$1,836,635	\$462,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	15 Years

**PROJECT: Right of Way Fencing - FY24**

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement		
	Construction	\$462,000	
	Closeout		
	<b>TOTAL</b>	<b>\$462,000</b>	<b>\$0</b>

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement		
	Construction	07/01/24	09/30/26
	Closeout	10/01/26	12/30/26

Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$462,000	\$0	\$0	\$462,000

Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	\$0	\$0	\$0
	State	\$0	\$0	\$0
	Local Match JPB Member:	\$0	\$1,192,635	\$0
	<i>San Francisco</i>	\$0	\$462,000	\$0
	<i>San Mateo</i>	\$0	\$730,635	\$0
	<i>Santa Clara</i>	\$0	\$0	\$0
	Regional/Other (Measure RR)	\$0	\$644,000	\$0
	<b>TOTAL</b>	<b>\$0</b>	<b>\$1,836,635</b>	<b>\$0</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Right of Way Fencing - FY24
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$462,000	<b>Total PROP L Recommended</b>	\$462,000

<b>SGA Project Number:</b>	208-911004	<b>Name:</b>	Right of Way Fencing - FY24
<b>Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)	<b>Expiration Date:</b>	09/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	25.15%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-208	\$250,000	\$212,000	\$462,000

### Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- With the first QPR, provide photos of existing conditions. With subsequent QPRs, provide photos of completed work.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	74.85%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	74.85%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Right of Way Fencing - FY24
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$462,000
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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:

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Anna Hibbard	Anna Hibbard
<b>Title:</b>	Senior Grant Analyst	Senior Grant Analyst
<b>Phone:</b>	(650) 508-7749	(650) 508-7749
<b>Email:</b>	hibbarda@samtrans.com	hibbarda@samtrans.com



## Preliminary Locations

Right of Way Fencing / Caltrain (Preliminary Locations)	
City	Location
San Francisco	Pennsylvania Ave
San Francisco	Jerrold West
San Francisco	Quint West
Brisbane	Sierra Point Parkway East
Brisbane	Sierra Point Parkway West
South San	Veterans Blvd
South San	Oyster Point
South San	South San Francisco Station
South San	Grand Ave
San Mateo	3rd Ave
San Mateo	4th Ave (non-standard)
San Mateo	5th Ave
San Carlos	Old County Rd
Sunnyvale	Central Expressway Closure South of Whisman
San Jose	Santa Clara St Closure
San Jose	Alma West

Photos of Fencing and Winglets

