



## Agenda

### **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice**

**DATE:** Tuesday, October 08 2024, 10:00 a.m.

**LOCATION:** Legislative Chamber, Room 250, City Hall

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**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2660 228 6659 # #

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**COMMISSIONERS:** Mandelman (Chair), Melgar (Vice Chair), Chan, Dorsey, Engardio, Peskin, Preston, Ronen, Safaí, Stefani, and Walton

**CLERK:** Amy Saeyang

### Participation

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

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

- 1. Roll Call
- 2. Approve the Minutes of September 24, 2024 – **ACTION\*** **5**
- 3. Community Advisory Committee Report – **INFORMATION\*** **9**



- 4.** State and Federal Legislative Update - **INFORMATION\*** **19**
- 5.** Reappoint Rachael Ortega and Najuwanda Daniels as the District 8 and District 10 Representatives, Respectively, to the Community Advisory Committee – **ACTION\*** **23**
- 6.** Allocate \$8,257,000 and Appropriate \$165,000 in Prop L Funds, with Conditions, for Five Requests – **ACTION\*** **31**
- Projects:** SFMTA: Muni Forward Five-Minute Network Corridor Development (\$5,000,000), Woods/Islais Creek Yard Electrification Phase 1 (\$2,358,000), District 4 Street Improvements (\$432,000). PCJPB: Right of Way Fencing - FY24 (\$462,000), Multi-sponsor: Laguna Honda Gondola Study (SFMTA \$5,000, SFCTA \$165,000)
- 7.** Amend the Prop K Grant for 1399 Marin Street Maintenance Facility to Allow the San Francisco Municipal Transportation Agency (SFMTA) to Use the Remaining Balance of \$6,551,819 to Fund a Revised Scope of Work and Amend the Prop K Grant for Fall Protection to allow SFMTA to Use \$750,000 in Cost Savings to Expand the Scope of Work – **ACTION\*** **119**
- Projects:** SFMTA: Muni Metro East and 1399 Marin Improvements (Design) (\$1,153,450), Muni Metro East and 1399 Marin Improvements (Construction) (\$5,398,369), Fall Protection [increase locations from 7 to 9] (Construction)(\$750,000)
- 8.** Authorize the Executive Director and Other Authorized Representatives to Enter Into a Revolving Credit Agreement for \$185 Million with U.S. Bank National Association; to Borrow Certain Amounts under such Revolving Credit Agreement; to Execute and Deliver Related Documents; and to Take All Necessary or Appropriate Related Actions – **ACTION\*** **155**

## Other Items

**9.** Introduction of New Items – **INFORMATION**

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

**10.** Public Comment

**11.** Adjournment

\*Additional Materials

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

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**San Francisco  
County Transportation  
Authority**

Board Meeting Notice – Agenda

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

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# MINUTES

## **San Francisco County Transportation Authority**

Tuesday, September 24, 2024

### **1. Roll Call**

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

**Present at Roll Call:** Commissioners Chan, Engardio, Mandelman, Melgar, Preston, Ronen, and Walton (7)

**Absent at Roll Call:** Commissioners Dorsey, Peskin, Safai (entered during Item 9), Stefani (entered during Item 3) (4)

### **2. Chair's Report - INFORMATION**

Chair Mandelman stated that over summer recess, the Transportation Authority celebrated significant progress on several transportation projects and he note that September's Transit Month was also a success, thanks to the SF Transit Riders. He congratulated Caltrain on completing the Caltrain Electrification project and launching fully electrified service between San Francisco and San Jose this past weekend, noting that Commissioner Dorsey and the Transportation Authority's Rail Program Manager Jesse Koehler attended the celebration at 4th and King station. Chair Mandelman continued by stating that an earlier celebration of Caltrain Electrification was held on August 10 in San Francisco and that during that event Mayor Breed helped welcome Governor Newsom, Senator Padilla, Speaker Emerita Pelosi, Senator Weiner, and numerous federal, state, and local officials. Chair Mandelman thanked Directors Walton and Ronen for their work on Caltrain and MTC, respectively. He also stated that the Transportation Authority contributed \$40 million to Caltrain's Modernization project, which includes electrification.

Chair Mandelman then congratulated BART for completing the seismic retrofit of the Transbay Tube in mid-September during the 50th Anniversary of the whole BART system. He said that the \$313 million project was part of a larger \$1.5 billion effort to seismically reinforce many aspects of the BART system, including trackways and stations and was funded in part by BART's Measure RR. Chair Mandelman stated that BART had stabilized the Transbay Tube and that the Transportation Authority would now focus on stabilizing the region's transit systems and that the Transportation Authority would discuss this with all three major transit operators serving San Francisco.

Chair Mandelman stated he was happy to have attended the Transportation Authority's Hillcrest Road Improvement Project groundbreaking on Yerba Island, along with TIMMA Chair Dorsey and Transportation Authority Deputy Director for Capital Projects, Carl Holmes, who hosted the event. He stated that the \$38 million road safety and multimodal connection at the top of Yerba Island provided additional space for pedestrians and bicyclists traveling between the Islands and the east span of the Bay Bridge, via a future multi-use path known as the Bay Skyway. Chair Mandelman thanked the state Housing and Community Development agency, California Transportation



Commission, Caltrans, BATA, TIDA and City departments for their support of the project, which will create 500 jobs for local workers.

There was no public comment.

**3. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

**4. Approve the Minutes of the September 10, 2024 Meeting - ACTION**

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Engardio, Mandelman, Melgar, Preston, Ronen, Stefani, and Walton (8)

Absent: Commissioners Dorsey, Peskin, Safai (3)

## Consent Agenda

**5. [Final Approval] Appoint Sharon Ng as the District 3 Representative to the Community Advisory Committee – ACTION**

**6. [Final Approval] Allocate \$284,145 in Prop L Funds, with Conditions, and Allocate \$3,493,000 in Traffic Congestion Mitigation Tax Funds for Three Requests – ACTION\***

**Projects:** Prop L. SFMTA: Great Highway Gateway Study [NTP] (\$159,145). SFPW: Clement St/6<sup>th</sup> Ave Intersection Improvements [NTP] (\$125,000). TNC Tax. Vision Zero Quick-Build Program Implementation FY25 (\$3,493,000)

**7. [Final Approval] Amend Two Prop K Grants to Allow Cost Savings from the San Francisco Ferry Terminal Security Improvements (Design)(\$132,405) and Potrero Avenue Pavement Renovation (\$737,181) Projects to Fund, Respectively, San Francisco Ferry Terminal Security Improvements (Construction)(\$132,405) and De Long Street Pavement Renovation (\$350,000) and Sunset Boulevard Pavement Renovation (\$387,181 – ACTION**

**Projects:** Prop K. GGBHTD: San Francisco Ferry Terminal Security Improvements (\$132,405, construction). SFPW: De Long Street Pavement Renovation (\$80,000 design, \$270,000 construction), and Sunset Boulevard Pavement Renovation (\$387,181 construction)

**8. [Final Approval] Adopt I-280 Northbound Geneva Off-Ramp Study – ACTION**

There was no public comment.

Commissioner Ronen moved to approve the Consent Agenda, seconded by Commissioner Preston.



The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Engardio, Mandelman, Melgar, Preston, Ronen, Stefani, and Walton (8)

Absent: Commissioners Dorsey, Peskin, Safai (3)

## **End of Consent Agenda**

### **9. Transit Recovery and Fiscal Cliff Update: BART, SFMTA, Caltrain - INFORMATION**

Martin Reyes, Principal Transportation Planner with the Transportation Authority; Jeffery Tumlin, Director of Transportation for the San Francisco Municipal Transportation Agency (SFMTA); Pamela Herhold, Assistant General Manager for the Bay Area Rapid Transit District (BART); Bree Mawhorter, Chief Financial Officer for SFMTA; Michelle Bouchard, Executive Director for Caltrain; and Casey Fromson, Chief of Staff for Caltrain presented the item.

Commissioner Preston asked for clarification from SFMTA about what the agency's current reserves were, whether that amount changed over time, and what kind of restrictions existed for use of the reserves. Ms. Mawhorter responded that SFMTA had about \$140 million in reserves, which had increased slowly over time and that the SFMTA Board of Directors had discretion on how much of it was spent in any given year. Commissioner Preston requested the reserves be reflected in future presentation materials for transparency and then asked for more details about the Muni Funding Working Group and why SFMTA's long-standing budget issues were only being dealt with now. Ms. Mawhorter explained that the Muni Funding Working Group, which had its first meeting earlier in the month, would produce recommendations in early 2025 and was a continuation of previous working groups. She added that the working group would have a holistic focus on new revenues, level of service, efficiencies, and potential service enhancements.

Commissioner Preston asked whether there was a chance that the federal government would continue providing financial support to transit operations beyond 2026. Ms. Mawhorter responded that, while they had been advocating for more federal transit operations funding, there was not a lot of appetite for it at the federal level.

Commissioner Preston expressed concern about how much in fees and fines transit riders and drivers were paying and asked for more information about how rates were set, emphasizing the different amounts that transit riders and drivers may pay. Ms. Mawhorter described the different kinds of parking citations and explained that, as a policy, SFMTA's citation penalty levels did not exceed the state citation penalty levels. Ms. Mawhorter went on to explain that transit fare inspectors were focused on compliance and education and were equipped to educate riders on paying fares and available discount programs.

Commissioner Preston concluded his remarks by encouraging SFMTA to seek support from the city budget in the future rather than increasing fees and fines given the relatively small contribution to the overall agency budget compared to the disproportionate impact on lower income populations.

Chair Mandelman commented that transit agencies should focus on describing the benefits riders would see on the transit system when advocating for new revenues,



expressed support for measures taken by SFMTA to address fare evasion, and suggested that there should be pathways to avoiding fares and fines for those that cannot afford to pay them.

Commissioner Walton expressed appreciation for Caltrain staff's efforts towards electrification of the Caltrain corridor.

Janice Li, member of the BART Board of Directors, made remarks offering collaboration with the Transportation Authority Board and noted her roles in working to address local and regional transit operating shortfalls.

Chair Mandelman expressed appreciation to the presenters and to Senator Wiener for his advocacy, and noted that future conversations were needed to deal with the transit agencies' fiscal challenges as there was no clear path forward.

Director Chang expressed appreciation for the transit agencies' presentations, emphasized the need for a simple financial package that voters could understand, and noted that staff would bring updates in winter or spring on this topic including more details on timing and decision points.

During public comment, Roland Lebrun stated that Caltrain should do things differently when going back to voters following Measure RR and asked Caltrain to discuss the system shutdown that happened the previous day.

**10. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2024 – INFORMATION**

Items 10 and 11 were called together. See Item 11 for details.

**11. Investment and Debt Expenditure Reports for the Quarter Ended June 30, 2024 – INFORMATION**

Cynthia Fong, Deputy Director for Finance and Administration, presented items 10 and 11 per the staff memoranda.

There was no public comment.

**Other Items**

**12. Introduction of New Items - INFORMATION**

There were no new items introduced.

**13. Public Comment**

There was no public comment.

**14. Adjournment**

The meeting was adjourned at 11:49 a.m.





# MINUTES

## **Community Advisory Committee**

Wednesday, September 25, 2024

### **1. Committee Meeting Call to Order**

Chair Siegal called the meeting to order at 6:02 p.m.

CAC members present at Roll: Najuwanda Daniels, Sean Kim, Jerry Levine, Austin Milford-Rosales, Sharon Ng, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Sara Barz (entered during Item 6), Phoebe Ford (entered during Item 2), Venecia Margarita (entered during Item 6) (3)

### **2. Chair's Report - INFORMATION**

Chair Siegal said there were a lot of updates on grant awards and project delivery in the Executive Director's Report presented at the prior day's Board meeting. She explained she would highlight just a few key points in order to leave time for the Transportation Authority, BART, Caltrain, and San Francisco Municipal Transportation Agency (SFMTA) to present on transit recovery and the fiscal cliff later on the agenda.

Chair Siegal stated that the CAC had been receiving periodic updates on the fiscal cliff since the pandemic changed the world in early 2020 with shelter-in-place orders that caused transit ridership and traffic to plummet overnight. She continued by saying she was excited to hear an update from the transit operators highlighting recovery to date, current efforts to continue to improve the customer experience and attract new riders, as well as the latest on their financial outlook.

Chair Siegal remarked that, as was fitting for Transit Month, she wanted to give a shout-out to the SFMTA and project partners on the substantial completion of the L-Taraval Improvement Project and that L riders would be thrilled to see service resume later that month (September 28) with safer streets, improved accessibility, and better Muni service. She stated that the Transportation Authority provided about \$19 million in sales tax and Prop AA (vehicle registration fee) funds for the project.

Chair Siegal stated that another exciting milestone last weekend was the beginning of electrified train service between San Francisco and San Jose along the Caltrain Corridor. She stated that this had been a truly transformative project for Caltrain and the corridor, bringing faster and more frequent service, amenities, and better air quality.

Lastly, Chair Siegal said that BART had completed the installation of new fare gates at the Civic Center station and was working on 24th Street and that all SF BART stations were expected to have new fare gates by the end of 2025, noting that Prop L was providing matching funds for this project.

Chair Siegal concluded by welcoming Sharon Ng as the newest CAC member representing District 3. Member Ng introduced herself and said she was excited to



join the CAC.

There was no public comment.

**3. Approve the Minutes of the September 04, 2024 Meeting - ACTION**

There was no public comment.

Member Levine moved to approve the item, seconded by member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Daniels, Ford, Kim, Levine, Milford-Rosales, Ortega, and Siegal  
(7)

Absent: CAC Members Barz and Margarita (2)

Abstention: CAC Member Ng (1)

## **Consent Agenda**

**4. State and Federal Legislation Update – INFORMATION**

**5. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2024 - INFORMATION**

There was no public comment on the Consent Agenda.

## **End of Consent Agenda**

**6. Adopt a Motion of Support to Allocate \$8,257,000 and Appropriate \$165,000 in Prop L Funds, with Conditions, for Five Requests – ACTION**

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

With respect to the Laguna Honda Gondola Study, Member Levine noted that many seniors have mobility challenges and they are others are afraid of heights and he asked how these would be addressed in the study.

Ahmed Thleiji, Rail Program Principal Engineer at the Transportation Authority responded that considering the user perspective would be part of the study.

Member Milford-Rosales said he was excited to see the Muni Forward 22 Fillmore corridor and the T Third included. He noted that the T Third scope seemed to include almost the entire corridor and asked for an explanation of what would be studied.

Michael Rhodes, Transit Priority Manager at SFMTA stated they would evaluate the entire route of the T 3rd line and identify where improvements were most needed. He added that the 22 effort focused on Fillmore because SFMTA already evaluated other sections of the route.

Member Milford-Rosales asked about access to the platform at 4th and Townsend and 4th and King as delays were common at those stops.



Mr. Rhodes responded that they would study delays along the entire route including those stops.

Member Ortega commented that there was a previous CAC presentation on bus electrification and she recalled SFMTA's desire to keep the trolleybuses in the fleet.

Bonnie Jean von Krogh, Public Affairs Manager at SFMTA stated that the Potrero Yard project would house all the trolley buses and would also be modernized for battery electric buses if trolleybuses could not be procured in the future.

Vice Chair Daniels asked whether the Laguna Honda study was dependent on residential development. She further asked if SFMTA considered if the gondola would generate revenue.

Mr. Thleiji responded that the feasibility study was not specifically tied to housing being built. He added that the study also would evaluate a shuttle.

Carl Holmes, Deputy Director for Capital Projects clarified that there was potential for future residential development and the Transportation Authority's proposed role was to provide the feasibility study to examine the potential for this project.

Member Kim noted the start date of Spring 2025 for the Muni Forward request and asked whether that would include outreach.

Michael Rhodes, Transit Priority Manager at SFMTA responded in the affirmative and noted that the schedule shows was for planning and outreach.

Member Ortega asked whether the gondola study focused only on a gondola or was general.

Mr. Thleiji responded that the study would consider a gondola, shuttles, and tram.

Member Ortega commented that a funicular be considered and noted Pittsburgh as an example.

Member Barz asked if the intention for the gondola was for public access such as MUNI or private access. She echoed Member Ortega's funicular recommendation.

Mr. Thleiji responded that it would be publicly accessible and ADA compliant and maintenance would also be considered.

Chair Siegel asked if the Muni Forward project would have more improvements on 16th Street between Church and Mission.

Mr. Rhodes responded that a westbound improvement project would be considered. He stated that 16th Street was not part of the plan because there was a separate effort for that street, but they would continue to monitor the performance.

During public comment, Edward Mason commented that the Laguna Honda Study



would be developed for senior housing. He stated that the gondola study would be a waste of taxpayer funds and cited the low ridership of the Salesforce gondola. He recalled a shuttle that went from Forest Hill to Laguna Honda. He added that SFMTA needed to exercise fiduciary responsibility.

Member Margarita asked why the 43 and 44 were not included in the 5-minute corridors.

Mr. Rhodes responded that 5-minute corridors were resource-intensive, and the 43 line was not in the priority core system such as the 38. However, he added they were complementary routes that ran at 10-minute intervals, and the 43 could be added if more resources were acquired or ridership trends changed.

Member Margarita asked that SFMTA revisit the 44 and added that it was a slow line with high ridership that connected many different communities in the city.

Mr. Rhodes responded that the 44 line was a high priority but not one of the first 4 lines considered in the current request. He speculated that it would likely be one of the top priority lines to be addressed next.

Member Barz moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (10)

**7. Adopt a Motion of Support to Amend the Prop K Grant for 1399 Marin Street Maintenance Facility to Allow the San Francisco Municipal Transportation Agency (SFMTA) to Use the Remaining Balance of \$6,551,819 to Fund a Revised Scope of Work and Amend the Prop K Grant for Fall Protection to allow SFMTA to Use \$750,000 in Cost Savings to Expand the Scope of Work – ACTION**

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

Member Ford asked why the fall protection facilities were not originally included and how cost savings were achieved.

Jeffrey Jackson, Project Manager of Capital Programs & Construction at SFMTA responded that the original improvements ended up costing less than the initial estimates.

Member Milford-Rosales asked about the Potrero Yard project and if trolleybus service would be suspended during construction.

Ms. von Krogh responded that the lines within Potrero Yard would move throughout the system while it was under construction. She added that Presidio Yard would continue its service and trolleybuses would continue operation. She said that during Potrero Yard construction some lines from the facility may have other vehicle types.

Member Ortega asked why cost savings were achieved and why the additional



facilities were being added.

Jeffrey Jackson, SFMTA stated that he would follow up.

Anna Laforte, Deputy for Policy and Programming commented that the original fall protection grant was nearly \$12 million to provide context for \$750,000 in cost savings.

Chair Siegal asked what would happen to the 1399 Marin temporary facility after the Potrero project has been completed.

Ms. von Krogh responded that 1399 Marin was being updated as a temporary facility but was used in the past for similar projects and continued to be used for a variety of uses, such as handling intake of new buses. She added that 1399 Marin would continue with the maintenance of buses and storage of buses from other yards while they get upgraded or constructed.

Edward Mason commented that the Green facility had been around for 40 years and asked why the safety upgrades were necessary. He asked if employees were working in unsafe conditions for the past years and said he supported the funding of safety improvements to prevent injuries.

Vice Chair Daniels moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Kim, Levine, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (10)

**8. Adopt a Motion of Support to Authorize the Executive Director and Other Authorized Representatives to Enter Into a Revolving Credit Agreement for \$185 Million with U.S. Bank National Association; to Borrow Certain Amounts under such Revolving Credit Agreement; to Execute and Deliver Related Documents; and to Take All Necessary or Appropriate Related Actions – ACTION**

Item 8 was called after Item 9.

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

Member Ortega asked about the two different basis points shown for the U.S. Bank proposal.

Ms. Fong stated there were two costs to the facility and that the Transportation Authority would be charged 293 basis points if the agency borrowed money from U.S. Bank. Ms. Fong continued by saying that if the Transportation Authority did not borrow money, it would still be charged 20 basis points just to have the money available.

Member Ortega asked if that was the same as the current agreement.

Ms. Fong stated it would be 7% more than the last agreement to maintain the ability to drawdown funds, but if the Transportation Authority were to not borrow any funds, it would be the same cost.



Member Ortega asked for clarification on the various bank credit ratings listed.

Ms. Fong stated that there are three separate rating systems and that each have their own individual different rating structure. She said the banks are typically allowed to select which credit rating agency they like, depending on what type of investments they have to. She continued by saying that what the Transportation Authority looks for is that banks have all As and that more than one A was good and that all of them came in as at least A grade from experienced facilities.

Member Ortega asked if Sumitomo Mitsui Banking Corporation did not fully fill in all their forms because there was information missing from Attachment 1 pertaining to it.

Ms. Fong stated that Sumitomo Mitsui Banking Corporation had only indicated a letter of interest to doing business with the Transportation Authority and that they would send additional information if they agency had requested more information.

There was no public comment.

Member Margarita moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Ford, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (6)

Absent: CAC Members Barz, Daniels, Kim, and Levine (4)

**9. Transit Recovery and Fiscal Cliff: BART, SFMTA and Caltrain – INFORMATION**

Martin Reyes, Principal Transportation Planner; Pamela Herhold, Assistant General Manager for the Bay Area Rapid Transit District (BART); Devon Ryan, Government and Community Affairs Officer for Caltrain; and Rally Catapang, Section Director for Budget and Capital Finance for SFMTA presented the item.

Member Ortega noted the high cost of taking BART to the airport and limited services late in the evening. She asked whether BART was working with airports to increase ridership and whether they had funding to contribute.

Ms. Herhold noted that the higher fares at the airports were related to the premium service provided to airports and explained that services were limited in the late evenings and early mornings for system maintenance for BART. She also noted that BART paid \$2.5 million a year in rent to the San Francisco International Airport (SFO).

Member Ortega noted that timed transfers and interagency connections could help increase ridership and asked if Caltrain's GoPass program could be restructured to allow an employer to purchase passes for a portion of their workforce instead of for the entire workforce.

Ms. Ryan responded that they were re-evaluating GoPass and exploring different pass programs. She also noted that Caltrain would be re-evaluating their service schedule in January to be more coordinated with other services in the region and improve transfers.

Member Kim asked if SFMTA planned to reconfigure their bus routes to address projected deficits and whether new services could be provided to address first/last mile and similar short trips.



Mr. Catapang responded that service changes and cuts were on the table if SFMTA did not find additional funding, and SFMTA's transit planning staff was looking at travel patterns and making changes to bus routes in response to demand.

Member Ford asked what kind of funding sources could be pursued and how the region could improve service frequencies to match what is seen in other major cities.

Ms. Ryan responded that Caltrain had much better service today than before electrified service began and the service is now similar to what is seen in Zurich, explaining that the new trains can stop and start faster which contributes to increased service. She also noted that Caltrain has ordered four additional electric multiple unit trains and will be piloting a battery train on the portion of the Caltrain corridor south of San Jose. Ms. Ryan explained that Caltrain service expansion was limited due to revenues.

Member Ford asked what kind of revenue model would move forward.

Ms. Ryan responded that the Metropolitan Transportation Commission (MTC) was exploring sales taxes, payroll taxes, and a combination of sales and payroll taxes, and noted that the solution was likely some form of regional taxing.

Member Barz noted that conversations at the MTC Select Committee had not been going well and that there did not seem to be a clear path to passing a regional transportation revenue measure. She asked how MTC staff had decided on studying sales and payroll taxes for the measure, why freeway tolling was not being considered, and how viable the options being considered were.

Mr. Reyes described the measure scenarios being explored by MTC staff and noted that sales tax was being pursued because it was considered more politically viable than other funding mechanisms. He also noted that parcel tax had previously been on the table but was removed from the current scenarios by MTC due to its potential competition with a future affordable housing measure. He further explained that the proposed payroll tax was also drawing concerns from the business community and that it was difficult to find a single funding mechanism that all stakeholders can support.

Ms. Lombardo noted that other countries' equivalent state and federal governments tended to invest more heavily in transit as a subsidized service and that even in the United States, other states with comparable levels of transit saw much more investment from their state in transit operations than in California, and said this needed to be part of the long-term solution.

Mr. Reyes added that implementation of tolling could take a significant amount of time due to legislative and infrastructure needs which would eliminate it from consideration when trying to address near-term funding shortfalls.

Member Barz asked for information about a previous effort to increase tolls on the Bay Bridge by \$1.50 and whether a similar, smaller tolling increase could have been part of a revenue solution, noting that a large toll increase may not be politically viable.

Mr. Reyes explained that the Bay Area Toll Authority (BATA) was currently exploring a bridge toll increase on BATA bridges to fund state of good repair needs.

Ms. Lombardo added that the proposal to raise bridge tolls for transit had not move



forward due to opposition from state legislators.

Member Milford-Rosales asked for examples from Caltrain and SFMTA about what the consequences would be if funding deficits are not addressed, suggested that information could be used as part of advocacy efforts, and asked how BART had evaluated the success of its projects. He also expressed concerns about BART's new faregates being too narrow to allow bicycles through, slow, and said the wider (ADA) gates that fit bicycles were too few in number, causing bottlenecks for cyclists at stations.

Ms. Herhold noted the feedback and said she would take it back to the fare gate team, which was continuing to monitor performance and make refinements, adding that they had metrics to measure the success of every project.

Ms. Ryan responded that Caltrain would be providing more financial information in November after the new schedule with electrified service had been in place for at least a month, which would help inform more accurate deficit projections.

Member Margarita asked how the MTC Select Committee members were chosen and who they represent, why it was difficult for Caltrain to secure Low Carbon Fuel Standards (LCFS) credits, whether cars coming into San Francisco could be charged a toll, and whether transit agencies were exploring partnerships with and shuttles to entertainment venues, especially large, multi-million dollar venues that involved large crowds existing after key transit services end or were limited frequency.

Mr. Reyes described the Select Committee's membership roster and said that they had been designated by MTC.

Ms. Ryan explained that Caltrain currently budgeted \$5 million per year from the LCFS program and that they were working to clarify their role as a heavy rail fixed-guideway operator to the California Air Resources Board in order to secure the funds.

Mr. Catapang noted that they had a partnership with Chase Center where a portion of an event ticket cost was transferred to SFMTA and the event ticket became a ticket for transit. He also noted that transit was a subsidized service and that SFMTA's cost per ride was \$8 while they only charged \$3.

Ms. Lombardo added that existing commuter benefits programs could be better advertised and mentioned the new BayPass program that MTC and other transit operators were working on, which was hoped to be a model to help with transportation demand management as well as another source of stable revenues for transit.

Member Margarita clarified that she was interested in seeing more late night transit service for event attendees at venues.

During public comment, Edward Mason suggested that Caltrain capture more commuters who currently take buses and implement medallions for commuter buses. He also discussed concerns about vandalism of the bathrooms at the Berryessa BART station.

Roland Lebrun suggested ideas on how to address transit operating deficits and discussed the need to identify funding for operations and maintenance of The Portal project.





## **Other Items**

### **10. Introduction of New Business - INFORMATION**

Member Ortega requested an update from the SFMTA about the changes it had implemented to the J line transit stops and a new stop sign for 28th Street. She said while SFMTA had indicated there was strong public support for the changes, she had listened in on the public hearing and did not receive the same impression. Member Ortega said she would be okay following up separately with SFMTA.

On behalf of Member Barz, Member Ford requested additional information on regional funding measures from the MTC or the Transportation Authority. Additionally, Member Ford also asked for an update on the Vision Zero Ramp Phase 3 Study.

Member Milford-Rosales seconded Member Barz's request to have further discussion on funding. He also stated he had a list of questions and requested follow-up with the presenters from the Transportation Authority, BART, SFMTA, and Caltrain who were present at the meeting.

Member Ortega asked to be included in the follow-up and that she had questions about fares.

There was no public comment.

### **11. Public Comment**

During public comment, Edward Mason stated he wanted to address two issues with the corporate commuter bus program. He opined that there was no ridership on Mondays and Fridays and that the corporate commuter buses contributed to pollution rather than reducing it. Mr. Mason also stated that he had been sending the CAC emails documenting violations of corporate commuter buses. He stated that within half an hour, he had been able to document several violations which included expired or no permits and that there was no enforcement. Mr. Mason also stated that if there were more enforcement such as parking tickets then that could generate revenue for the City.

During public comment, Roland Lebrun stated that Caltrain staff was incorrect when they said Caltrain's maximum speed was 79 miles per hour because it was limited by the Federal Railroad Administration. Mr. Lebrun stated that an internet search that asked what the maximum operating speed was for a SRA class 5 track, the response was 80 miles per hour operating speed and 90 miles per hour for passenger trains. He stated that part of Measure RR was to provide round trips between Gilroy and San Francisco and noted that service currently only goes up to Gilroy and then passengers switch trains. Mr. Lebrun continued by saying that three measures had been passed for standard service to Gilroy in 2000, 2016, and in 2020 and there were still no platforms on tracks or capital stations and passengers were required to cross a live track on foot and then they used step stools provided by Caltrain employees to climb aboard northbound trains when the Union Pacific southbound trains block track one. Mr. Lebrun expressed his frustration and asked the CAC to help with citizen initiatives.

### **12. Adjournment**

The meeting was adjourned at 8:51 p.m.

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**AGENDA ITEM 4**

**State Legislation - October 2024**

(Updated October 1, 2024)

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

**Table 1** shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the Watch list.

August 31 was the final day for the Legislature to approve bills in the 2023-24 session and the Governor had until September 30 to sign or veto bills or take no action, in which case the bill became law. The legislature convenes for the 2025-26 legislative session on December 2, 2024.

**Table 1. Bill Status for Positions Taken in the 2023-24 Session**

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board’s last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 09/03/2024)
Support	<a href="#">SB 915 Cortese</a> D	<b>Local government: autonomous vehicle service.</b>  Authorizes jurisdictions, as specified, to adopt a local ordinance governing the deployment of autonomous vehicles for commercial services within that jurisdiction.	Dead
	<a href="#">SB 960 Wiener</a> D	<b>Transportation: planning: complete streets facilities: transit priority projects.</b>  Strengthens requirements that state of good repair projects on the state highway system accommodate all road users and requires Caltrans to develop a transit priority policy.	<b>Chaptered</b>
Support and Seek Amendments	<a href="#">AB 1777 Ting</a> D	<b>Autonomous vehicles (AVs).</b>  Requires AV manufacturers to comply with the Vehicle Code and meet specific standards related to emergency incidents and interactions with first responders.	<b>Chaptered</b>
	<a href="#">AB 3061 Haney</a> D	<b>Vehicles: Autonomous vehicle incident reporting.</b>  Requires AV manufacturers to report to the California DMV on vehicle collisions, vehicle miles traveled, and other data during AV testing and deployment.	<b>Vetoed</b>



## AGENDA ITEM 4

	<a href="#">SB 1031</a> <a href="#">Wiener,</a> <a href="#">Wahab</a> D	<b>San Francisco Bay Area: local revenue measure: transportation improvements.</b>  Authorizes the MTC to place a regional revenue measure on the ballot as soon as November 2026, assigns duties and authorities to the MTC for regional transit network management, requires preparation of an assessment and report for consolidation of Bay Area transit agencies, and modifies existing statute related to the Bay Area commute benefits ordinance.	Dead
Watch	<a href="#">AB 6</a> <a href="#">Friedman</a> D	<b>Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.</b>  Increases state involvement in regional Sustainable Communities Strategy (SCS) development and provides the state greater discretion over whether to accept or reject a region's SCS strategy.	Dead
	<a href="#">AB 7</a> <a href="#">Friedman</a> D	<b>Transportation: planning: project selection processes.</b>  Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.	Dead
	<a href="#">AB 930</a> <a href="#">Friedman</a> D	<b>Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants</b>  Allows the legislative bodies of two or more local governments with authority to levy a property tax (one must be a city or county) to form a RISE district which can utilize property, sales and use, and/or transient occupancy tax increment financing for projects including infill supportive infrastructure and affordable housing with the goal of supporting infill development.	Dead
	<a href="#">AB 1837</a> <a href="#">Papan</a> D	<b>San Francisco Bay area: public transit: Regional Network Management Council.</b>  Establishes an 11-member Regional Network Management Council to serve as an advisory body to MTC.	Dead
	<a href="#">AB 2813</a> <a href="#">Aguiar-Curry</a> D	<b>Government Investment Act.</b>  Details procedures and requirements for the implementation of ACA 1, if approved by voters.	Chaptered



**AGENDA ITEM 4**

	<a href="#">SB 532</a> <a href="#">Wiener</a> D	<p><b>Parking Payment Zones.</b></p> <p>Authorizes (with conditions) the cities of Long Beach and Santa Monica and the City and County of San Francisco to require payment of parking fees by a mobile device on a pilot basis for five years or until 2033, whichever is sooner.</p>	<p><b>Chaptered</b></p>
	<a href="#">SB 961</a> <a href="#">Wiener</a> D	<p><b>Vehicles: safety equipment.</b></p> <p>Starting with the 2030 model year, requires most new passenger vehicles and large trucks to be equipped with a speed monitoring device that would alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit.</p>	<p><b>Vetoed</b></p>

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

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# Memorandum

## AGENDA ITEM 5

**DATE:** September 20, 2024

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy Director

**SUBJECT:** 10/08/2024 Board Meeting: Reappoint Rachael Ortega and Najuawanda Daniels as the District 8 and District 10 Representatives, Respectively, to the Community Advisory Committee

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></p> <p>The term for the District 10 (Najuawanda Daniels) representative on the 11-member CAC expired on September 27 and the term for the District 8 (Rachael Ortega) representative expires on October 25. Commissioner Walton has indicated his intent to renominate Najuawanda Daniels for the District 10 seat and Chair Mandelman has indicated his intent to renominate Rachael Ortega to the District 8 seat. CAC members serve for a 2-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The applications for the two CAC candidates are included in Attachment 2.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input 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 checked="" type="checkbox"/> Other: CAC Reappointments</li> </ul>
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## BACKGROUND

As described in the Transportation Authority’s Administrative Code, the CAC shall provide input to the Transportation Authority in:



1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;
3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and
4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

## **DISCUSSION**

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, people with disabled, environmentalists and the neighborhoods and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

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

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

## **FINANCIAL IMPACT**

The requested action would not have an impact on the adopted Fiscal Year 2024/25 budget.





**CAC POSITION**

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

**SUPPLEMENTAL MATERIALS**

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Applications
- Attachment 3 - Resolution

## Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
VACANT			11				
VACANT			10				
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2024
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	November 2024
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2025
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2025
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	February 2026
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	February 2026
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and racial justice; Neighborhood; Public Policy	July 2022	July 2026
Sharon Ng	F	A	3	Inner Sunset	Environment;Social and racial justice;Neighborhood;Public Policy;Senior	September 2024	September 2026

\*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian

\* H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)

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

<b>Najuawanda</b>	<b>Daniels</b>	<b>Female</b>	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
<b>Black descended or African American</b>		<b>No</b>	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
<b>District 10</b>		<b>[ redacted ]</b>	<b>[ redacted ]</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

### Statement of qualifications:

I am a SF native, living in District 10 for over 30 years. I have utilized public transportation here in the City for well over 20 years. This allows me familiarity; I am also employed by one of SF's many labor organizations.

### Statement of objectives:

My objective is to offer input and contribute to the work of this committee ensuring equitable transportation. As well as learn more about the processes this committee utilizes to serve our City.

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

Social and racial justice; Labor; Neighborhood; Public Policy

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

Yes

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

<b>Najuawanda Daniels</b>	<b>9/26/2024</b>
NAME OF APPLICANT	DATE

## San Francisco County Transportation Authority

### Application for Membership on the Community Advisory Committee

<b>Rachael</b>	<b>Ortega</b>	<b>Female</b>	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
<b>Caucasian, European, or White</b>		<b>Yes</b>	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
<b>District 8</b>		<b>[ redacted ]</b>	<b>[ redacted ]</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

#### Statement of qualifications:

I have been a San Francisco resident for six years. During this time, I have used every public transportation method (including over one year of commute by Caltrain). I also bike to work and own a car that is street parked. My background is in operations and facility planning. I often manage budgets, review best use cases, and look at monetary investments for a variety of business projects. I am an avid reader, willing to deep dive into subjects.

#### Statement of objectives:

San Francisco is a wonderful city that must continue to take a critical look at how its public transit infrastructure can be improved. My goals in joining the committee are to advocate the following: equitable transportation options that reflect the changing landscape of the city from 50 years ago; understanding the current infrastructure projects to help ensure all factors of transportation are considered; put further safety measures in place for bicyclists and pedestrians; encourage the use of public transportation for all city residents.

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

Business;Environment;Social and racial justice;Neighborhood;Public Policy

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

Yes

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

**Rachael Ortega**

NAME OF APPLICANT

**9/26/2024**

DATE

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San Francisco  
County Transportation  
Authority

BD100824

RESOLUTION NO. 25-XX

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RESOLUTION REAPPOINTING RACHAEL ORTEGA AS THE DISTRICT 8 REPRESENTATIVE AND NAJUAWANDA DANIELS AS THE DISTRICT 10 REPRESENTATIVE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is currently a vacancy on the CAC resulting from the term expiration for the District 10 representative (Najuawanda Daniels) and an upcoming vacancy on October 25, 2024 that will result from the term expiration for the District 8 representative (Rachael Ortega); and

WHEREAS, At its October 8, 2024, meeting, Chair Mandelman nominated Rachael Ortega as the District 8 CAC representative, and Commissioner Walton nominated Najuawanda Daniels as the District 10 CAC representative; and

WHEREAS, Both candidates spoke to their interest and qualifications for serving on the CAC at the October 8, 2024, Board meeting; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience and recommended reappointing Rachael Ortega and Najuawanda Daniels to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby reappoints Rachael Ortega as the District 8 representative and Najuawanda Daniels as the District 10 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



# Memorandum

## AGENDA ITEM 6

**DATE:** September 26, 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 considered this item at its September 25, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

## **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 6 – Resolution



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>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
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>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
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>	

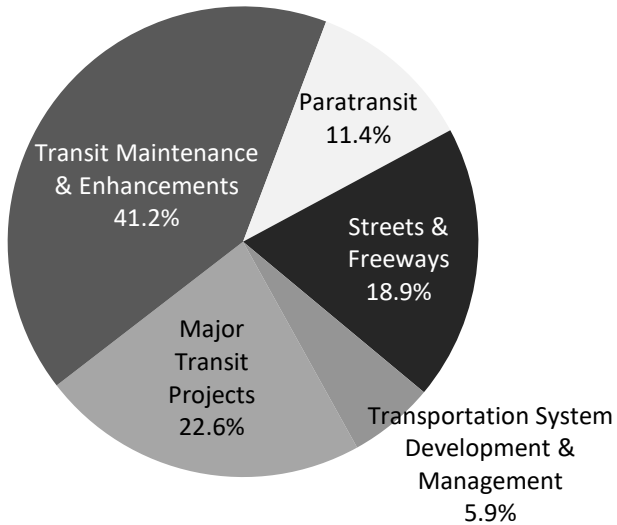
<sup>1</sup> See Attachment 1 for footnotes.

Attachment 4.  
Prop L Summary - FY2024/25

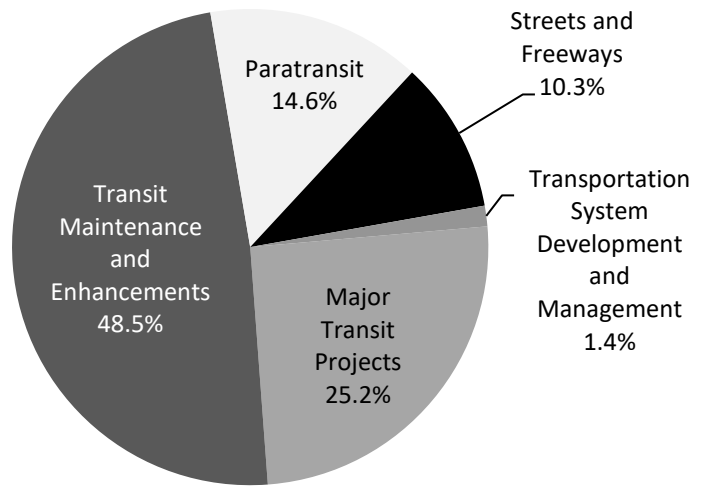
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2024/25	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 67,201,782	\$ 14,070,072	\$ 32,822,392	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 8,422,000	\$ 2,730,000	\$ 3,692,000	\$ 1,000,000	\$ 1,000,000	\$ -
New Total Allocations	\$ 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)



# 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

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

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**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>	\$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
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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:

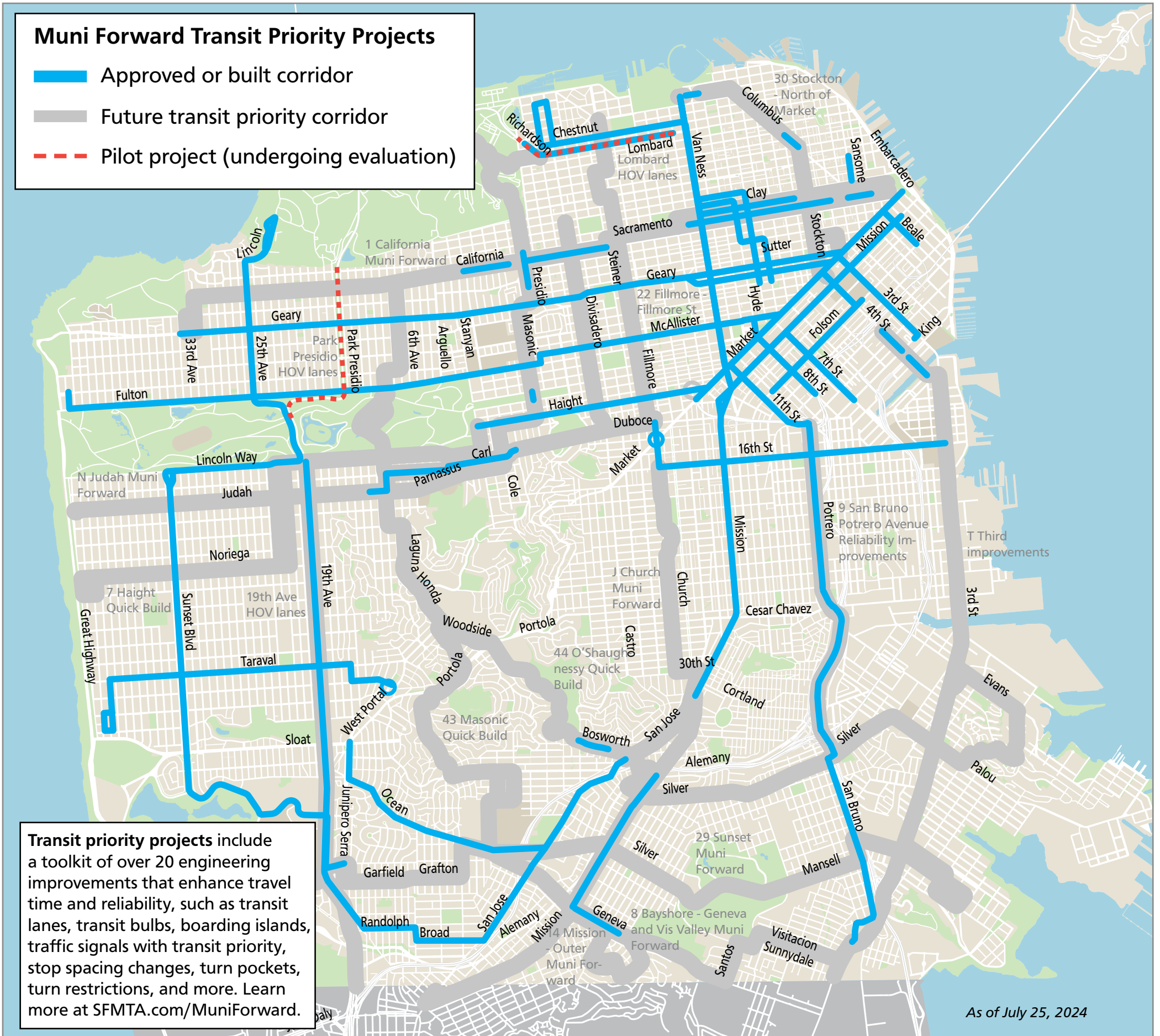
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## CONTACT INFORMATION

	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://sfmta.com/MuniForward).



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



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



- Group 1 Corridor
- Group 2 Corridor
- High-Injury Network (Overlap With Project Corridors)

**1 California**  
Full Route

**7 Haight/Stanyan**  
Route west of  
Stanyan St

**28 19th Avenue**  
Lincoln Ave to  
Junipero Serra Blvd

**43 Masonic**  
Full Route

**14 Mission/  
14 Mission  
Rapid**  
Outer Mission

**8 Bayshore**  
Geneva Ave and  
Visitation Valley

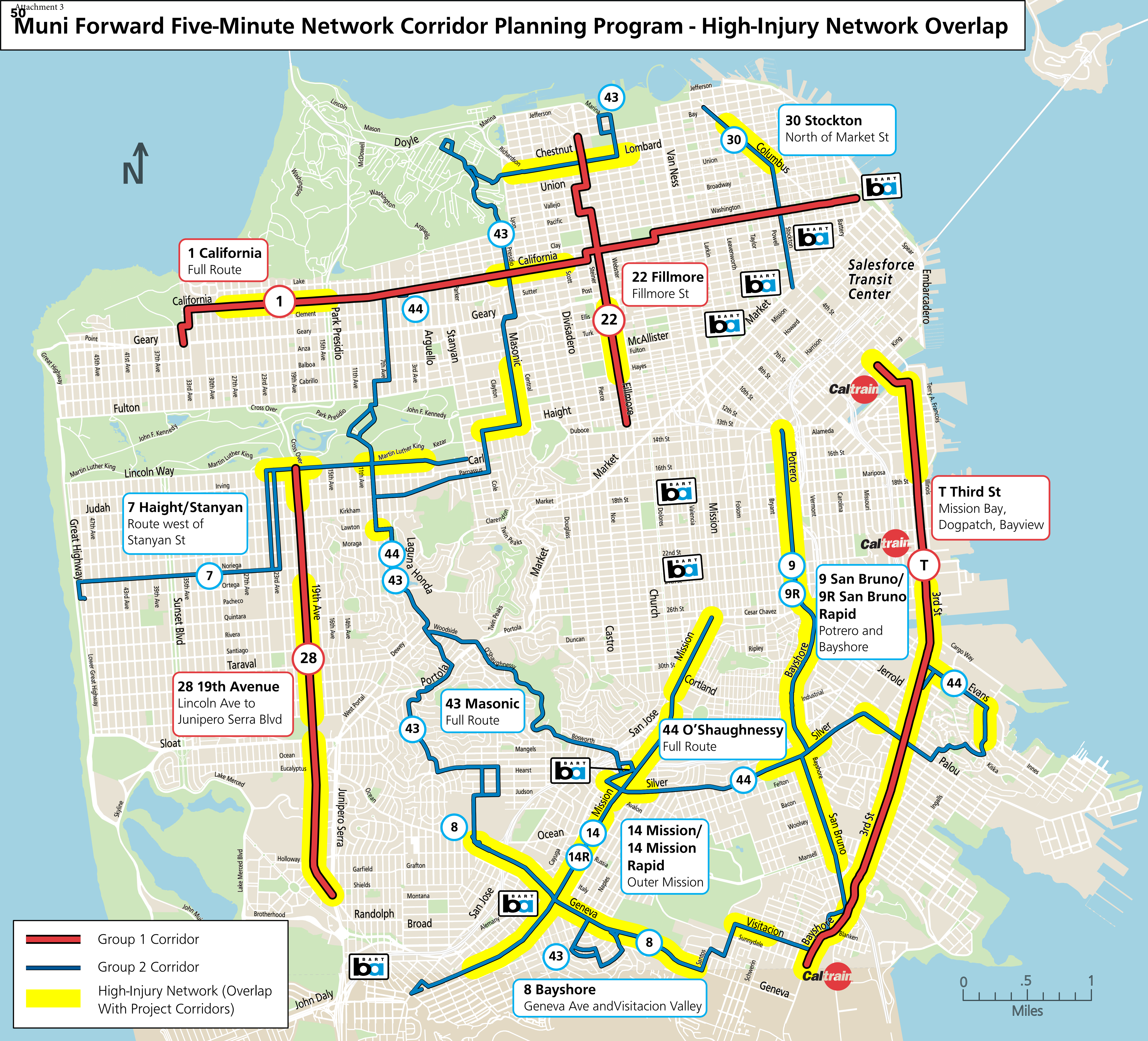
**44 O'Shaughnessy**  
Full Route

**9 San Bruno/  
9R San Bruno  
Rapid**  
Potrero and  
Bayshore

**T Third St**  
Mission Bay,  
Dogpatch, Bayview

**22 Fillmore**  
Fillmore St

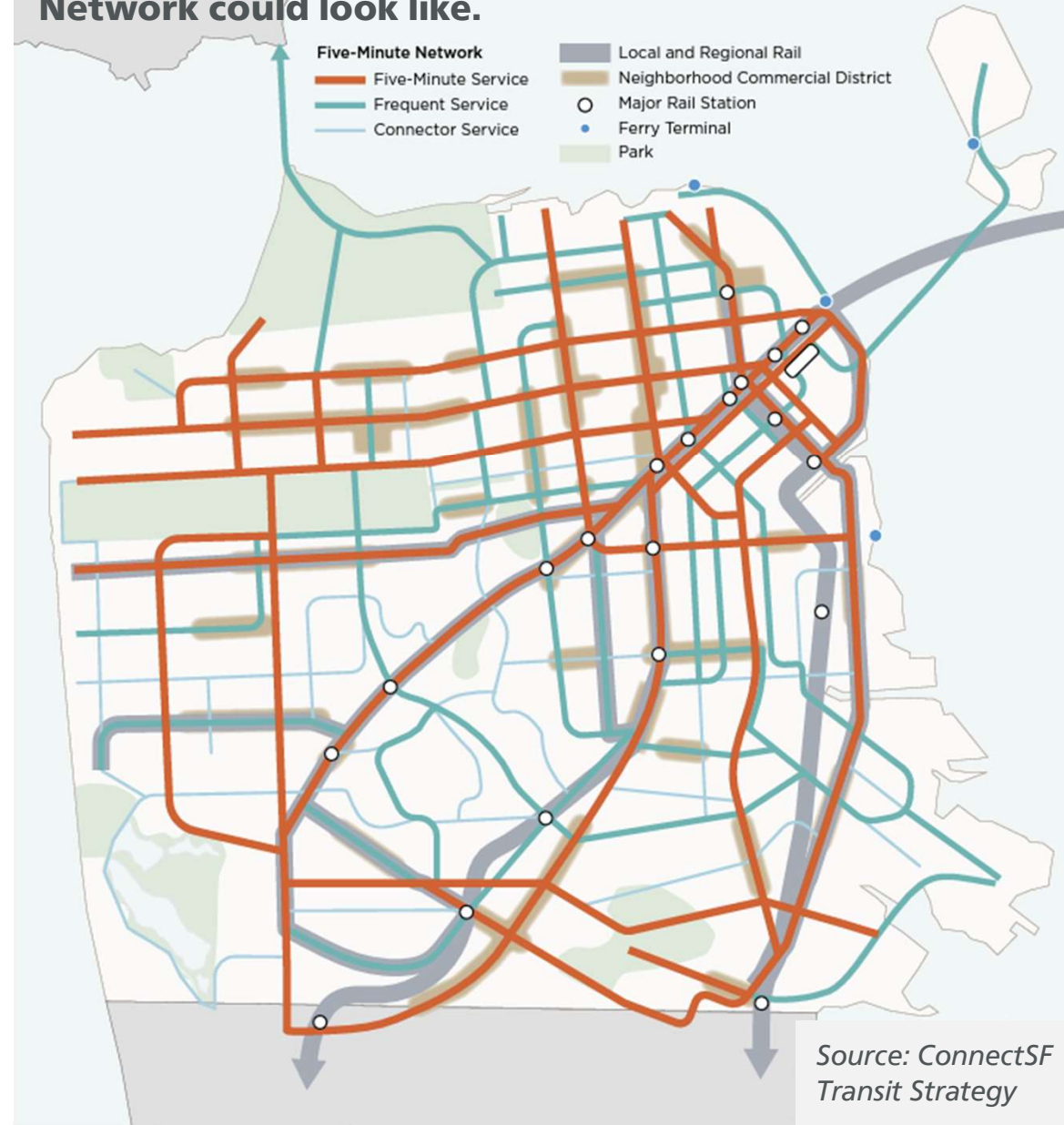
**30 Stockton**  
North of Market St



# 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.



# 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
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## 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

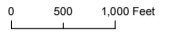
## CONTACT INFORMATION

	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

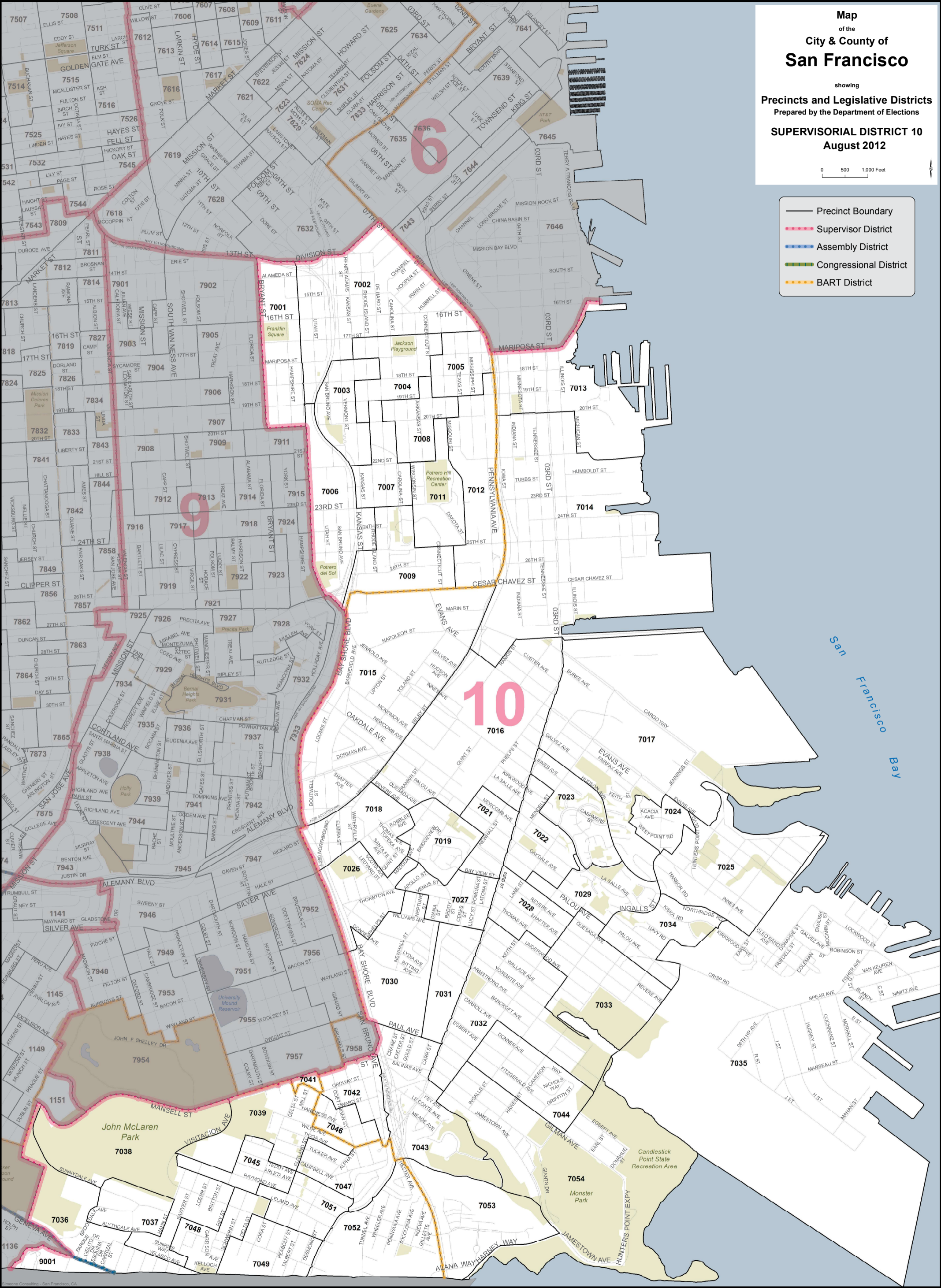
# Map of the City & County of San Francisco

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

**SUPERVISORIAL DISTRICT 10**  
August 2012








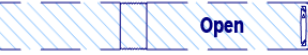
- Precinct Boundary
- Supervisor District
- Assembly District
- Congressional District
- BART District



Source: Copyright © San Francisco, CA

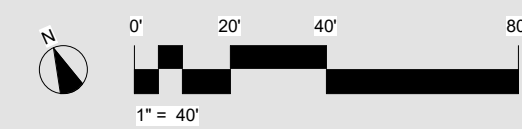
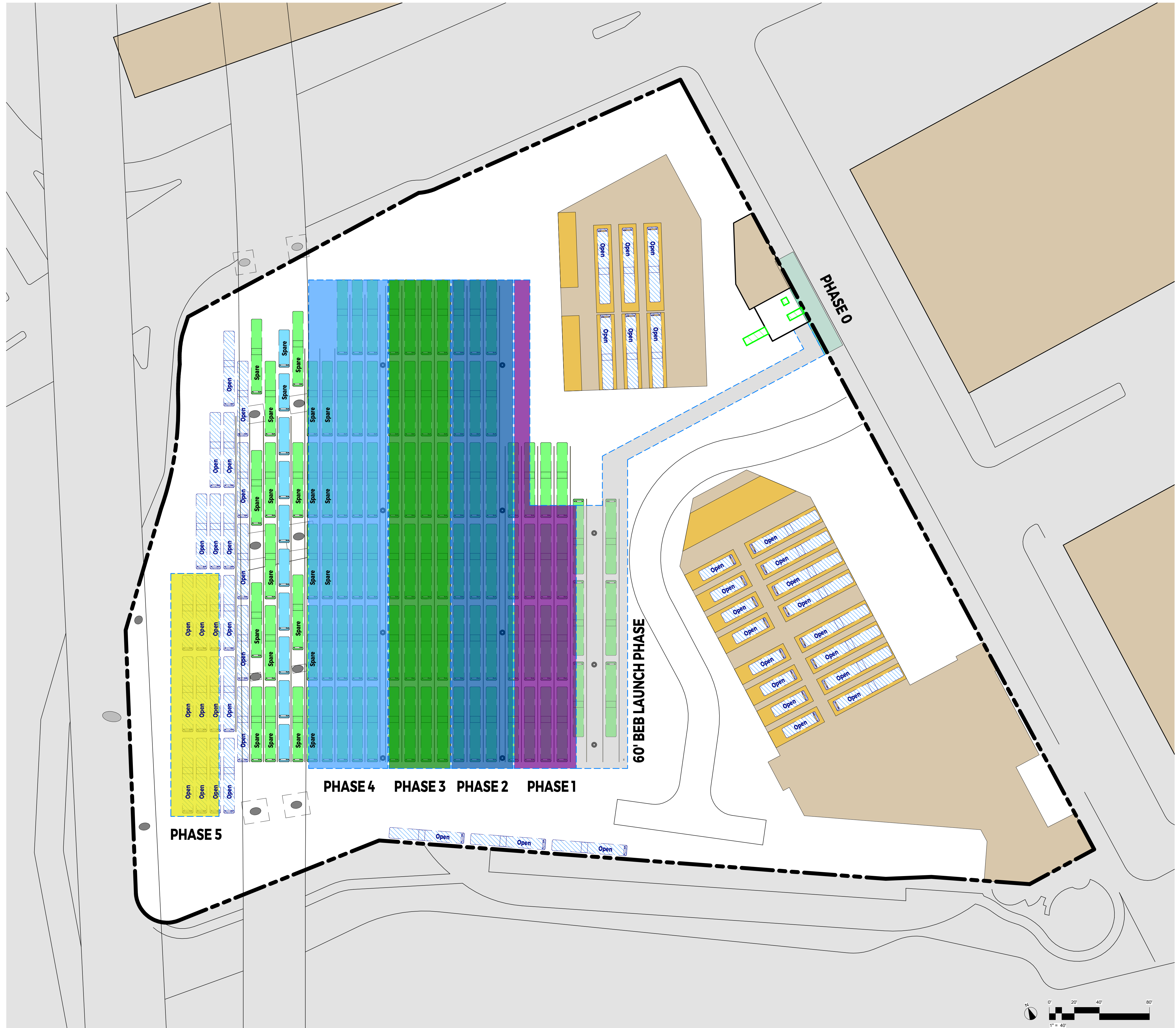
**LEGEND**

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\"/>

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



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

DRAWING TITLE  
**PHASING  
 EXISTING  
 ALL PHASES**

DRAWING NUMBER  
**1 PH 0.0**

1/17/22 2:04:32 PM

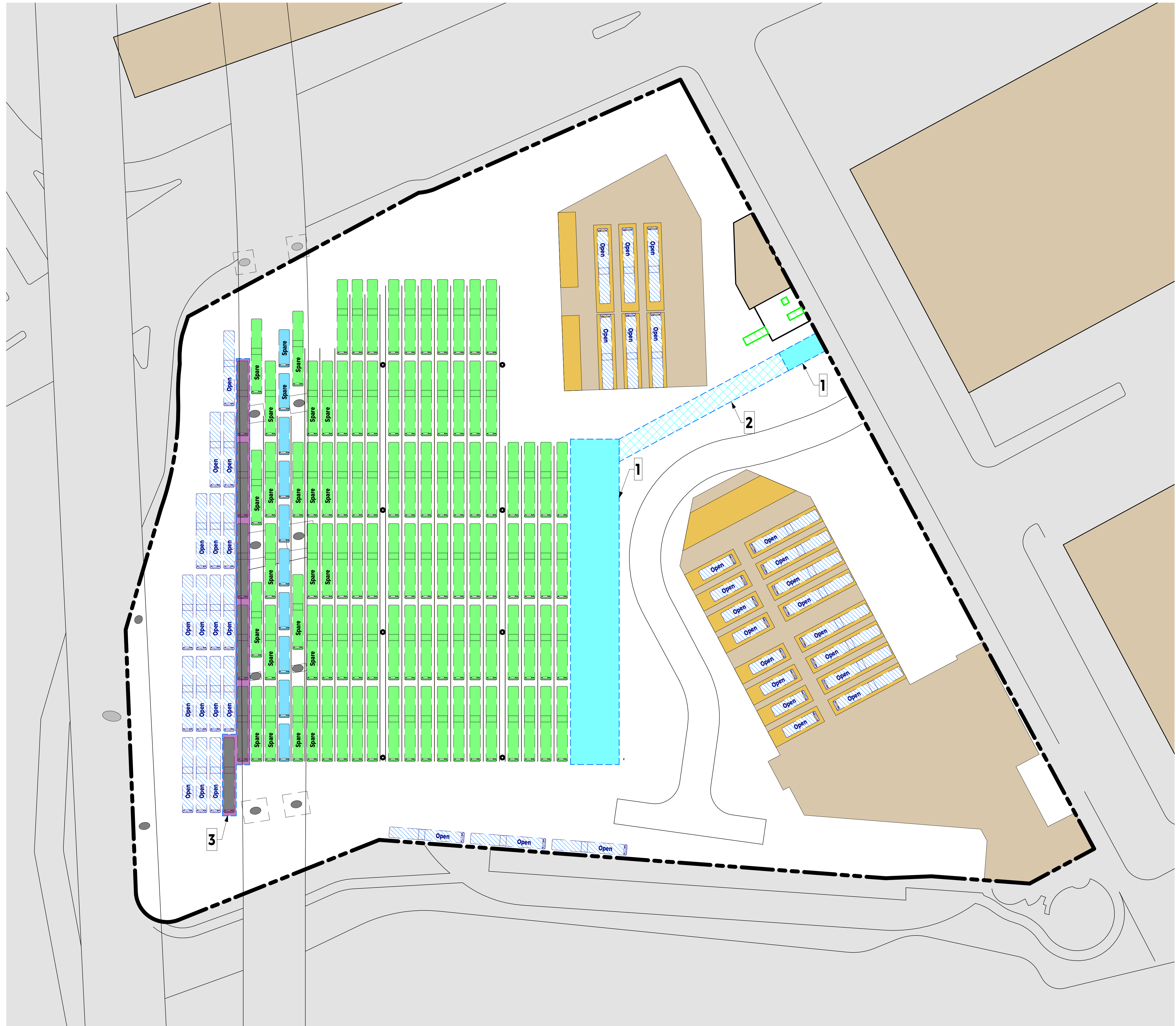
**LEGEND**

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>

**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**  
 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

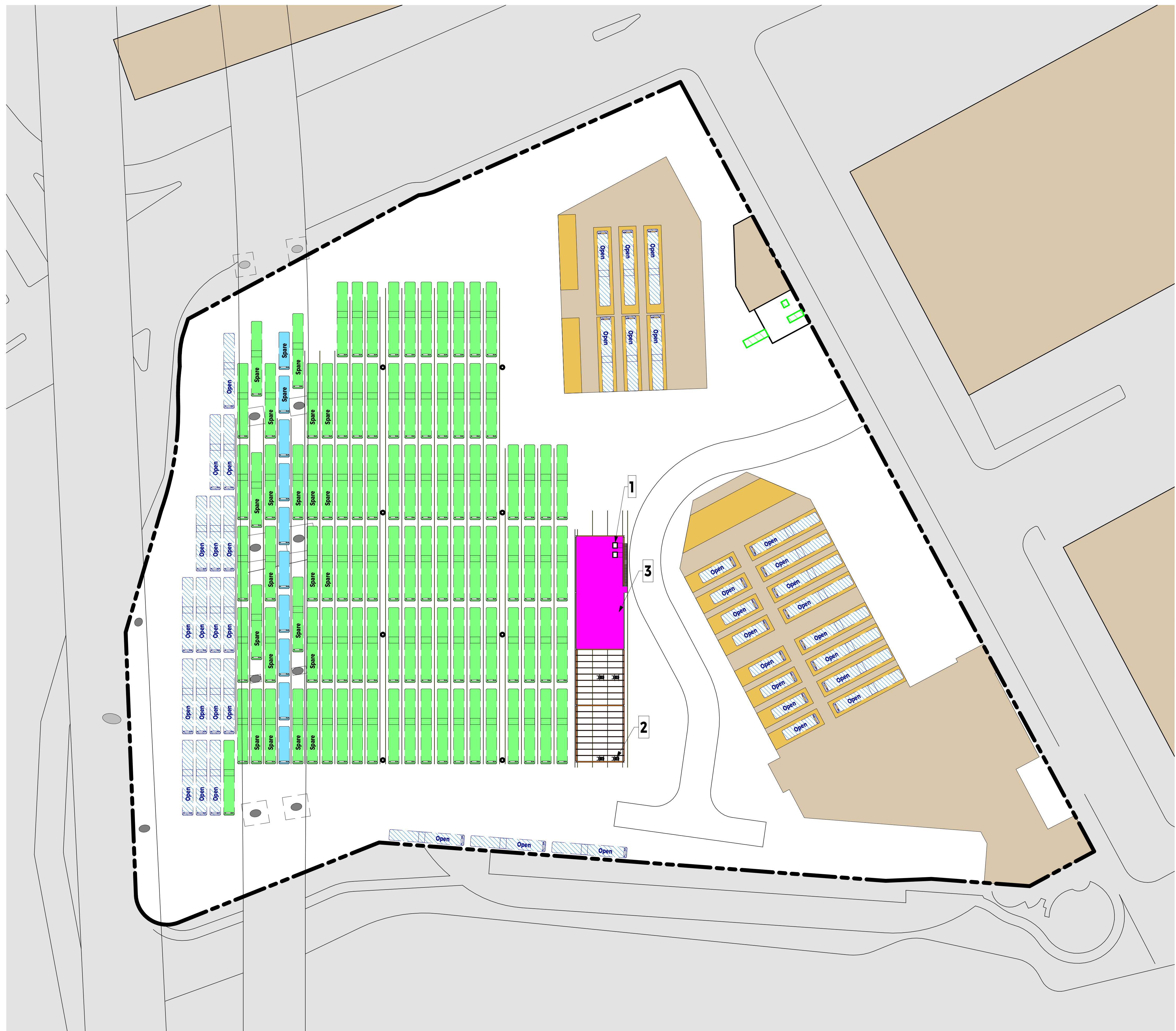
30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
<b>TOTAL ASSIGNED BUSES:</b>		<b>115</b>
30' Open		8
60' Open		34
<b>TOTAL OPEN POSITIONS:</b>		<b>42</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>157</b>

**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 NUMBER	IPH 1A.2
DRAWING TITLE	POTENTIAL 60' BEB LAUNCH PHASE NEW OVHD STRUCTURE

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>

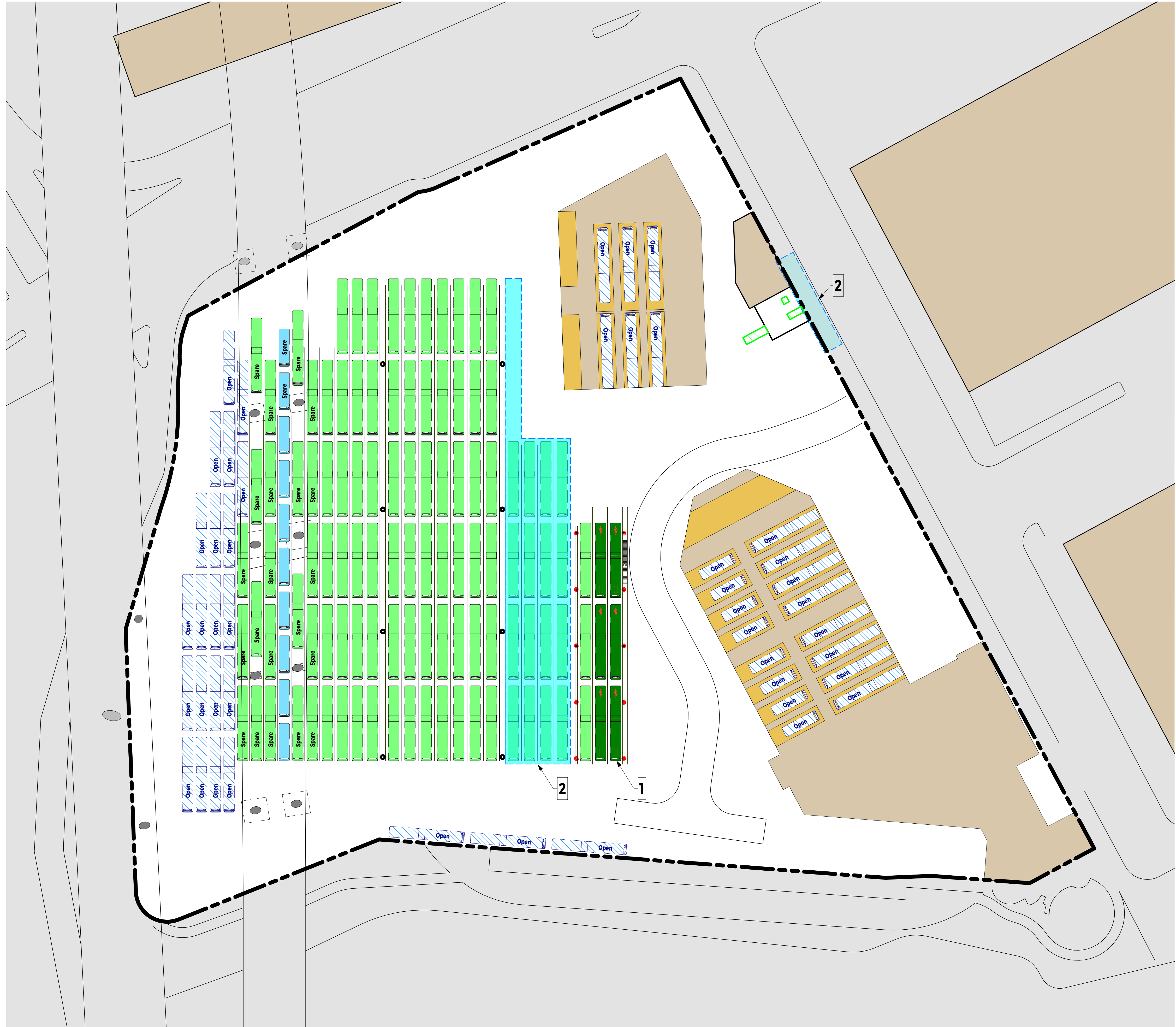
**TOTAL AVAILABLE PARKING**  
**166**

**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  
**IPH 1A.3**  
1/7/22 1:52:39 PM



**LEGEND**

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

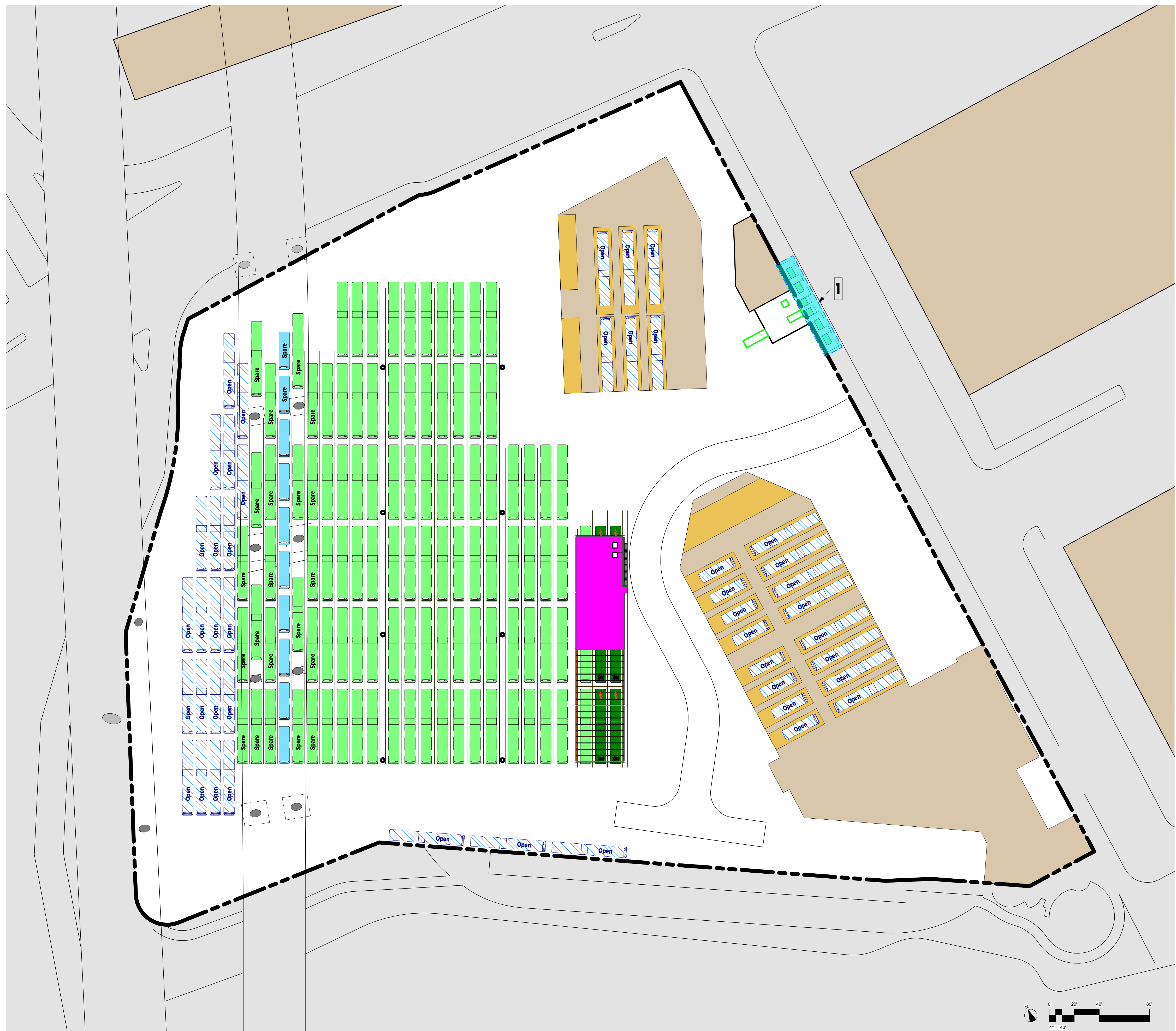
30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
<b>TOTAL ASSIGNED BUSES:</b>		<b>115</b>

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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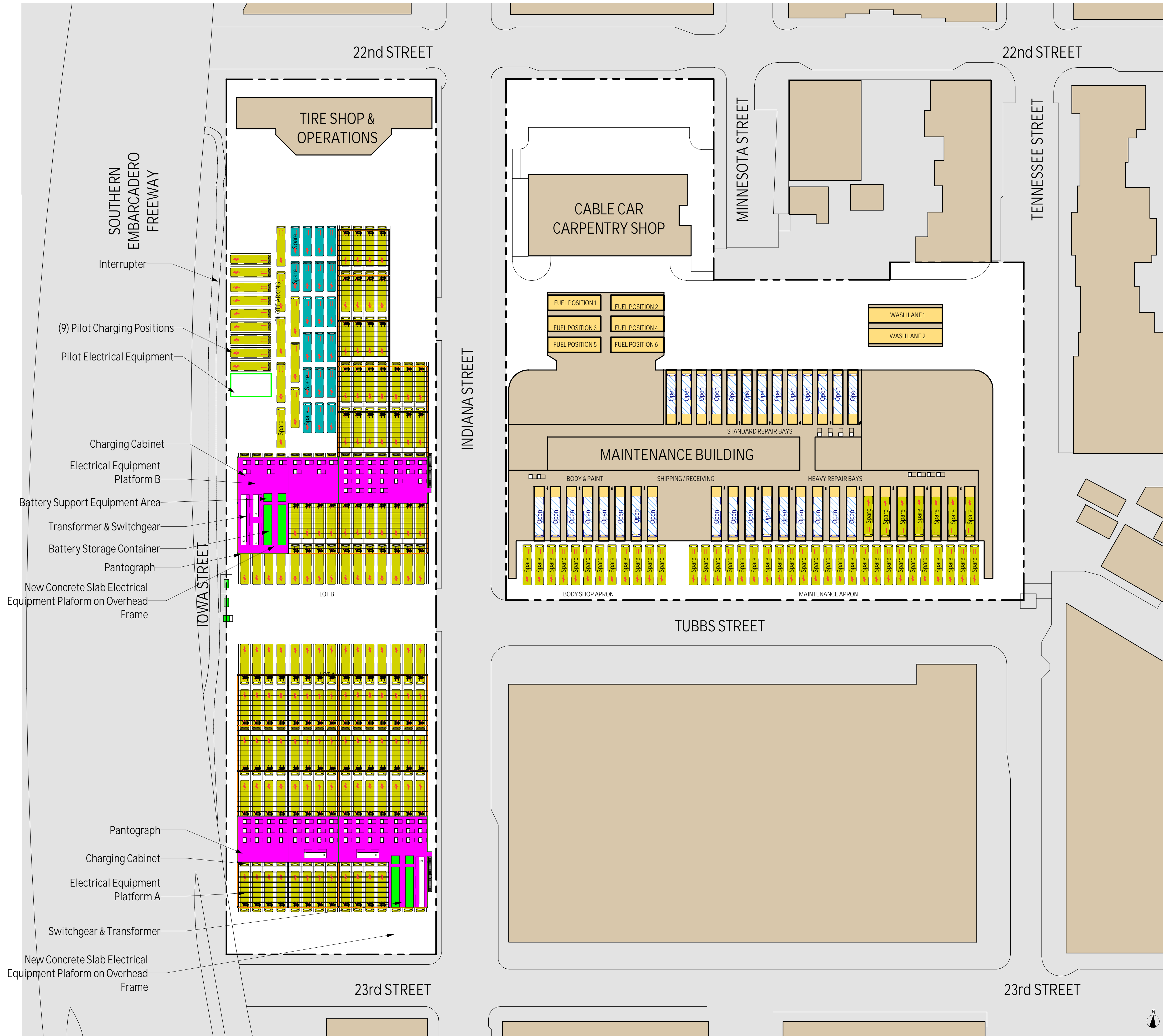
**LEGEND**

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

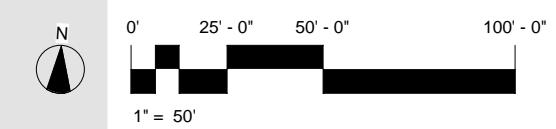


**WSP**  
 WSP USA Inc  
 16200 PARK ROW  
 SUITE 200  
 HOUSTON, TEXAS 77064  
 TEL: (281) 588-5900  
 FAX: (281) 758-5164

**DRAWING TITLE**  
 MASTER PLAN  
 WOODS  
 MASTER PLAN






**DRAWING NUMBER**  
 W MP 1

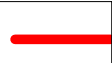


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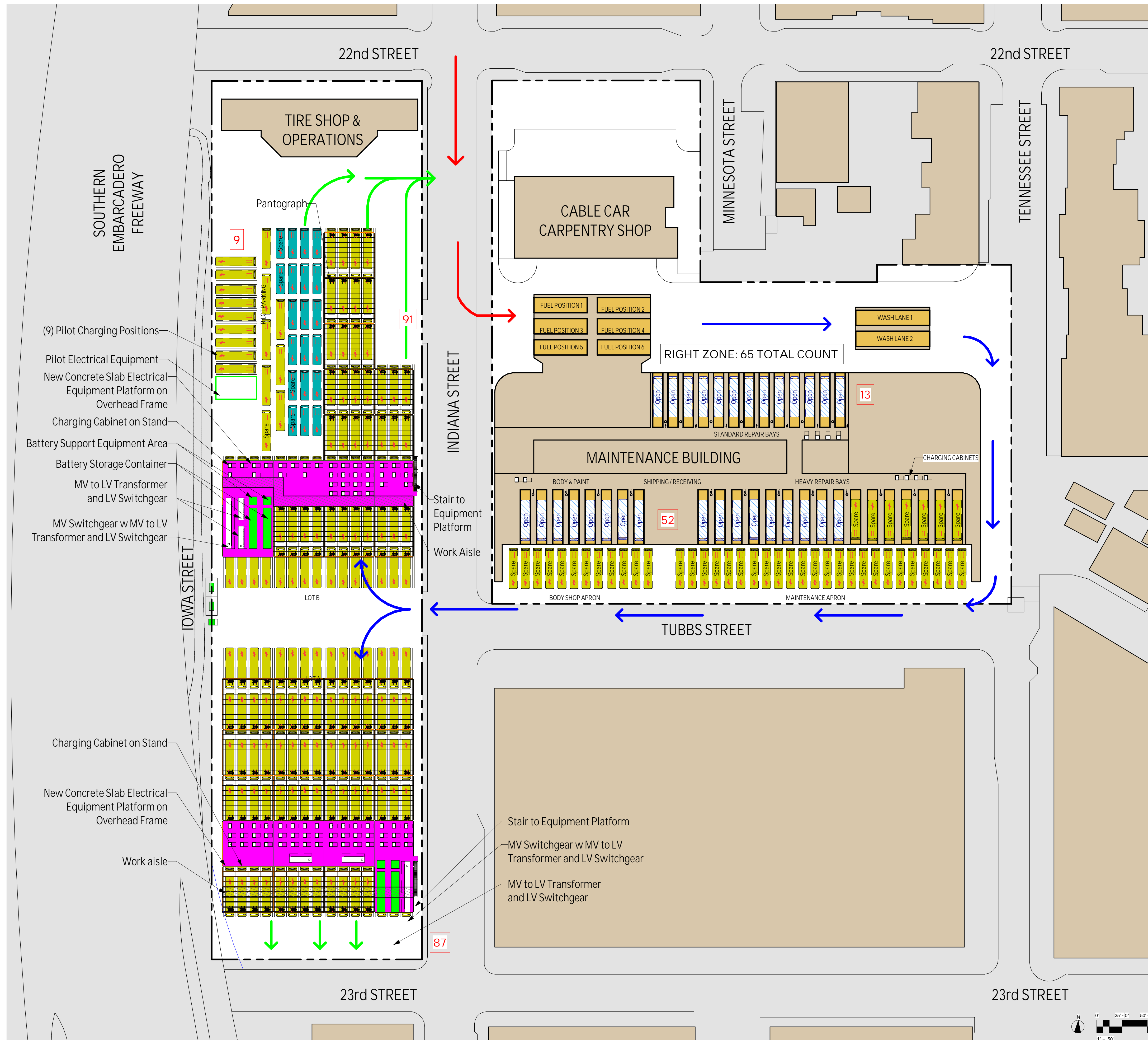
Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

- 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 

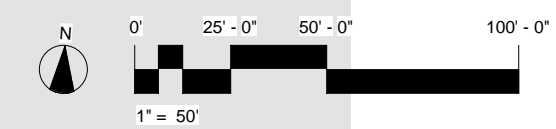
**Equipment Count**

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



- (9) Pilot Charging Positions
- Pilot Electrical Equipment
- New Concrete Slab Electrical Equipment Platform on Overhead Frame
- Charging Cabinet on Stand
- Battery Support Equipment Area
- Battery Storage Container
- MV to LV Transformer and LV Switchgear
- MV Switchgear w MV to LV Transformer and LV Switchgear
- Stair to Equipment Platform
- Work Aisle

- Charging Cabinet on Stand
- New Concrete Slab Electrical Equipment Platform on Overhead Frame
- Work aisle
- Stair to Equipment Platform
- MV Switchgear w MV to LV Transformer and LV Switchgear
- MV to LV Transformer and LV Switchgear



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  
**WOODS  
 MASTER PLAN  
 W/ CIRCULATION**

W MP 2

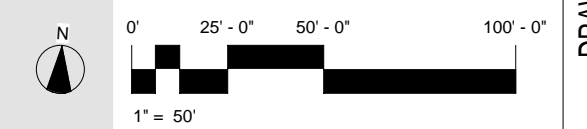
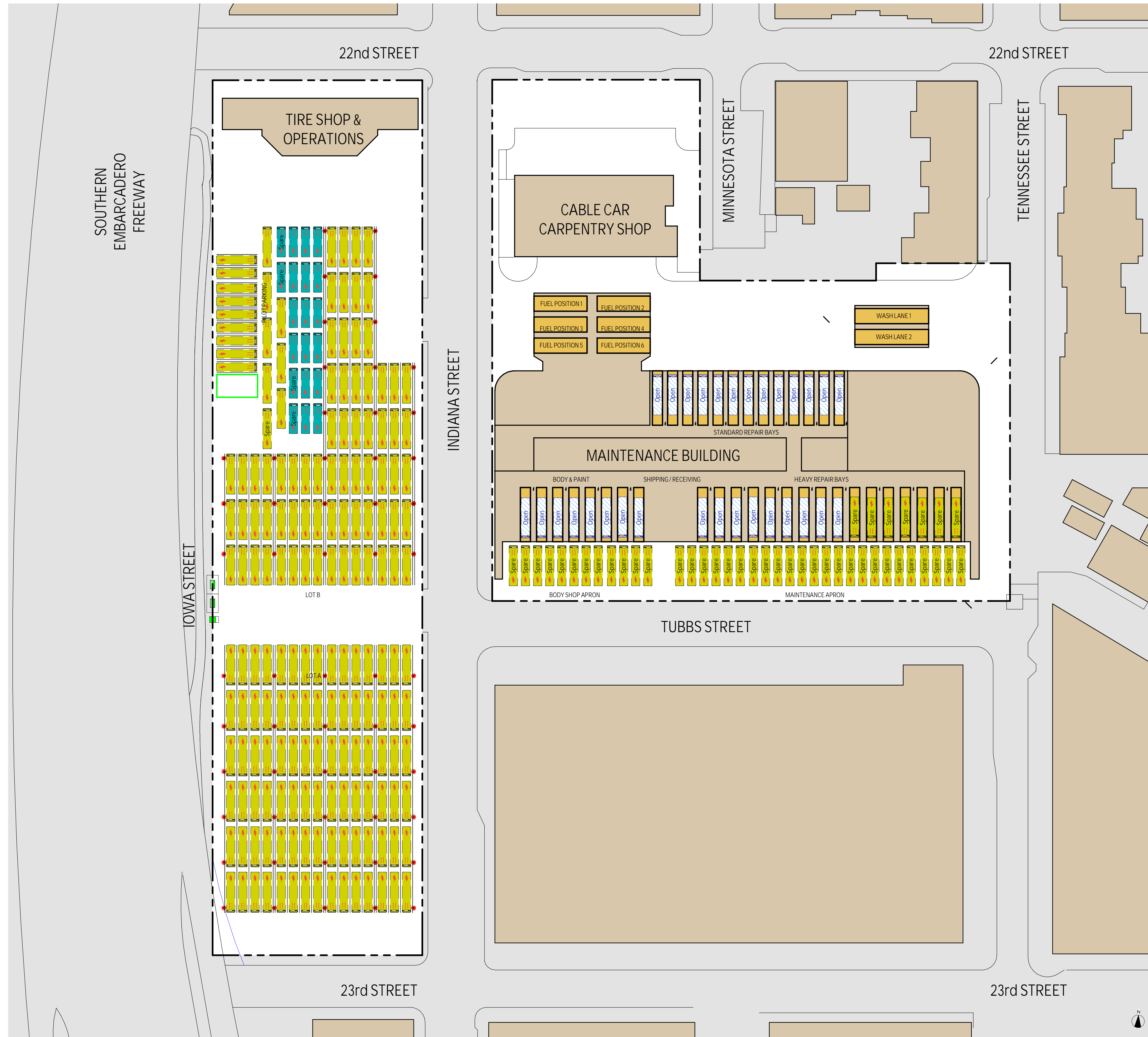
**LEGEND**

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

30' BEB		16
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<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 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**  
**COLUMNS**  
**W MP 3**

10/7/2021 4:45:41 PM

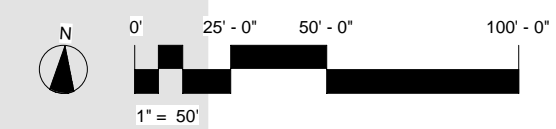
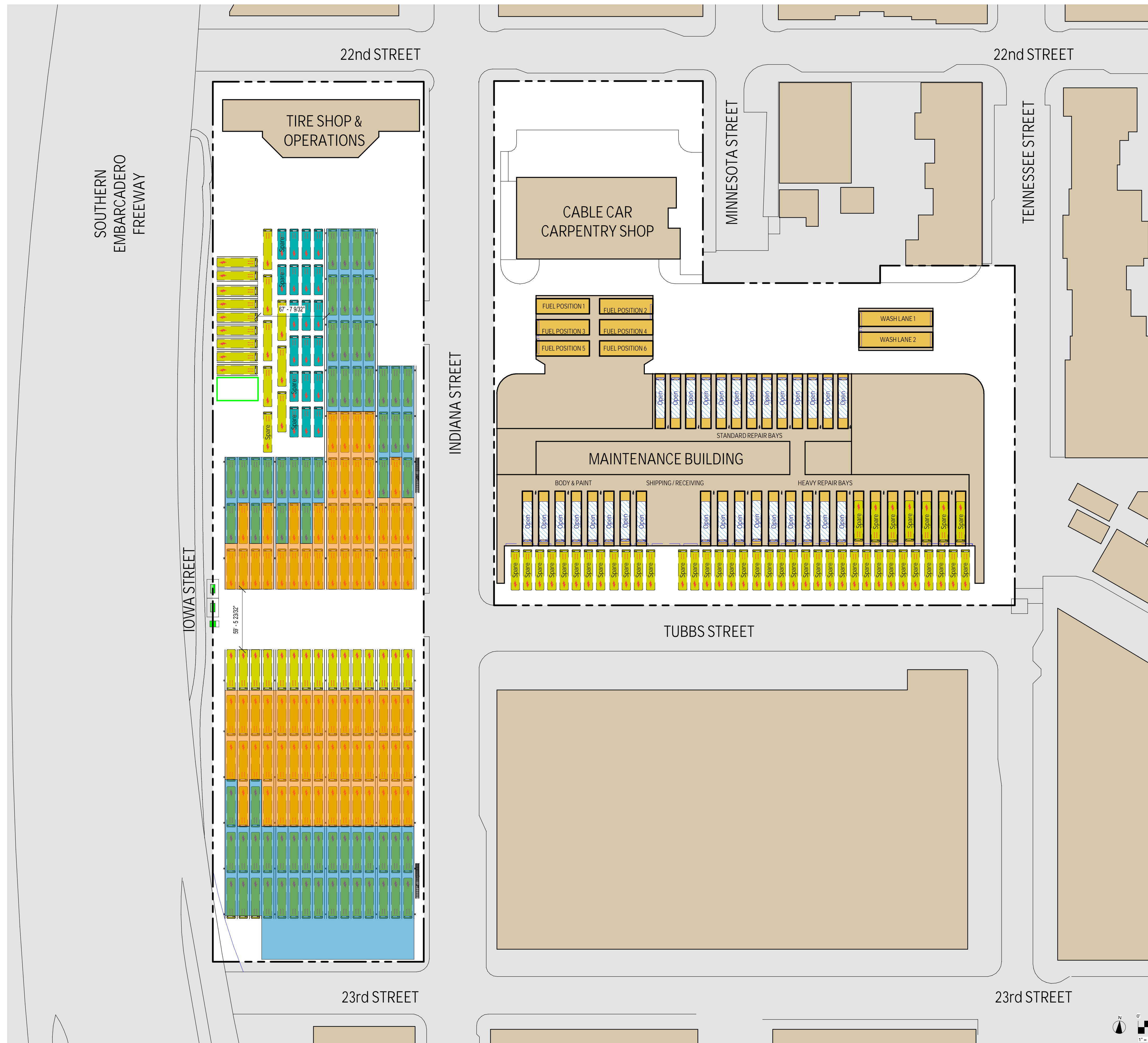
**LEGEND**


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

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40' BEB		177
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40' Open		30
<b>TOTAL OPEN POSITIONS:</b>		<b>30</b>
<b>TOTAL AVAILABLE PARKING</b>		<b>271</b>

**Equipment Count**

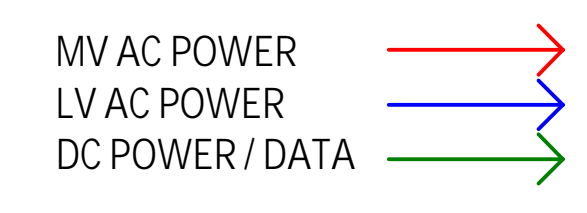
2 MWh Battery	4
Charging Cabinet	91
Dispenser	19
Interruptor	2
Meter Box	1
Pantograph	161



DRAWING NUMBER	MASTER PLAN	DRAWING TITLE	WOODS MASTER PLAN CHARGING PRIORITY
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) 586-5900 FAX: (281) 759-5164			
DRAWING NUMBER	W MP 4	DRAWING TITLE	WOODS MASTER PLAN CHARGING PRIORITY

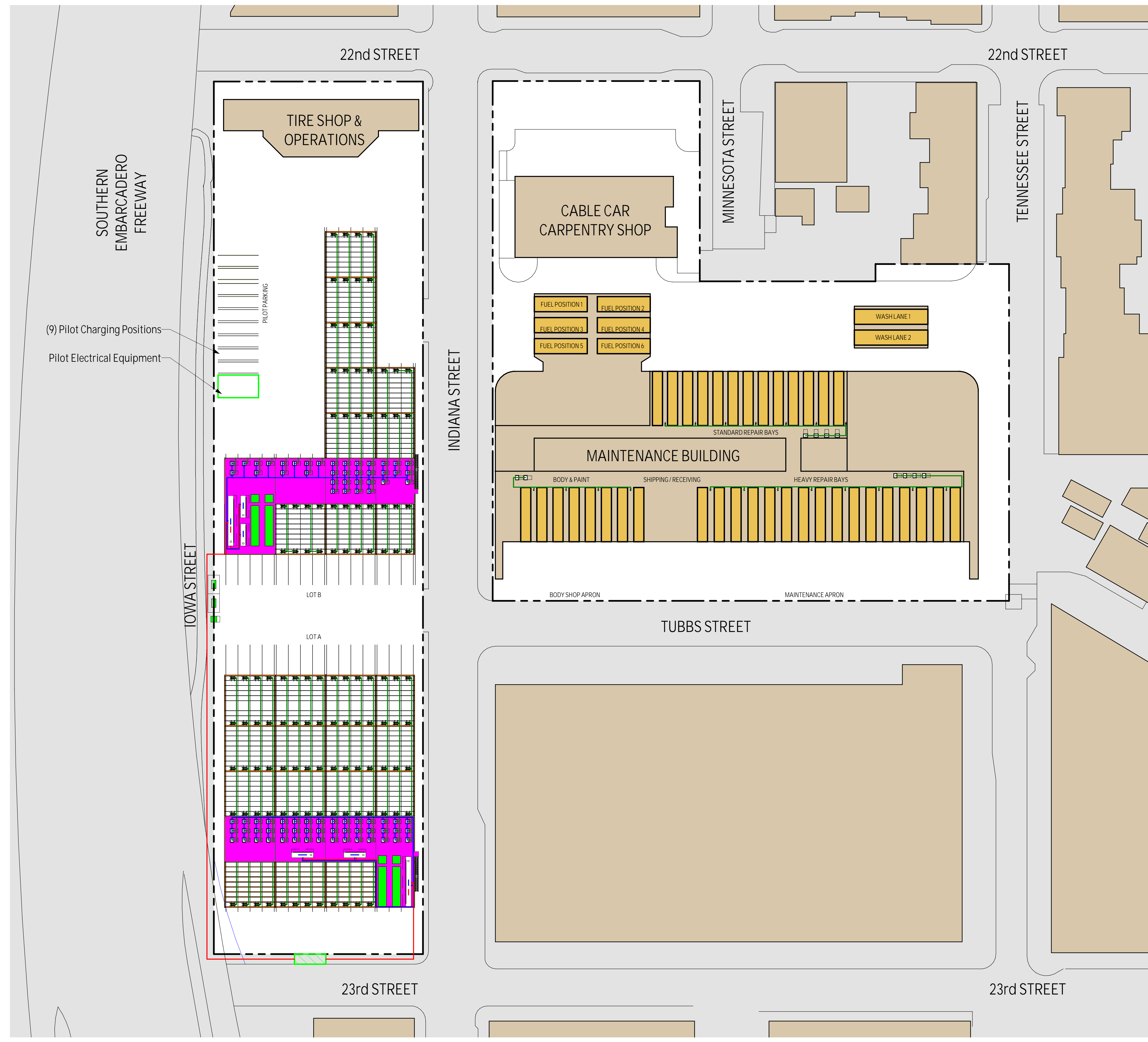
**LEGEND**  
Based on SFMTA\_Fleet\_Projections\_4.6.21.xlsx File

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30' BEB Spare (20%)		4
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<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



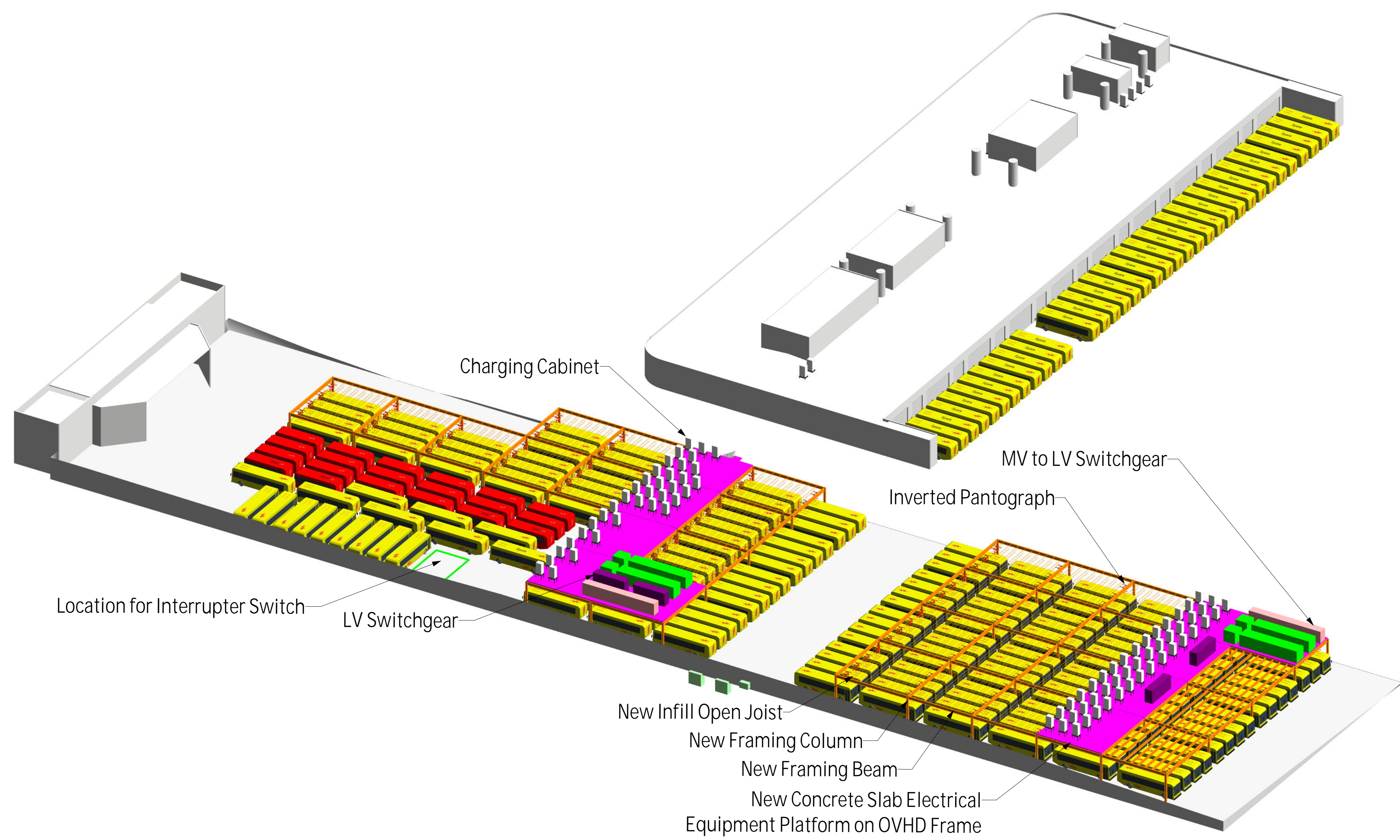
PROJECT NO.	189247
DRAWN BY	Author
DATE	10/06/2021
SCALE	1" = 40'

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

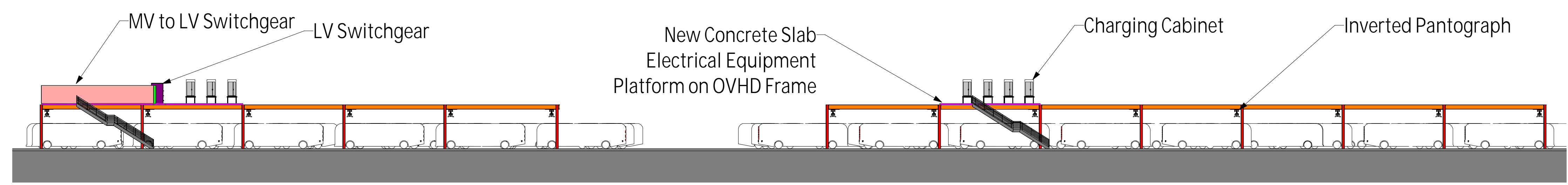
WSP USA Inc.  
16200 PARK ROW  
SUITE 200  
HOUSTON, TEXAS 77064  
TEL: (281) 588-5900  
FAX: (281) 758-5164

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

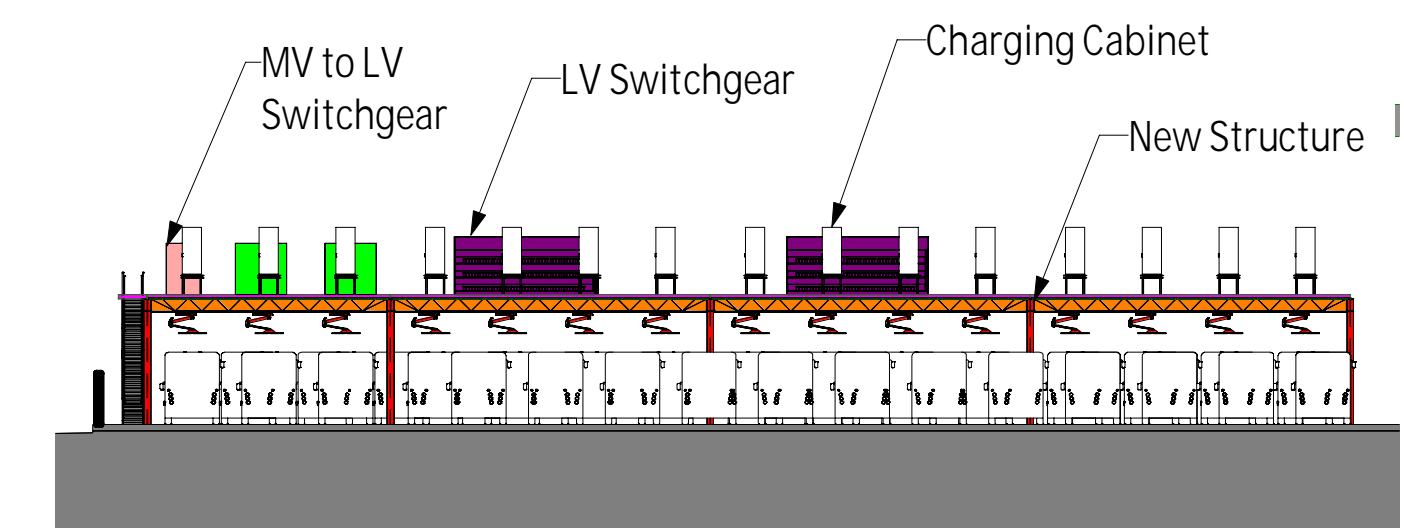
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1 Master Plan Overall 3D



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**  
 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  
 3D AND SECTIONS**  
 W MP 6

10/7/2021 4:45:58 PM

# 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>	<b>\$0</b>	<b>\$432,000</b>	<b>\$274,600</b>	<b>\$706,600</b>

## 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>	<b>\$0</b>	<b>\$432,000</b>	<b>\$372,650</b>	<b>\$804,650</b>

## 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		
<b>Total:</b>	<b>\$804,650</b>	<b>\$432,000</b>	

<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**

<b>SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)</b>					
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of contract</b>	<b>SFPW</b>	<b>SFMTA</b>	<b>Contractor</b>
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

Fund Source	FY2024/25	FY2025/26	Total
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.

Metric	PROP AA	TNC TAX	PROP L
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	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed		\$4,350,000				\$4,350,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	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

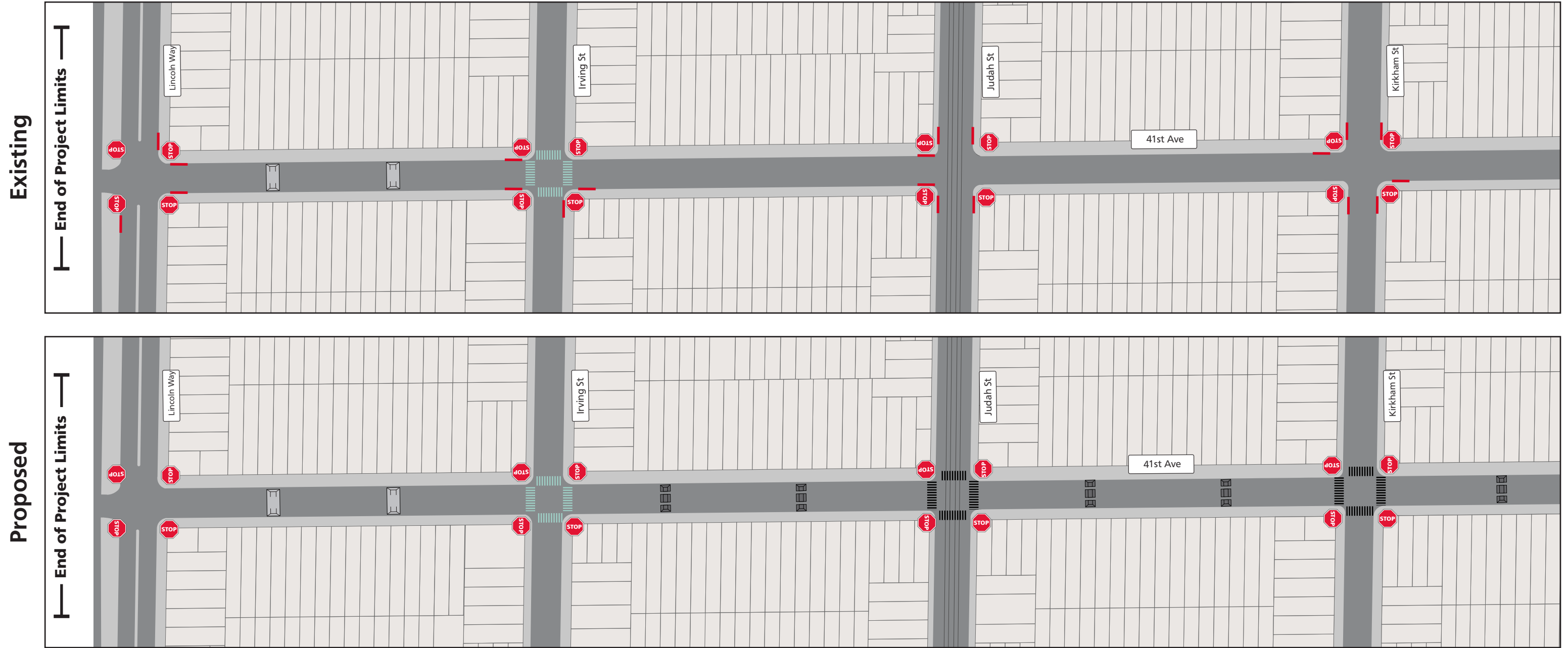
Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
Total Programmed in 2023 YPPP				\$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 →

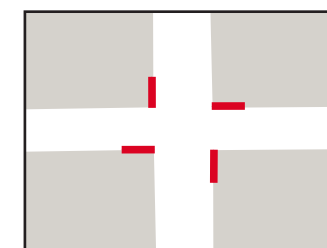


### Legend

**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

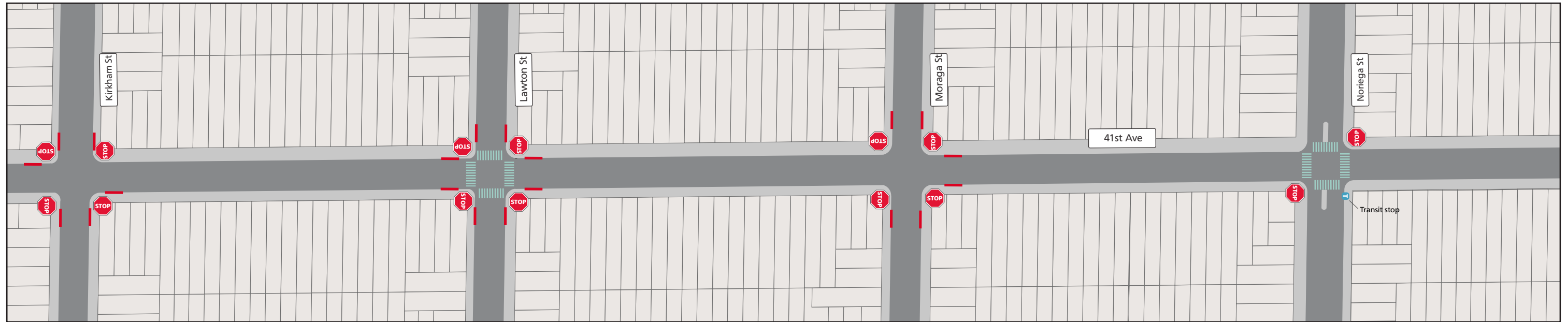


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

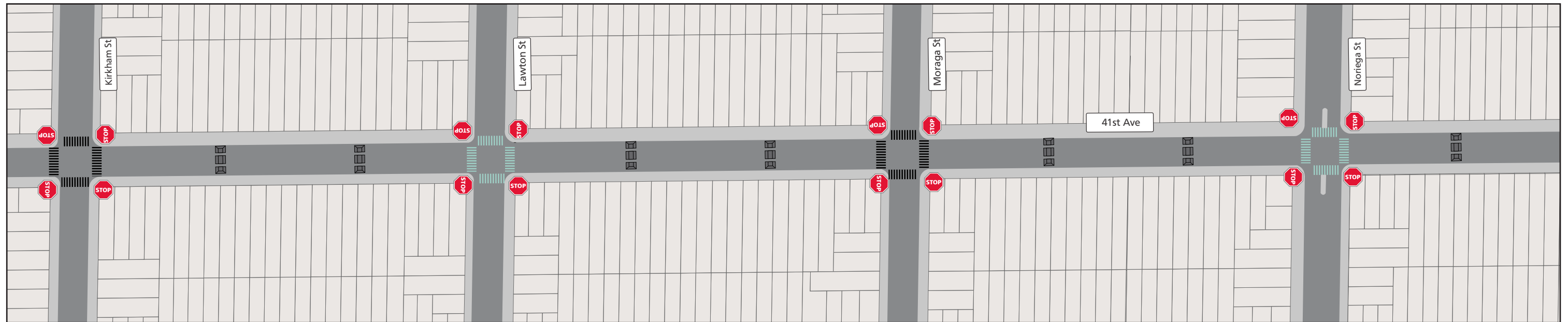
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing














Proposed



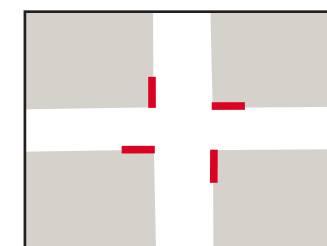
## Legend

**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



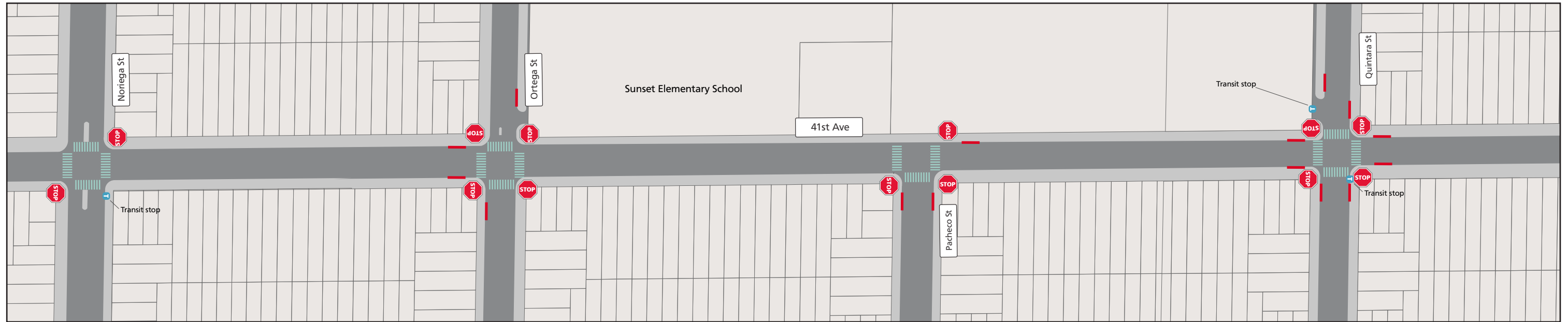
Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.



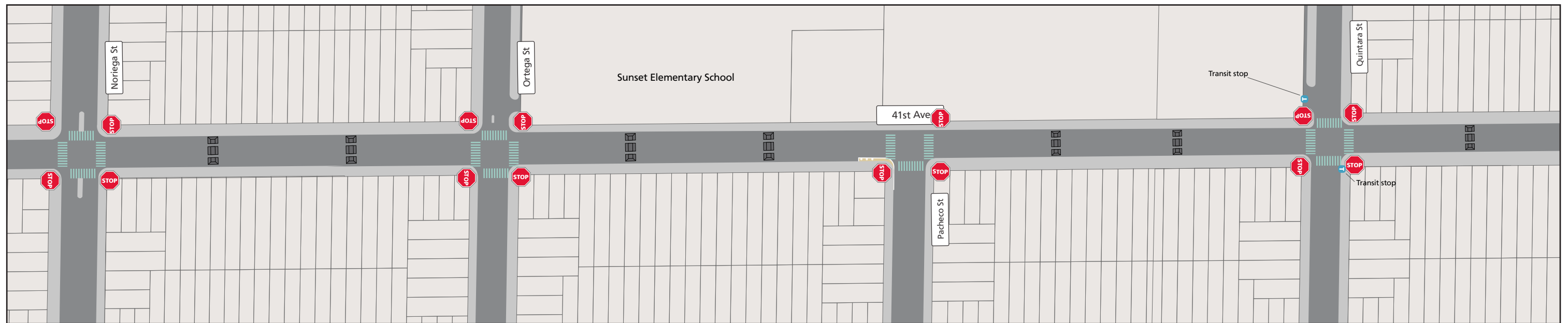
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing












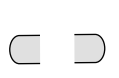

Proposed



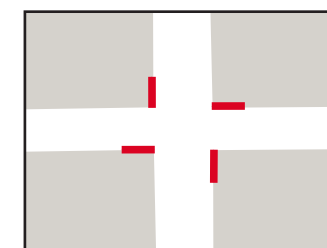
### Legend

**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

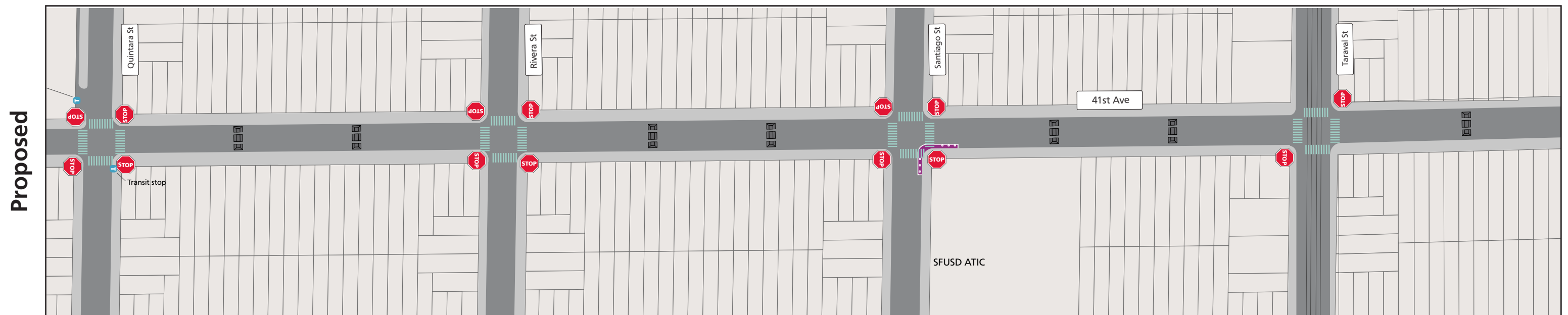
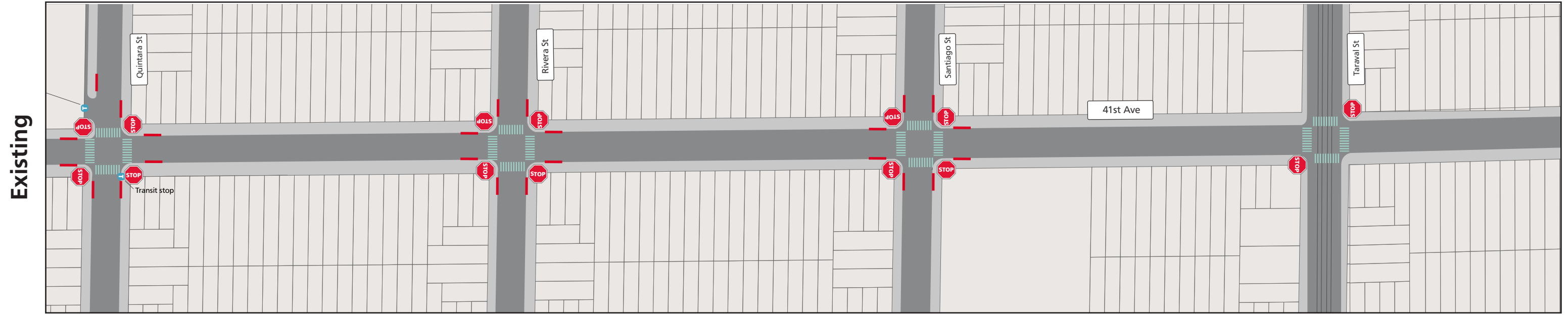
### Corridorwide Intersection Daylighting



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 →

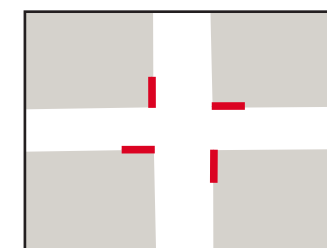


## Legend

**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



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

# Proposed 41st Avenue Neighborway Design

41st Avenue between Santiago Street and Vicente Street

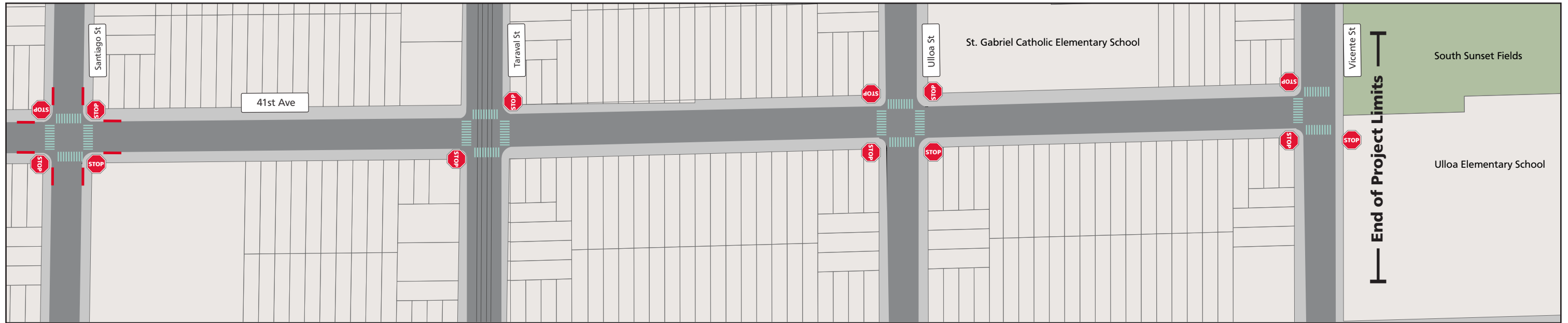
**DRAFT**



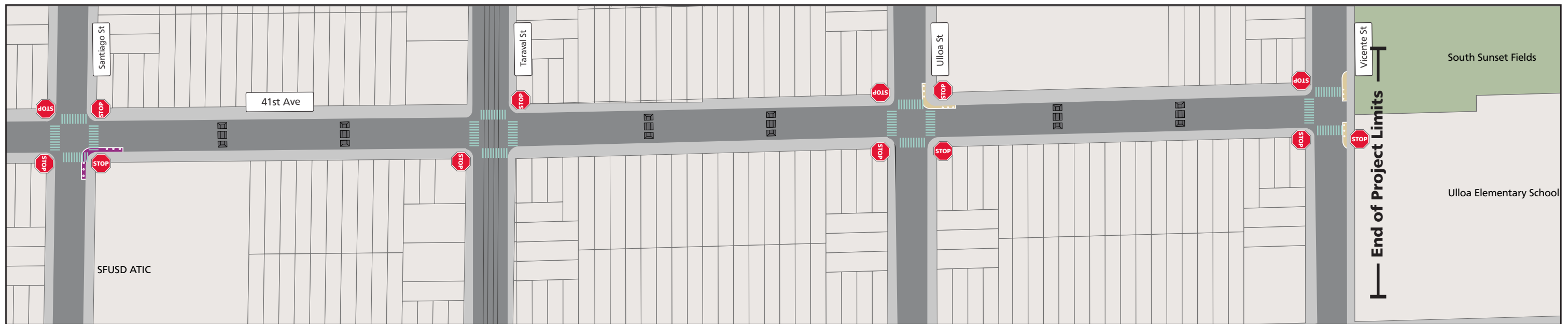
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing














Proposed



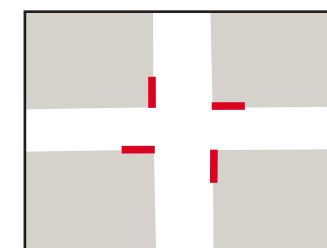
## Legend

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

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

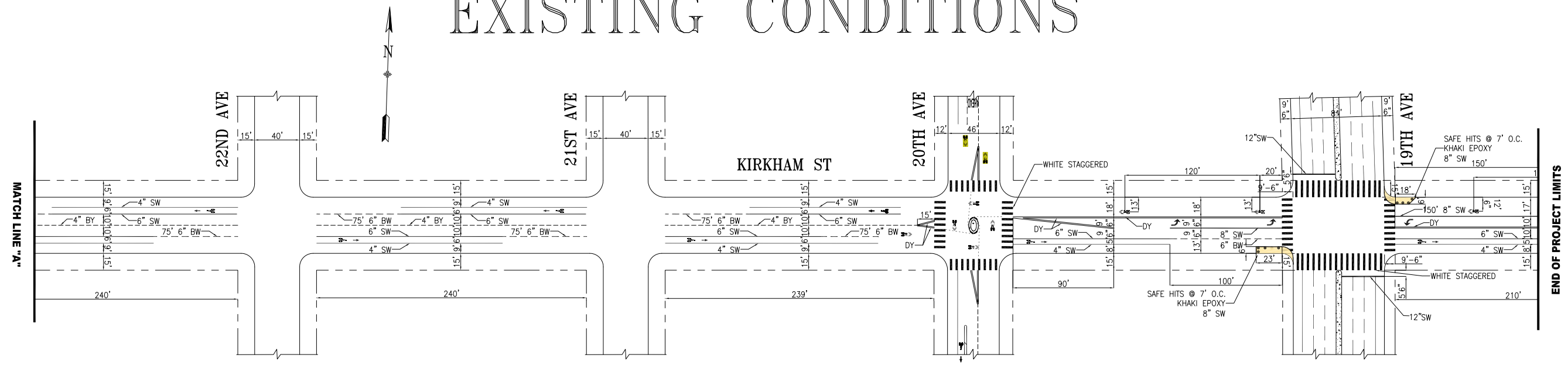
## Corridorwide Intersection Daylighting



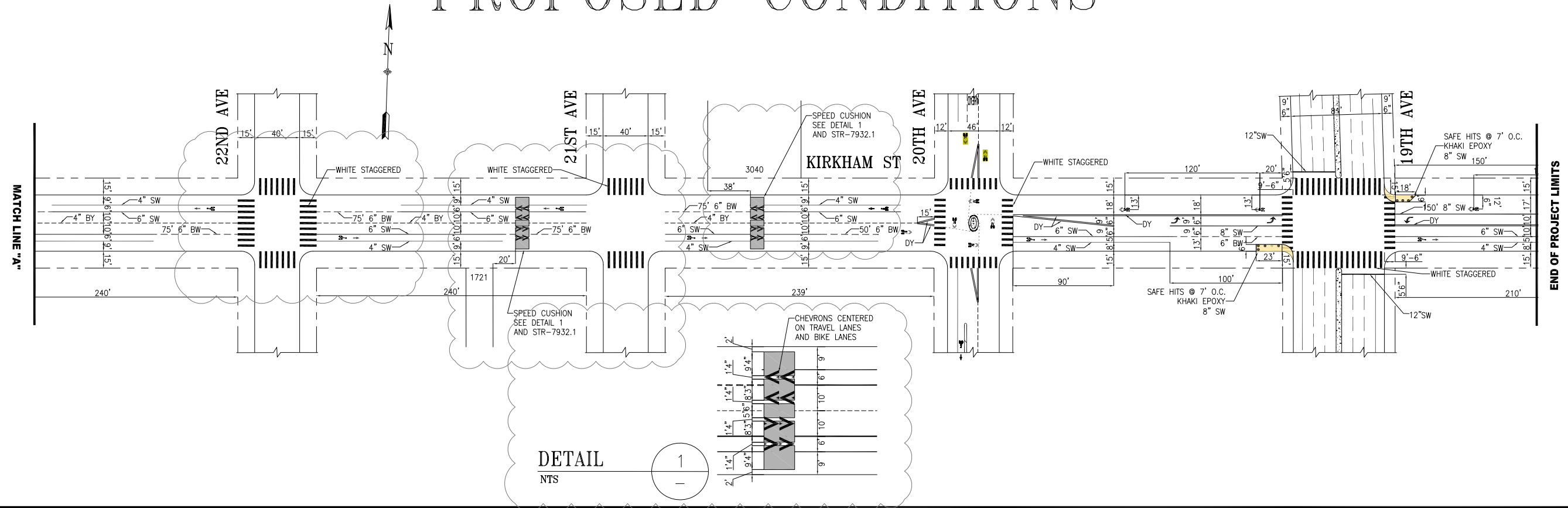
Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.



# EXISTING CONDITIONS



# PROPOSED CONDITIONS



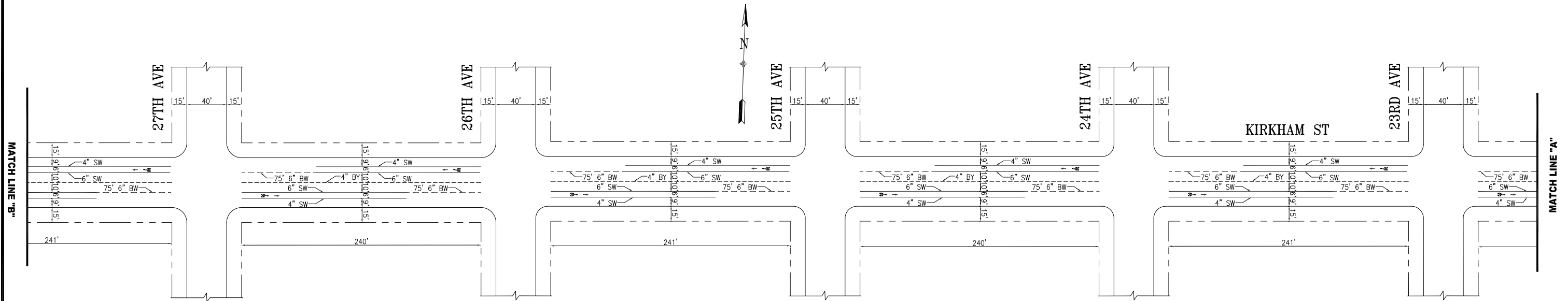
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



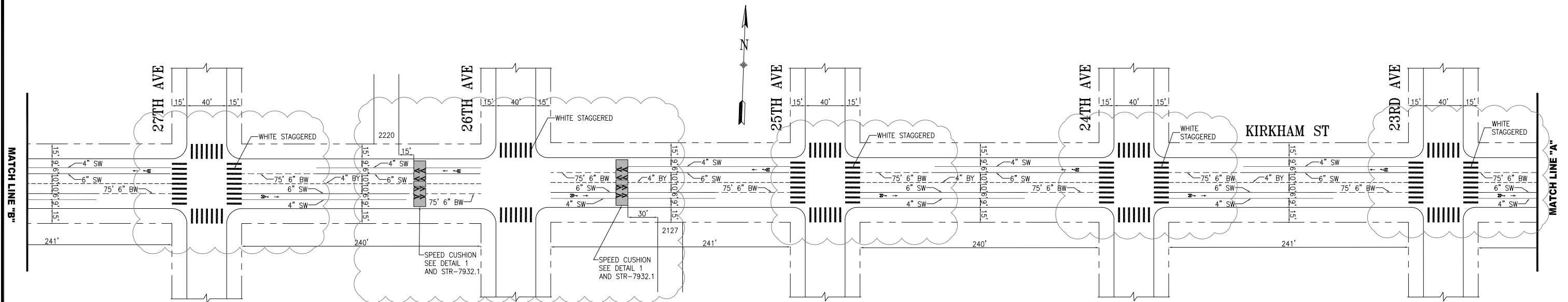
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CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY		DATE: MM/DD/YY		SENIOR ENGINEER		TRAFFIC STRIPING	
				CITY TRAFFIC ENGINEER		KIRKHAM STREET	
						19TH AVENUE TO 22ND AVENUE	
						CONTRACT NO. XXXXX	
						DRAWING NO. DWGNO	
						FILE NO. XXXXX	
						REV. NO. XX	

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

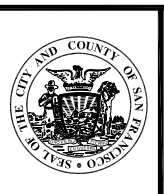
# EXISTING CONDITIONS



# PROPOSED CONDITIONS



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



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

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

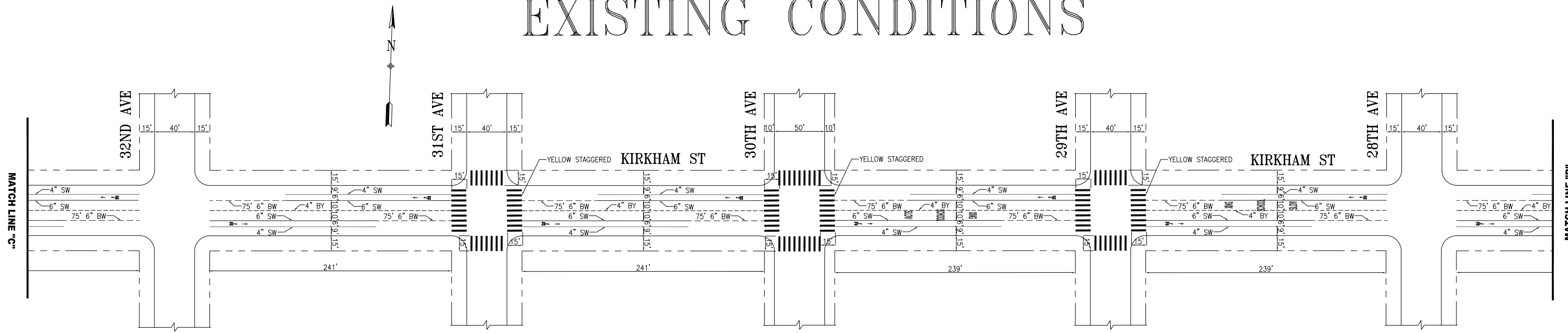
SCALE:  
1" = 50'  
SHEET/SHEETS:  
XX OF XX

TRAFFIC STRIPING  
KIRKHAM STREET  
23RD AVENUE TO 27TH AVENUE

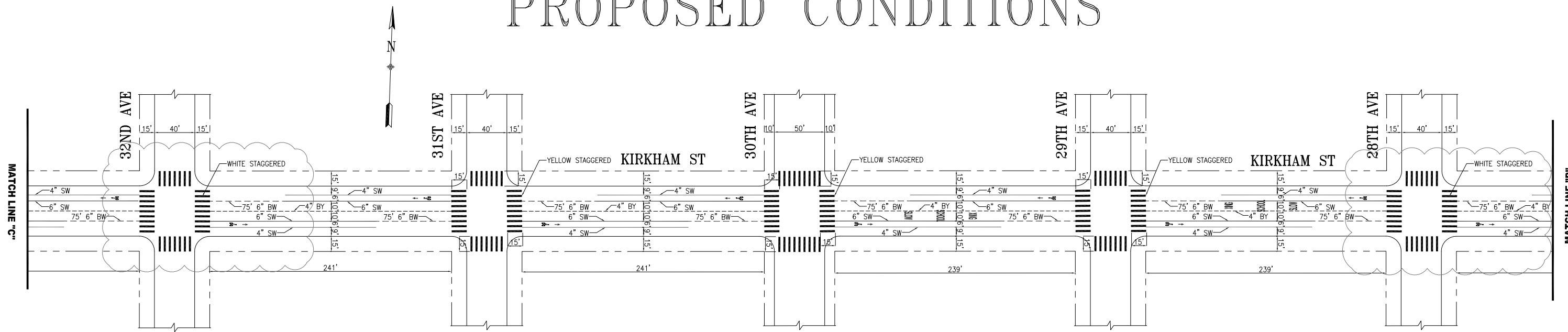
CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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				



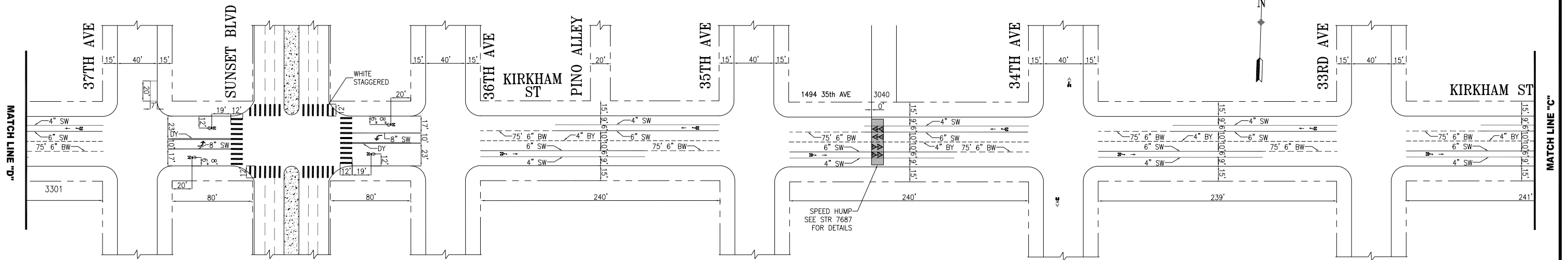
DRAWN:	DATE:	SENIOR ENGINEER	DATE:
X.XXXXXXXXXXXXX	MM/DD/YY		
CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:
X.XXXXXXXXXXXXX	MM/DD/YY		

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

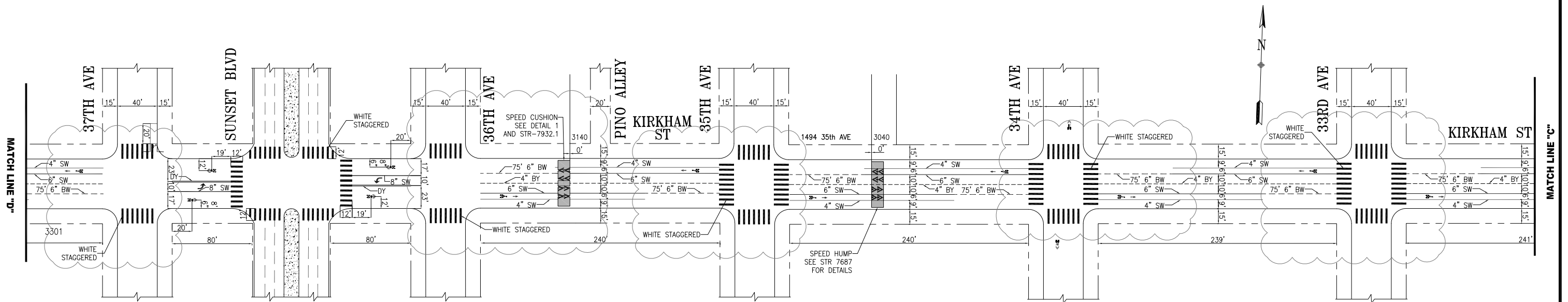
TRAFFIC STRIPING
KIRKHAM STREET
28TH AVENUE TO 32ND AVENUE

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				



DRAWN: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY	CHECKED: X.XXXXXXXXXXXXXX	DATE: MM/DD/YY
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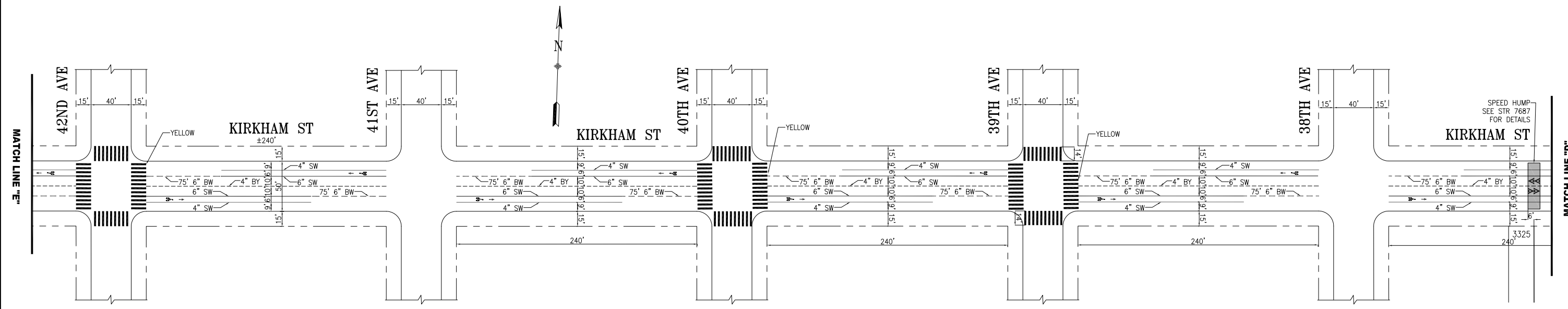
APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: XX OF XX
CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING
KIRKHAM STREET
33RD AVENUE TO 37TH AVENUE

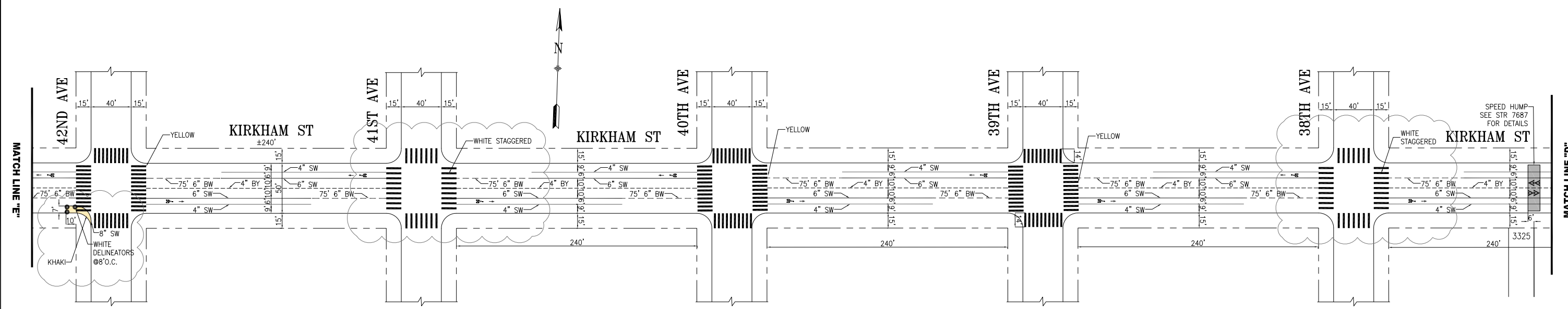
CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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				



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

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

TRAFFIC STRIPING

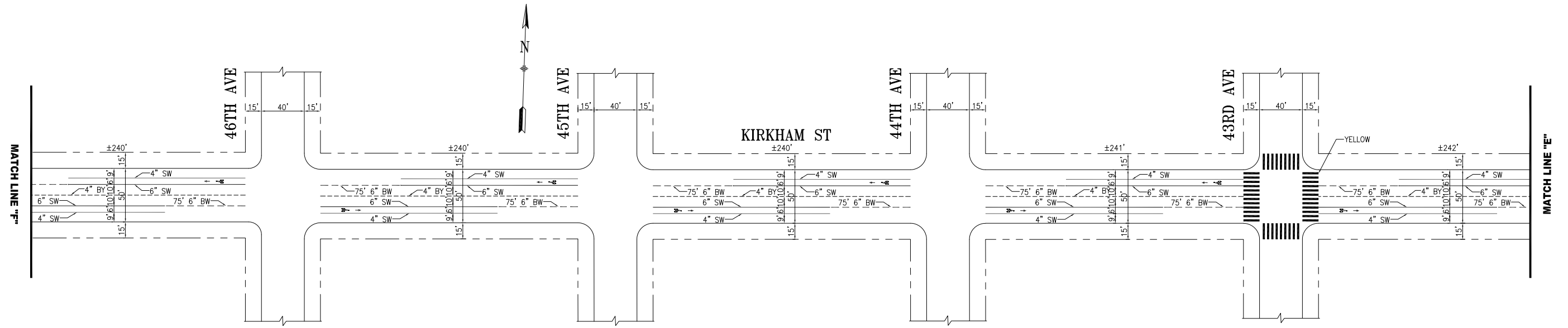
KIRKHAM STREET

38TH AVENUE TO 42ND AVENUE

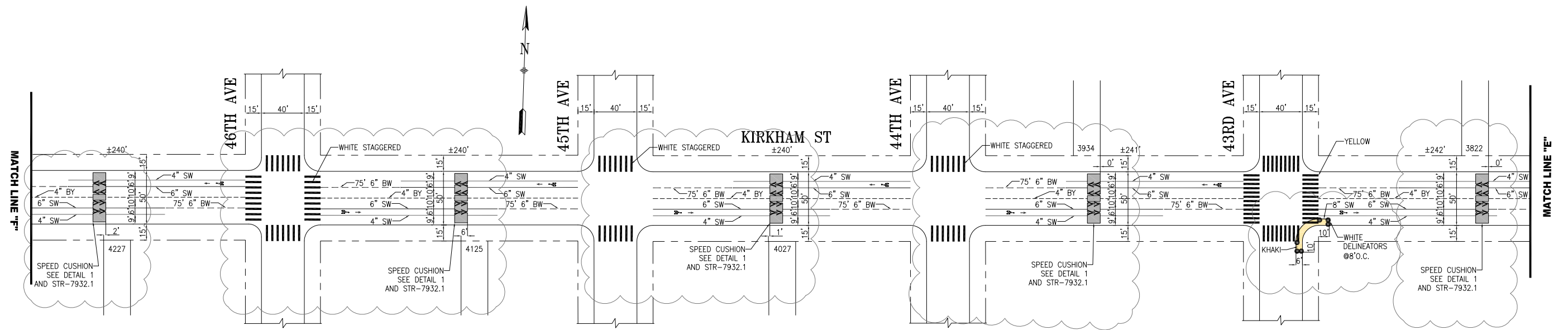
CONTRACT NO.	XXXXX
DRAWING NO.	DWGN0
FILE NO.	XXXXX
REV. NO.	XX

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

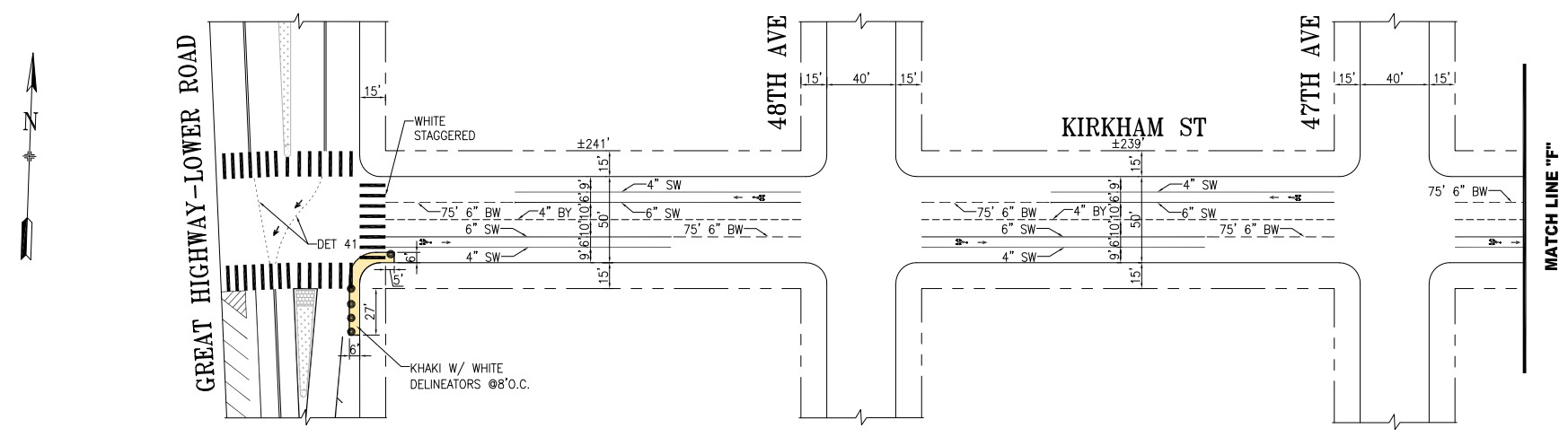
DATE: SENIOR ENGINEER  
 DATE: CITY TRAFFIC ENGINEER

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

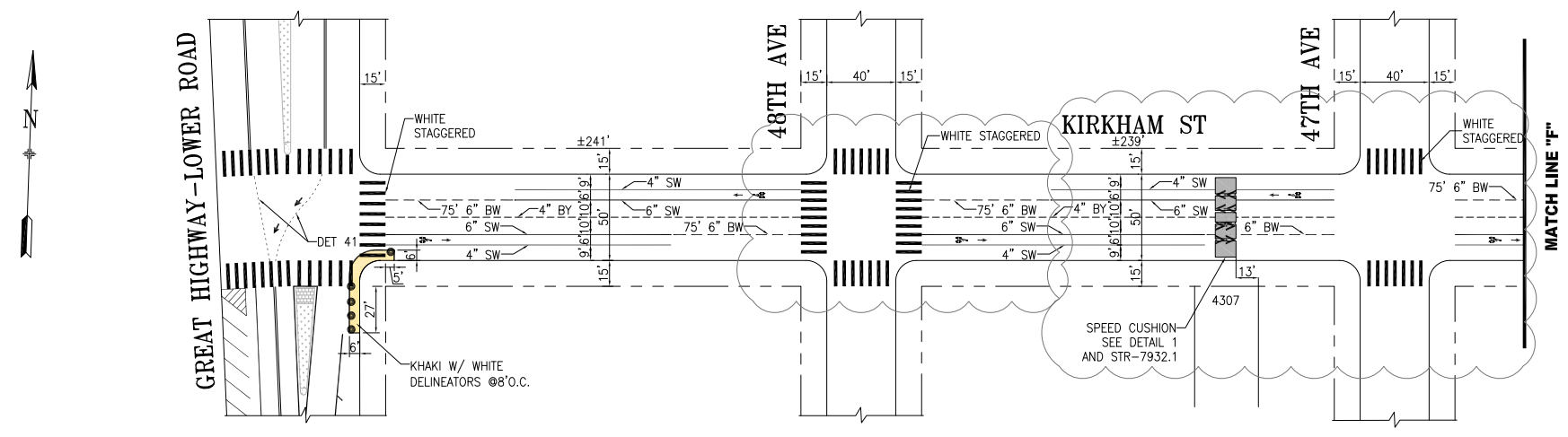
TRAFFIC STRIPING  
 KIRKHAM STREET  
 43RD AVENUE TO 46TH AVENUE

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

# 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: ---/---/---

# 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>	\$0	\$1,836,635	\$0	\$1,836,635

## 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		
<b>Total:</b>	\$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

<b>PROJECT: Right of Way Fencing - FY24</b>				
<b>Project Cost</b>	<b>Project Phase</b>	<b>Original Estimate</b>	<b>Revised Estimate</b>	
	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>	
<b>Milestones</b>	<b>Project Phase</b>	<b>Expected Start</b>	<b>Expected Finish</b>	
	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		
<b>Cost Summary</b>	<b>FY2024</b>	<b>Prior Year</b>	<b>Future Budget</b>	<b>Total Request</b>
	\$462,000	\$0	\$0	\$462,000
<b>Funding Plan</b>	<b>Funding Source</b>	<b>Existing</b>	<b>Proposed FY24</b>	<b>Future</b>
	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**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. 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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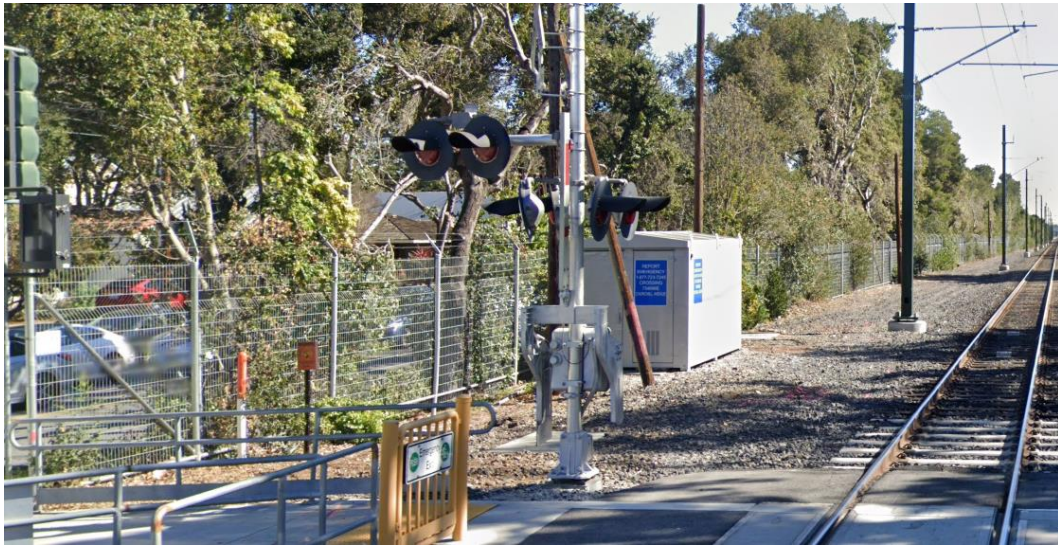
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

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

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





# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Laguna Honda Gondola Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Development Oriented Transportation
<b>Current PROP L Request:</b>	\$170,000
<b>Supervisory District</b>	District 07

## REQUEST

### Brief Project Description

The Laguna Honda Gondola Study will 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.

### Detailed Scope, Project Benefits and Community Outreach

The purpose of the Laguna Honda Gondola Study is to assess the feasibility of constructing a gondola to provide vertical access for visitors arriving by transit at the Forest Hill Station to the nearby Laguna Honda Hospital site which is being planned for residential development and located atop a steep hill. The Forest Hill Station serves the K, L and M metro lines and is the hub for several bus routes. An aerial gondola system has been proposed to help visitors arriving by transit to access the Laguna Honda site. This study will review the opportunities, constraints and costs of such a system for this location at a high level. The study will document alternative modes for the Laguna Honda location ( e.g. a shuttle) and conduct stakeholder outreach on these strategies. To the extent possible, the study will generalize findings for application to potential gondola systems in other parts of the city. SFMTA will provide assistance as needed.

Specific tasks are as follows:

#### Task 1: Project Management

- Conduct ongoing scope, schedule and budget management of the project
- Identify and procure a qualified engineering consultant to conduct high level technical feasibility study
- Establish objectives, e.g. demand to be served and other functional requirements of gondola system (capacity, operating and maintenance (O&M) parameters)
- Ongoing coordination with SFMTA and District 7 office

Task 1 Deliverables: regular reporting on project status, meeting notes, scope/schedule/budget tracking updates

## Task 2: Gondola Technical Study

- Conduct a high level feasibility review of an aerial gondola system between the Forest Hill Station and Laguna Honda Hospital, focusing on
  - Demand and ridership assessment
  - Site Walk and Existing Conditions Documentation (obtain as-builts for LH site)
  - Peer projects data (e.g. Salesforce Transit Center gondola parameters, costs)
  - Engineering Opportunities/Constraints/Risks (including vertical/horizontal clearances)
  - Gondola/Tram considerations
  - Preliminary Alignment
  - Development of Screening Criteria
  - Order of magnitude capital and O&M costs (lifecycle costs)
  - Funding and Implementation (if feasible)

Task 2 Deliverables: draft and final feasibility memo

## Task 3: Alternatives Study

- Develop a shuttle alternative solution for Forest Hill - Laguna Honda connectivity (gondola target demand)
- Identify 2-3 similar peer projects
- Develop planning level capital and operating costs for shuttle, using comparable data available

Task 3 Deliverables: Memo on Laguna Honda shuttle alternative

## Task 4: Stakeholder Outreach

- Identify Laguna Honda and community stakeholders
- Design and execute public engagement plan, providing for language and disability access/formats

Task 4 Deliverables: outreach plan, engagement materials and events, draft and final outreach memo

## Task 5: Final Report and Board Approval

- Present progress reports to District 7 office
- Produce draft report including findings and recommendations
- Incorporate partner agency and public comments
- Present final study for approval at CAC and Board

Task 5 Deliverables: draft and final report

## Project Location

Area of Laguna Honda Hospital and Forest Hills Station

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	Yes

## Project Phase(s)

Planning/Conceptual Engineering (PLAN)

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<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>	\$170,000.00

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Laguna Honda Gondola Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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### PROJECT DELIVERY MILESTONES

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

### SCHEDULE DETAILS

Community outreach is planned for Summer 2025.

- Task 1: Project Management: October 2024 - December 2025
- Task 2: Gondola Technical Study: January - June 2025
- Task 3: Alternatives Study: March - June 2025
- Task 4: Stakeholder Outreach: Summer 2025
- Task 5: Final Report and Board Consideration: December 2025

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Laguna Honda Gondola Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-227: Development Oriented Transportation	\$170,000	\$0	\$0	\$170,000
<b>Phases In Current Request Total:</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,000</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$170,000	\$170,000	Prior studies, consultant estimate
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$170,000	\$170,000	

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

**MAJOR LINE ITEM BUDGET**

<b>BUDGET SUMMARY</b>						
<b>Agency</b>	<b>Task 1 - Project Management</b>	<b>Task 2 - Gondola Technical Study</b>	<b>Task 3 - Alternatives Study</b>	<b>Task 4 - Stakeholder Outreach</b>	<b>Task 5 - Final Report / Board Approval</b>	<b>Total</b>
SFMTA	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ <b>5,000</b>
SFCTA	\$ 7,612	\$ 11,260	\$ 7,786	\$ 7,049	\$ 9,793	\$ <b>43,500</b>
Consultant	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ <b>100,000</b>
Other Direct Costs *	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ <b>1,500</b>
Contingency (12%)	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ <b>20,000</b>
* Direct Costs include mailing, repr	\$ <b>12,612</b>	\$ <b>131,260</b>	\$ <b>7,786</b>	\$ <b>8,549</b>	\$ <b>9,793</b>	\$ <b>170,000</b>

<b>DETAILED LABOR COST ESTIMATE - BY AGENCY</b>						
<b>SFMTA</b>	<b>Hours</b>	<b>Base Hourly</b>	<b>Overhead</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Total</b>
Transportation Planner IV	22.41	\$ 84.84	2.63	\$ 223.13	0.01	\$ <b>5,000</b>
<b>Total</b>	<b>22.41</b>				<b>0.01</b>	\$ <b>5,000</b>

<b>SFCTA</b>	<b>Hours</b>	<b>Base Hourly</b>	<b>Overhead</b>	<b>Fully Burdened</b>	<b>FTE</b>	<b>Total</b>
Deputy Director	45.00	\$123.00	2.42	\$ 297.30	0.02	\$ 13,379
Principal Engineer	86.34	\$93.92	2.42	\$ 227.01	0.04	\$ 19,599
Principal Transportation Planner	35.00	\$77.85	2.42	\$ 188.16	0.02	\$ 6,586
Communications Manager	20.00	\$60.30	2.42	\$ 145.93	0.01	\$ 2,919
Senior Graphic Designer	8.00	\$52.58	2.42	\$ 127.24	0.00	\$ 1,018
<b>Total</b>	<b>194.34</b>				<b>0.09</b>	\$ <b>43,500</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Laguna Honda Gondola Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$170,000	<b>Total PROP L Recommended</b>	\$170,000

<b>SGA Project Number:</b>		<b>Name:</b>	Laguna Honda Gondola Study
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2026
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-227	\$80,000	\$85,000	\$165,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and a summary of feedback received. work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion, provide Gondola technical feasibility study memo.
3. Upon completion, provide Laguna Honda shuttle alternative memo.
4. Upon completion, provide outreach memo.
5. Upon completion, provide draft and final Laguna Honda Gondola Study.

**Special Conditions**

1. The recommended allocation is contingent upon amendment of the Development Oriented Transportation 5YPP. See attached 5YPP amendment for details.
2. Upon completion, SFCTA shall present Laguna Honda Gondola Study to the Board for approval anticipated by December 2025.

<b>SGA Project Number:</b>		<b>Name:</b>	Laguna Honda Gondola Study
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	

<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%
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**Cash Flow Distribution Schedule by Fiscal Year**

<b>Fund Source</b>	<b>FY2024/25</b>	<b>Total</b>
PROP L EP-227	\$5,000	\$5,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and a summary of feedback received. work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

<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	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Laguna Honda Gondola Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$170,000
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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>	Ahmed Thleiji	Anna LaForte
<b>Title:</b>	Rail Program Principal Engineer	Deputy Director for Policy & Programming
<b>Phone:</b>	(415) 522-4808	(415) 522-4805
<b>Email:</b>	ahmed.thleiji@sfcta.org	anna.laforte@sfcta.org

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
 Development Oriented Transportation (EP 27)  
 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	
TBD	Bi-County Study Follow-on Placeholder	TBD	Programmed			\$200,000			\$200,000
TBD	Development Oriented Transportation Planning Placeholder <sup>1</sup>	PLAN/CER	Programmed		\$70,000				\$70,000
TBD	West Side Network Plan	PLAN/CER	Programmed		\$250,000				\$250,000
TBD	West Side Network Implementation Placeholder	TBD	Programmed			\$1,200,000			\$1,200,000
SFCTA	Laguna Honda Gondola Study <sup>1</sup>	PLAN/CER	Pending		\$170,000				\$170,000
Total Programmed in 2023 5YPP				\$0	\$490,000	\$1,400,000	\$0	\$0	\$1,890,000
Total Allocated and Pending				\$0	\$170,000	\$0	\$0	\$0	\$170,000
Total Unallocated				\$0	\$320,000	\$1,400,000	\$0	\$0	\$1,720,000
Total Programmed in 2023 Strategic Plan				\$0	\$490,000	\$1,400,000	\$0	\$0	\$1,890,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

**FOOTNOTES:**

- <sup>1</sup> 5YPP amendment to fund Laguna Honda Gondola Study (Resolution 2025-XXX, 10/XX/2024):  
 Development Oriented Transportation Planning Placeholder: Reduced from \$240,000 in FY2024/25 to \$70,000.  
 Laguna Honda Gondola Study: Added project with \$170,000 in FY2024/25.



**San Francisco  
County Transportation  
Authority**

BD0100824

RESOLUTION NO. 25-XX

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RESOLUTION ALLOCATING \$8,257,000 AND APPROPRIATING \$165,000 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of \$8,422,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Prop L Muni Reliability and Efficiency Improvements; Muni Maintenance; Caltrain Maintenance; Safer and Complete Streets; and Development Oriented Transportation programs; and

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

WHEREAS, Three of the requests are consistent with the relevant 5YPP; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the District 4 Street Improvements requires amendment of the Prop L Safer and Complete Street 5YPP to add this project with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, The Transportation Authority and SFMTA's request for the Laguna Honda Gondola Study requires amendment of the Prop L Development Oriented Transportation 5YPP to add this project with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$8,257,000 and appropriating \$165,000 in Prop L funds, with conditions, for five requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L



allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's Fiscal Year 2024/25 annual budget to cover the proposed actions; and

WHEREAS, At its September 25, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and after discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Safer and Complete Street 5YPP to add the District 4 Street Improvements project with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop L Development Oriented Transportation 5YPP to add the Laguna Honda Gondola Study with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$8,257,000 and appropriates \$165,000 in Prop L funds, with conditions, for five requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, and the relevant 5YPPs; and be it further

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



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

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

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

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

Attachments:

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

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# Memorandum

## AGENDA ITEM 7

**DATE:** September 26, 2024

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 10/8/2024 Board Meeting: Amend the Prop K Grant for 1399 Marin Street Maintenance Facility to Allow the San Francisco Municipal Transportation Agency (SFMTA) to Use the Remaining Balance of \$6,551,819 to Fund a Revised Scope of Work and Amend the Prop K Grant for Fall Protection to allow SFMTA to Use \$750,000 in Cost Savings to Expand the Scope of Work

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Amend the Prop K grant for 1399 Marin Street Maintenance Facility (Design) to allow SFMTA to use \$6,551,819 to fund:</p> <ol style="list-style-type: none"> <li>1. Muni Metro East and 1399 Marin Improvements (Design) (\$1,153,450)</li> <li>2. Muni Metro East and 1399 Marin Improvements (Construction) (\$5,398,369)</li> </ol> <p>Amend the Prop K grant for Fall Protection (Construction) to allow SFMTA to use \$750,000 in cost savings to fund:</p> <ol style="list-style-type: none"> <li>3. Fall Protection [increase locations from 7 to 9] (Construction)</li> </ol> <p><b>SUMMARY</b></p> <p>SFMTA is requesting approval of a revised scope of work for the 1399 Marin Street Maintenance Facility (Design) project to use the Prop K grant for improvements at 1399 Marin and Muni Metro East to allow the facilities to provide light maintenance and multi-year storage for the trolley coach fleet while the Potrero Division Yard is under construction. The proposed new scope is reflective of the SFMTA’s plan for delivering the Potrero Modernization Project, which was updated in 2023. SFMTA has also requested amendment to the Prop K-funded Fall Protection project to use cost savings</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input 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 checked="" type="checkbox"/> Other: _Prop K SGA Amendment_</li> </ul>
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<p>to install fall protection systems at two additional facilities (Islais Creek and Woods), along with some additional work at the Green Light Rail Center. The proposed new scopes are eligible under the Prop K Expenditure Plan program that funded the original grants (Muni facilities maintenance and renovation), are closely related to the original scopes, and are time sensitive because the projects are ready to start immediately. Attachment 2 provides a brief description of the proposed amended project scopes that the SFMTA is requesting for the aforementioned Prop K grants. SFMTA staff will attend the meeting to answer any questions the Board may have regarding these requests.</p>	
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## **BACKGROUND**

When San Francisco voters approved Prop L in November 2022, the new Prop L Expenditure Plan superseded the Prop K Expenditure Plan (2003) and assumed Prop K financial liabilities including open Prop K grants with remaining balances. We continue to monitor these Prop K grants, closing them out and de-obligating remaining funds when projects are completed. De-obligated funds are treated as Prop L revenues and will be incorporated through Prop L Strategic Plan updates. Project sponsors may request amendments of Prop K grants to use funds for a revised scope that is consistent with the original intent of the grant (e.g., accommodating the SFMTA's trolley coach fleet during Potrero maintenance facility construction) or to use cost savings for new scope that is closely related to the original scope of work (e.g., installing fall protection systems at two additional facilities); eligible per the Prop K program from which the funds were; and, the project is ready to proceed in a timely fashion.

## **DISCUSSION**

We are recommending amendments to the two aforementioned Prop K grants as requested by the SFMTA to allow remaining funds to be used for related scope that is consistent with eligibility for the Prop K program from which the funds were originally allocated (e.g., Muni facilities maintenance and renovation). Attachment 1 summarizes the proposed amendment requests. Attachment 2 includes a brief description of the new project scope and a summary of the staff recommendation, 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 amend the aforementioned Prop K Standard Grant Agreements to allow \$7,301,819 from those grants to be applied to revised project scopes as described above. The expenditure of those funds would be subject to the amended Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Form and Updated Standard Grant Agreement.

Sufficient funds are included in the Transportation Authority's Fiscal Year 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 considered this item at its September 25, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Amendment Requests
- Attachment 2 - Descriptions of Projects
- Attachment 3 - Allocation Request Forms (2)
- Attachment 4 - Resolution

## Attachment 1: Summary of Amendment Requests

Existing Prop K Grants					Proposed Scope Amendments			
SGA Number <sup>1</sup>	Project Name (Sponsor) <sup>2</sup>	Phase	Amount Allocated	Remaining Balance	Project Name (Sponsor)	Phase	Amount Requested	District(s)
120-910078	1399 Marin Street Maintenance Facility (SFMTA)	Design	\$ 6,619,800	\$ 6,551,819	Muni Metro East and 1399 Marin Improvements (SFMTA)	Design	\$ 1,153,450	citywide
					Muni Metro East and 1399 Marin Improvements (SFMTA)	Construction	\$ 5,398,369	citywide
120-910050	Fall Protection (SFMTA)	Construction	\$ 11,950,000	\$ 750,000	Fall Protection (SFMTA) [Increase locations from 7 to 9 facilities.]	Construction	\$ 750,000	citywide
Total Remaining Balance				\$ 7,301,819	Total Requested Funds			\$ 7,301,819

<sup>1</sup> SGA stands for Standard Grant Agreement

<sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)

**Attachment 2:  
Descriptions of Projects**

Sponsor	Project Name	Amount Requested	Amendment Description
SFMTA	Muni Metro East and 1399 Marin Improvements	\$ 6,551,819	<p>SFMTA requests a scope change to the 1399 Marin Street Maintenance Facility (design) project to allow Prop K funds to be used for the design (\$1,153,450) and construction (\$5,398,369) phases of capital improvements at 1399 Marin Street and Muni Metro East (MME) facilities. The proposed project is consistent with the original intent of the grant which is to accommodate the SFMTA's trolley coach fleet during Potrero Division Yard construction.</p> <p>In 2022, the Transportation Authority allocated \$6,619,800 in Prop K funds for design of a temporary maintenance facility at 1399 Marin for trolleybuses normally stored and maintained at the Potrero Division Yard. This original scope assumed that during the Potrero Modernization Project, these trolleybuses would be in service and stored at the MME expansion area and maintained at 1399 Marin. The proposed new scope is reflective of the SFMTA's plan for delivering the Potrero Modernization Project, which was updated in 2023 and includes a portion of the SFMTA's fleet of trolleybuses (90-60' and 30-40' buses) being taken out of service for a period currently estimated at 3-4 years. During such time, these trolleybuses will require light maintenance at 1399 Marin and multi-year storage at MME. All service for the routes at Potrero Yard will be served by a combination of trolley and motor coaches and will move to other divisions while the yard is closed. The service plan is still being developed.</p> <p>The proposed scope consists of improvements at both 1399 Marin Street and MME, including leveling and improving the ground conditions for pavement (at 1399 Marin) or gravel (at MME), new fencing, new electrical connections for new lighting and security cameras, battery charging units, and security stations. The scope at MME also includes storage of trolleybus parts and a staff trailer. SFMTA expects that the project will be open for use by March 2025.</p>

**Attachment 2:  
Descriptions of Projects**

SFMTA	Fall Protection	\$ 750,000	<p>SFMTA requests approval to use \$750,000 in Prop K cost savings from the Fall Protection project construction phase, which is now completed, to expand the scope from seven to nine maintenance facilities by adding the Islais Creek and Woods facilities. SFMTA would also use the cost savings to add 4-6 new guard rails to the elevated platform at the Green Light Rail Center to adequately prevent maintenance personnel from falling off the LRV rooftop. Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, platform extensions and disconnect switches. SFMTA expects the project will be open for use by June 2026.</p>
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro East and 1399 Marin Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Muni Maintenance
<b>Current PROP K Request:</b>	\$6,551,819
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

The project will implement storage, safety and security improvements to protect 120 trolleybuses (90-60' and 30-40' buses) while they are placed into storage and maintenance for a period currently estimated at 3-4 years while the Potrero Division Yard is rebuilt into a larger modern facility to serve the City of San Francisco for the next 100 years. Prop K funds will be used for leveling and improving the ground conditions, new fencing, new electrical connections for new lighting and security cameras, trolleybus parts storage, and battery charging units.

### Detailed Scope, Project Benefits and Community Outreach

#### OVERVIEW

In June 2022, the Transportation Authority allocated \$6,619,800 in Prop K funds for the design phase of the 1399 Marin Street Maintenance Facility project. The original scope included the design of a temporary maintenance facility at 1399 Marin Street for electric trolleybuses normally stored and maintained at the Potrero Division yard. This scope assumed that during the Potrero Modernization Project, trolleybuses would be in service and stored at the Muni Metro East (MME) expansion area and maintained at 1399 Marin.

SFMTA requests to use \$6,551,819 in remaining Prop K funds for the design and construction phases for capital improvements at both 1399 Marin and MME. The updated scope reflects the SFMTA's current plan for delivering the Potrero Modernization Project, with the SFMTA's fleet of 90-60' and 30-40' electric trolley buses to be taken out of service for a period currently estimated at 3-4 years during Potrero Yard construction. The trolley buses will require light maintenance at 1399 Marin and multi-year storage at MME. This proposed scope of work is consistent with the original intent of the grant which is to accommodate the trolley coach fleet during the Potrero construction.

#### ORIGINAL SCOPE

The original scope was for the design phase of a larger \$175 million investment that would have turned 1399 Marin Street into a temporary but still full "pivot yard" to maintain the 120+ trolleybus fleet

from the Potrero Yard Modernization while it closes for major renovations. The \$175 million investment was intended for a series of critical path “pre-Potrero project” actions not only for 1399 Marin but also MME that would have needed to occur prior to construction at the Potrero site. In 2023 SFMTA decided to forgo investing \$175 million to construct comprehensive relocation facilities for the Potrero Division at 1399 Marin and MME. Instead, SFMTA developed a scaled down version with a modest scope of improvements to accommodate bus storage and light maintenance but not a comprehensive bus operating division as was originally envisioned. This change of scope will result in significant savings with projects totaling approximately \$6.5 million versus the previously \$175 million estimation.

The two main reasons for this change of scope and scale down are the following:

1. The COVID pandemic resulted in lower ridership levels which allowed SFMTA to lean more heavily on its diesel hybrid fleet to provide daily transit service, while simultaneously removing 120 trolleybuses (90-60’ vehicles and 30-40’ vehicles) and placing them into “maintained storage” while the new Potrero Division is built.
2. The failure of the 2022 bond measure removed the primary funding source for the pivot division program and forced SFMTA to rethink its approach to the “pre-Potrero project” actions. The larger “pivot yard” project was abandoned and replaced with a simpler plan that is estimated to cost \$6.5 million in capital dollars.

## NEW SCOPE

The SFMTA requests to use the Prop K funds remaining for the design phase of the 1399 Main Street Maintenance Facility for capital improvements at the 1399 Marin site and the MME site. The capital improvements, which can be described as "pre-Potrero project actions" required for the larger Potrero Modernization Project to move forward, and consist of the following work at each site:

### 1399 Marin

- Leveling and improving the ground conditions for pavement
- New fencing
- New electrical connections for new lighting and security cameras
- Security stations

### MME

- Leveling and improving the ground conditions for gravel
- New fencing
- New electrical connections for new lighting and security cameras
- Battery charging units
- Security stations
- Storage of trolleybus parts
- Staff trailer

During the construction of Potrero Yard, all service for the routes at Potrero Yard will be served by a combination of trolley and motor coaches and will move to other divisions while the yard is closed. The service plan is still being developed.

## Project Location

Marin Yard (1399 Marin St.) and Metro East Yard (601 25th St.)

<b>Is this project in an Equity Priority Community?</b>	No
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Does this project benefit disadvantaged populations?	No
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### Project Phase(s)

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

### 5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
PROP K Amount	\$6,551,819.00

### Justification for Necessary Amendment

The requested funds are remaining from a Prop K grant for the design phase for comprehensive upgrades to the 1399 Marin Street maintenance facility. SFMTA is requesting to use the remaining funds for design and construction of less intensive upgrades to 1399 Marin Street and the MME maintenance facilities, which is eligible for the Prop K program from which the funds were originally allocated. Further, the project is ready to advance to the construction phase this fall and is consistent with the intent of the original grant, which is to accommodate the trolley coach fleet during the Potrero construction.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro East and 1399 Marin Improvements
<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)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2024	Oct-Nov-Dec	2024
Advertise Construction	Jul-Aug-Sep	2024		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2025

## SCHEDULE DETAILS

The multiple projects at both locations need to be completed by early 2025 to remain in sync with plans for a shutdown and departure of SFMTA staff and equipment from the Potrero Division that is tentatively scheduled for March-April 2025.



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro East and 1399 Marin Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-120M: Muni Maintenance	\$6,551,819	\$0	\$0	\$6,551,819
Developer's Fee (Mission Rock)	\$0	\$0	\$699,500	\$699,500
<b>Phases In Current Request Total:</b>	<b>\$6,551,819</b>	<b>\$0</b>	<b>\$699,500</b>	<b>\$7,251,319</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,153,450	\$1,153,450	SFMTA & PW Staff and Contract Vendors
Construction	\$6,097,869	\$5,398,369	SFMTA & PW Staff and Contract Vendors
Operations	\$0		
Total:	\$7,251,319	\$6,551,819	

<b>% Complete of Design:</b>	10.0%
<b>As of Date:</b>	09/12/2024
<b>Expected Useful Life:</b>	10 Years

# San Francisco County Transportation Authority

## Prop K Allocation Request Form

### MAJOR LINE ITEM BUDGET

1399 MARIN SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 310,500	
2. Consultant		
3. Other Direct Costs *	\$ -	
4. Contingency	\$ 31,050	10%
<b>TOTAL PHASE</b>	<b>\$ 341,550</b>	

MME SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 729,000	
2. Consultant		
3. Other Direct Costs *	\$ 10,000	
4. Contingency	\$ 72,900	10%
<b>TOTAL PHASE</b>	<b>\$ 811,900</b>	

**GRAND TOTAL**                      **\$ 1,153,450**



## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro East and 1399 Marin Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$6,551,819	<b>Total PROP K Recommended</b>	\$6,551,819

<b>SGA Project Number:</b>		<b>Name:</b>	Muni Metro East and 1399 Marin Improvements
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2025
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

Cash Flow Distribution Schedule by Fiscal Year		
Fund Source	FY2024/25	Total
PROP K EP-120M	\$1,153,450	\$1,153,450

<b>Deliverables</b>
1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

<b>SGA Project Number:</b>		<b>Name:</b>	Muni Metro East and 1399 Marin Improvements
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	03/31/2026
<b>Phase:</b>	Construction	<b>Fundshare:</b>	88.53%

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2024/25	FY2025/26	Total
PROP K EP-120M	\$4,648,369	\$750,000	\$5,398,369

<b>Deliverables</b>
---------------------

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

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	9.65%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	9.65%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro East and 1399 Marin Improvements
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

**Current PROP K Request:** \$6,551,819

- 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>	Paul Bignardi	Joel C Goldberg
<b>Title:</b>	Project Manager	Grants Procurement Manager
<b>Phone:</b>	555-5555	555-5555
<b>Email:</b>	paul.bignardi@sfmta.com	joel.goldberg@sfmta.com

**ATTACHMENT 3**  
**San Francisco County Transportation Authority**  
**Prop K/Prop AA Allocation Request Form**

**Proposed scope amendment** **135**  
**(9/16/24)**

**FY of Allocation Action:** 2016/17

**Project Name:** Fall Protection

**Grant Recipient:** San Francisco Municipal Transportation Agency - MUNI

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Facilities-Rehabilitation, upgrade and replacement of existing facilities: (EP-20)

**Prop K EP Line Number (Primary):** 20      **Current Prop K Request:** \$ 11,950,000

**Prop K Other EP Line Numbers:** \_\_\_\_\_

**Prop AA Category:** \_\_\_\_\_

**Current Prop AA Request:** \$ -

**Supervisorial District(s):** Citywide

**REQUEST**

**Brief Project Description:**

The project shall install California Occupational Safety and Health Administration compliant fall protection systems at seven SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn, West Portal. [Cost savings will be used for scope at Green, Islais Creek, and Woods.](#)

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

The SFMTA seeks funding for the construction phase to install California Occupational Safety and Health Administration compliant Fall Protection Systems at various SFMTA facilities. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, platform extensions and disconnect switches. Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. To create more space for passengers, more public transit vehicles are being designed with power, fuel, cooling and electrical systems on the roof rather than at the back or bottom of the vehicle. This creates a fall hazard for the people who maintain the vehicles. Without Fall Protection Systems, maintenance workers put themselves at a high risk for slips, trips and falls while working atop vehicles. The goal for this project is to prevent and protect against maintenance worker falls and to minimize the risk of injury or death upon a fall. [SFMTA has completed the original scope of work at seven facilities and requests to use \\$750,000 in cost savings for additional guardrails at Green and fall protection systems at Islais Creek and Woods.](#)

**Project Location:**

SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal, [Islais Creek, and Woods.](#)

**Project Phase:**

Construction (CON)

**Map or Drawings Attached?**  Yes

**Other Items Attached?**  Yes

San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K  
5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater  
than the amount programmed in  
the relevant 5YPP or Strategic  
Plan? Greater than Programmed Amount

Prop K 5YPP Amount: \$ - Prop AA  
Strategic Plan  
Amount:

Please describe and justify the necessary amendment:

The SFMTA requests a 5YPP amendment to the Muni Facilities category to fund the project. The amendment includes the following reprogramming: \$1,496,673 in placeholder funds for development and implementation of various facility plans; \$3,892,001 in deobligated funds from prior 5YPP cycles; \$2,428,500 from the Muni Metro East paint and body shop which will not be advancing; and \$4,132,826 from the Woods renovation project, which was funded from other sources and is substantially completed.



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

Introduction

The Fall Protection project will improve worker safety by installing fall protection systems (FP) compliant with the California Occupational Safety and Health Administration (OSHA) regulations. A complete FP consists of protections to prevent maintenance workers from falling and from injury should a fall occur. Protecting maintenance worker area in conjunction with fall arrest systems and in coordination with Overhead Contact System (OCS) power shutoff provides for a complete FP. OCS power shutoff is performed by the use of a new operable manual disconnect switch.

Compliant FPs are planned for seven facilities that include Muni Metro East (MME), Potrero, Metro Green LR Center, Cameron Beach, Duboce Yard, West Portal roof structure and Cable Car Barn. As part of this project, four facilities are evaluated for additional new disconnect switches to de-energize OCS power in coordination with new fall protection upgrades. The four facilities include Potrero, Metro Green LR Center, Cameron Beach, and the Duboce Yard.

The relocation of incidental facility systems such as overhead lighting, miscellaneous conduits, heating ducts, radiant heating systems, storm drains, and other facility systems are necessary upon installing the new FP systems and OCS disconnect switches. As necessary, this project will relocate or reroute these incidental facilities, utilities, and systems.

**Existing Fall Protection Systems & OCS Disconnect Switch Systems at Project Facilities**

1. Muni Metro East (MME)

The Muni Metro East facility, built in 2008, is one of SFMTA's newest light rail vehicle (LRV) maintenance facilities. The scope of work at this facility is limited to one permanent elevated platform that utilizes folding bridge apparatus to gain access to LRV rooftops. Fall Arrest is addressed with a tie-off cable harness system which ties-off from the elevated platform guard railings. An overhead crane is also used at this facility which serves to lift LRV rooftop equipment.

Currently, the existing elevated platform has a 30 inch gap between the elevated platforms and the LRV rooftop where personnel are susceptible to falling off the LRV rooftop after gaining access. The lack of support railings around all side of the LRV rooftop is a current FP non-compliance issue.

The need to address the existing operability of the OCS system at MME was not identified in the CIP phase of this project nor in the scope of work for the Conceptual Engineering Report (CER). Maintenance workers also indicated that the existing disconnect switch is adequate and meets their needs.

To address FP at the elevated platforms, platform strengthening and a new platform extension, including extended floor grading, are necessary. The existing fall arrest system, which includes tie-off of the existing guard railings, is adequate and will continue to be utilized.

2. Potrero Facility (trolley coach maintenance and storage)

The Potrero facility provides trolley coach storage and maintenance services and it has 10 running repair maintenance lanes, some with in ground service repair pits. The scope of work for this project is to upgrade and provide compliant FP within the running repair maintenance area at this facility.

Limited fall protection systems currently exist within the facility running repair maintenance areas.

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

Maintenance workers are using portable scaffolds surrounding all corners of the trolley coach for FP compliance while working atop the coach. The uses of the scaffolds are in limited supply at the facility. There are approximately 60 feet of overhead dual rail installed at the facility running repair, Lane 27, where the dual rail system has been useful and effective in addressing FP. As well, floor space and access space around the trolley coaches are very tight and do not provide adequate space to utilize portable scaffolds. Although greater demands exist to access the trolley coach rooftops for maintenance and repairs, the current conditions at Potrero facility has limited work areas to gain access to vehicle rooftops due to the limited workspace, much of the work area is not in compliance with FP, and the ability to de-energize the overhead lines is limited.

Currently, 2 of the 10 maintenance lanes at this facility have operable manual disconnect switches, lanes 23 and 27. There are three main OCS disconnect switches, within the running repair area, that are not readily operable because these switches are non-load break switches, require the assistance of Overhead Lines personnel to operate them, and the main disconnect switches de-energize about 1/3 of the running repair service area causing significant work inefficiencies upon their use. The disconnect switches at lanes 23 and 27 are up to date and can assist to provide maintenance personnel the ability to de-energize OCS power to gain access to the coach rooftops. Maintenance running repair lanes 21, 22, 24, 25, 26, 28, and 29 do not currently have local operable manual disconnect switches resulting in restricted access near OCS wires and vehicle rooftops. After careful review of the FP needs at this facility, it was agreed that vehicle rooftop access is needed for running repair lanes 21, 22, 23, 24, 26, and 27 where this CER only addresses FP for these specific running repair lanes.

In the current configuration, the Potrero facility has limited operability to de-energize the overhead lines for 8 of 10 maintenance lanes. Greater flexibility to control and de-energize overhead lines can be gained by installing local manual disconnect switches for each maintenance lane where it is needed. Additional disconnect switches are planned for lanes 21, 22, 24, and 26 where the greatest needs currently exist.

Running repair lane 27 is powered from the southern end of the facility whereas all other running repair lanes OCS are powered from the northern end. To improve OCS operations it is best to repower lane 27 from the northern end of the facility to match the existing power routing and controls.

To address compliant FP at this facility, the installation of dual rail system in conjunction with fall arrest harness system is planned. In order to install the dual rail system and fall arrest system some localized building strengthening will be necessary. The new dual rail FP will be installed in running repair lanes 21, 22, 23, 24, 26, and 27 where this configuration supports the current trolley maintenance service plans and needs.

3. Metro Green Light Rail Center ([ADDITIONAL SCOPE](#))

The Metro Green Light Rail Center performs maintenance services and parking for LRVs. The project scope at this facility is to provide adequate and compliant FP for LRV maintenance tracks 5 through 8. The existing maintenance tracks have elevated steel platforms that provide access to LRV rooftops; one elevated steel platform structure is located between maintenance tracks 5 and 6 and another elevated steel platform structure is located between tracks 7 and 8.

Fall arrest is addressed, currently, by the use of safety harness and cable tied-off to the existing elevated platform guard rails. The current FP system is not adequate because once maintenance workers leave the elevated platform to access the LRV rooftops protections to prevent maintenance workers from falling do not exist and the existing platform do not meet OSHA Regulations loading requirements (see Structural section page 1-4 for loading requirements).

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

To comply with FP requirements, the elevated platform needs structural strengthening and new guard rails to surround the entire LRV rooftop area. This solution provides a complete enclosure that helps to prevent maintenance personnel from falling off the LRV rooftop while atop the LRV and provides adequate loading for use of the fall arrest system. FP compliant accessible areas on the elevated platform will need to be limited to 96 feet length of the platform (about 1 LRV - the existing length of the platform is 128 feet) due to limited strengthening and guard railing opportunities due to conflicts within the building structure and the adjacent crane.

There is one disconnect switch for each maintenance tracks at Metro Green Light Rail Center. Each of the disconnect switches is a non-load switch, unsafe to operate when under LRV loading, and is unsuitable for routine usage. To provide greater maintenance flexibility in controlling OCS power at each maintenance track, this project will install 2 to 3 new disconnect switch for each maintenance track 5 through 8. The quantity of disconnect switches is determined by the number of LRVs that each maintenance lane can accommodate. The new disconnect switch will be manually operable by maintenance personnel and they will be located on the facility ground level. The disconnect switch will also have lighting indications at the elevated platform and within the pit area of each maintenance track. [The elevated platform needs an additional 4-6 new guard rails for safety requirements to adequately prevent maintenance personnel from falling off the LRV rooftop.](#)

4. Cameron Beach Facility (Historic Streetcar maintenance and storage)

The scope of work at the Cameron Beach facility is limited to 5-locations, at maintenance tracks 15 through 19. FP is addressed at track 15 with a suspended cable system at the north end and a ceiling mounted dual rail system at the southern end. Track 16 contains two paint booths. FP is addressed at track 16 with a suspended cable system. Tracks 15 and 16 do not use fall protection but rather fall arrest only. Tracks 17 to 19 use suspended elevated platforms to access the LRV rooftops, one suspended platform is located between tracks 17 and 18 and another is located between tracks 18 and 19. FP is addressed for tracks 17 to 19 with guard rails at the platform and fall arrest systems attached to the platform's guardrail framing. Should maintenance access the LRV rooftop then there is no current fall protection to minimize falling off the LRV rooftop. There are only fall arrest systems, which are intended to minimize injury and deaths, currently located at this facility.

The goal for Cameron Beach facility is to improve safety for maintenance workers by verifying that the exiting FP arrest systems are adequate and meet OSHA Regulations. When necessary structural strengthening at the facility will be perform as well as adding new dual rail systems for Tracks 15 and 16. For Tracks 17 to 19, reinforcement of the exiting catwalk frame structure will be needed as well as adding new dual rails to provide for an adequate fall arrest system. New fall arrest equipment will also be provided under this project.

In addressing FP at this facility localized building structural strengthening is necessary. Strengthening will be done differently for each track. For track 15, for instance, if needed, strengthen will be done within ceiling area of the track to support and accommodate the installation of new ceiling mounted dual rail system. For track 16, framing strengthening will be needed inside and outside of the paint booths to accommodate overhead dual rail system. At tracks 17 through 19, the overhead catwalk will need strengthening to accommodate side railing dual rail system and new guard rails located on the opposite sides of the track platform will provide for fall protection. The new guard rail opposite of the suspended catwalk at tracks 17 through 19 will be mounted onto the facility structure. Photos of the facilities existing FP conditions are provided in the structural section of this report; see page 6-3 through 6-8.

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

5. Duboce Yard

The Duboce Yard provides storage and maintenance servicing mostly for Historic Streetcars and LVRs. Currently, gaining access to LRV rooftops is done not readily permitted due to the lack of FP. FP is currently not readily addressed at this yard but electrical safety is addressed where there is a disconnect switch to de-energize power at the yard. The current disconnect switch is old, non-load disconnect switch and unsafe to operate by maintenance personnel. Also, there is a broken OCS insulator near the disconnect switch that will be replaced.

To address FP at this location, a new leveled slab over portions of the existing sloped pit will be constructed for a level foundation for future portable scaffolds. The floor level slab will require the removal of the existing raised deck, storage racks, and sitting bench within the site. Also, the workspace within the existing pit will be reduced since it will be filled in at the outer side of the trackway. The disconnect switch will be replaced with an updated disconnect switch that can be operated by maintenance personnel. The disconnect switch will also have indication lighting located at the disconnect switch and within the existing in underground pit.

6. West Portal Roof Structure

The West Portal Roof Structure is located above the eastern end of West Portal station and adjacent to the tennis court located on Ulloa Avenue. The roof structure provides roof coverage between the eastern portion of the station and the west end of Twin Peaks Tunnel. The roof structure is a dome-shaped concrete slab. In addressing rooftop maintenance such as gutter cleaning, FP is needed and does not currently exist. Staff is currently roping to the adjacent tennis court fencing for fall arrest. This use for FP does not meet OSHA Regulations.

The installation of an anchor cabling system is planned for this location to address FP compliance to improve workers safety. This system will provide an adequate fall arrest system that will improve safety and minimize maintenance worker injury.

7. Cable Car Barn

The Cable Car Barn is SFMTA's oldest maintenance facility. Personnel must access a cable car vehicle rooftop to perform mostly rooftop painting by hand. This method requires that maintenance workers be physically on the rooftop of the cable car. Due to the future development of the new Cable Car Barn Paint Shop, it was determined that a ceiling mounted fall arrest system would not work. The best option for this facility is the procurement and installation of customized portable scaffolding.

8. Islais Creek (ADDITIONAL SCOPE)

Islais Creek facility is located on Indiana St near the Islais Creek channel. Facility personnel must access the interior of the facility rooftop to access roof mechanical equipment for maintenance and servicing. An elevated pilot catwalk was previously constructed to allow access. However, a retrofit of the pilot catwalk is required for safety reasons. Additional structural components need to be installed on the pilot catwalk.

9. Woods Facility (ADDITIONAL SCOPE)

Facility staff must access bus rooftop for maintenance and servicing. The best option for this facility is the procurement and installation of customized portable scaffolding. The purpose of the scaffolding set would be to gain bus roof access to perform repairs safely. The scaffolds provide a staircase, guard rails, ladders and platforms for roof access.

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

**Project Name:** Fall Protection

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** Determination that CEQA does not apply

**PROJECT DELIVERY MILESTONES**

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2015	Jul-Sep	2015
Environmental Studies (PA&ED)			Apr-Jun	2015
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			<del>Apr-Jun</del> <del>Jan-March</del>	<del>2026</del> <sup>18</sup>
Project Completion (means last eligible expenditure)			<del>Jul-Sep</del> <del>April-June</del>	<del>2026</del> <sup>19</sup>

**SCHEDULE DETAILS**

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The work will be internal to SFMTA facilities and therefore no public outreach or work with other city agencies is needed. On April 20, 2015 the Planning Department issued a determination that the California Environmental Quality Act does not apply to the subject project.

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

**Project Name:** Fall Protection

**FUNDING PLAN - FOR CURRENT REQUEST**

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -		\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 11,950,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,950,000</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 11,950,000</b>	<b>\$ -</b>	<b>\$ 2,036,640</b>	<b>\$ 13,986,640</b>

**COST SUMMARY**

Show total cost for ALL project phases (in year of expenditure dollars) based on best available information. Source of cost estimate (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 495,044	\$ -		Actuals
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 1,541,596	\$ -	\$ -	Actuals + Engineer's estimate to complete
Construction (CON)	\$ 11,950,000	\$ 11,950,000	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 13,986,640</b>	<b>\$ 11,950,000</b>	<b>\$ -</b>	

% Complete of Design:  as of   
 Expected Useful Life:  Years

**PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST** (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 2,000,000	\$ 9,500,000	\$ 450,000	\$ -	\$ -	\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

Project Name: Fall Protection

**MAJOR LINE ITEM BUDGET**

**PROJECT BUDGET - CONSTRUCTION**

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract (see details attached)	\$ 7,590,484				\$ 7,590,481
2. Construction Management/Support	\$ 1,415,637	19%	\$ -	\$ 1,415,637	
3. SFMTA Engineering + PM Support	\$ 437,085	6%	\$ -	\$ 437,085	
4. DPW Engineering + PM Support	\$ 189,665	3%	\$ 189,665	\$ -	
5. SFMTA Operations & Maintenance Support	\$ 195,129	3%	\$ -	\$ 195,129	
6. Department of Building Inspection Permits	\$ 147,000	2%		\$ 147,000	
7. Contingency	\$ 1,965,600	26% Phase	\$ -	\$ 1,965,600	
8. Attorney Costs	\$ 500				
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 11,941,100</b>		<b>\$ 189,665</b>	<b>\$ 4,160,451</b>	<b>\$ 7,590,481</b>

<b>TOTAL CONSTRUCTION PHASE (rounded)</b>	<b>\$ 11,950,000</b>
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San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

Project Name: Fall Protection

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract (see details attached)	\$ 7,350,000				\$ 7,350,000
2. Construction Management/Support	\$ 1,323,000	18%	\$ -	\$ 1,323,000	
3. SFMTA Engineering + PM Support	\$ 588,000	8%	\$ -	\$ 588,000	
4. DPW Engineering + PM Support	\$ 252,000	3%	\$ 252,000	\$ -	
5. SFMTA Operations & Maintenance Support	\$ 315,000	4%	\$ -	\$ 315,000	
6. Department of Building Inspection Permits	\$ 147,000	2%		\$ 147,000	
7. Contingency	\$ 1,965,600	20% Phase	\$ -	\$ 1,965,600	
8. Attorney Costs	\$ 500				
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 11,941,100</b>		<b>\$ 252,000</b>	<b>\$ 4,338,600</b>	<b>\$ 7,350,000</b>

<b>TOTAL CONSTRUCTION PHASE (rounded)</b>	<b>\$ 11,950,000</b>
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**MUNI TROLLEY METRO FACILITIES  
FALL PROTECTION AND DISCONNECT SWITCH PROJECT  
CONTRACT NO. 1293**

Engineer's Estimate

Prepared by - Name: A. Bryant

ITEM	BID ITEM DESCRIPTION	TOTAL AMOUNT
1	MOBILIZATION & DEMOBILIZATION (Sec bid item description under section 01220 for limitations)	\$ 250,000
2	DEMOLITION	\$ 326,660
3	ALLOWANCE FOR DIFFERING SITE CONDITIONS	\$ 100,000
4	ALLOWANCE FOR REIMBURSABLE EXPENSES	\$ 100,000
5	ALLOWANCE FOR UNFORESEEN ELECTRICAL and COMMUNICATION WORK	\$ 200,000
6	ALLOWANCE FOR UNFORESEEN MECHANICAL WORK	\$ 100,000
7	ALLOWANCE FOR UNFORESEEN PLUMBING WORK	\$ 75,000
8	ALLOWANCE FOR UNFORSEEN SEWER WORK	\$ 75,000
9	ALLOWANCE FOR UNFORSEEN STRUCTURAL WORK	\$ 200,000
10	ALLOWANCE FOR WORK RELATED TO HAZARDOUS MATERIALS	\$ 100,000
11	ALLOWANCE FOR SCHEDULER SERVICES	\$ 100,000
12	ALLOWANCE FOR COMMUNITY RELATIONS SUPPORT	\$ 50,000
13	ALLOWANCE FOR SPECIAL INSPECTIONS AND TESTING AGENCIES	\$ 50,000
14	ALLOWANCE FOR AGENCY'S SHARE OF PARTNERING COSTS	\$ 25,000
15	DESIGN, FURNISH AND INSTALL FALL SINGLE/DUAL RAIL ARREST SYSTEM AT POTRERO FACILITY	\$ 929,403
16	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT METRO GREEN LIGHT RAIL FACILITY	\$ 1,163,172
17	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT CAMERON BEACH FACILITY	\$ 840,781
18	DEMOLITION, FORM AND PLACE PERMANENT CONCRETE FOUNDATIONS, RETAINING WALLS, STAIRS, AND SLAB ON GRADE AT DUBOCE YARD	\$ 191,793
19	HANDLE AND DISPOSE OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBER AT DUBOCE YARD	\$ 50,000
20	TRANSPORTATION OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBERS AT DUBOCE YARD	\$ 50,000
21	PROVIDE DISCONNECT SWITCHES AND CATENARY DETECTION SYSTEM	\$ 1,640,376
22	FURNISH SPARE DISCONNECT SWITCH	\$ 15,000
23	FURNISH AND INSTALL OVERHEAD EQUIPMENT	\$ 140,000
24	FURNISH AND INSTALL NEW PLATFORM EXTENSION AT MUNI METRO EAST	\$ 83,101
25	FURNISH AND INSTALL FALL ARREST TIE OFF SYSTEM AT WEST PORTAL STATION - ROOF	\$ 51,750
26	PROCUREMENT AND INSTALLATION OF CUSTOMIZED PORTABLE SCAFFOLDING FOR THE CABLE CAR BARN	\$ 442,964
	<b>TOTAL</b>	<b>\$ 7,350,000</b>

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 Res. No: 2017-009 Res. Date: 10-25-2016

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$11,950,000	Construction (CON)
	<b>Total:</b>	<b>\$ 11,950,000</b>	

Total Prop K Funds: \$ 11,950,000 Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

\_\_\_\_\_

Fund Expiration Date: 6/30/2019 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_

Deliverables:

- Two to three digital photos of work in progress and completed project.
- 
- 
- 
- 

Special Conditions:

- The recommended allocation is contingent upon a concurrent Muni Facilities - Muni 5YPP amendment. See attached 5YPP amendment for details.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
- 

Notes:

- 
-

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

TRANSPORTATION AUTHORITY RECOMMENDATION

**This section is to be completed by Transportation Authority Staff.**

Last Updated: 9/9/2016 Res. No: 2017-009 Res. Date: 10-25-2016

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	0.00%	No Prop AA

SFCTA Project  
 Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI  
 SGA Project Number: 120-910050 Name: Fall Protection

Phase: Construction (CON) Fund Share: 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$2,000,000	9,500,000	\$ 450,000			<b>\$11,950,000</b>

## San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 11,950,000

Current Prop AA Request: \$ -

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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.

<p align="center"><b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement</p>
<p>lly</p>

### CONTACT INFORMATION

#### Project Manager

Name: Faris Salfiti

Title: Project Manager

Phone: 415-749-2457

Email: [faris.salfiti@sfmta.com](mailto:faris.salfiti@sfmta.com)

#### Grants Section Contact

Joel Goldberg

Manager, CPM

401-701-4499

[joel.goldberg@sfmta.com](mailto:joel.goldberg@sfmta.com)

San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form  
MAPS AND DRAWINGS

FIGURE 4 – MAP OF FACILITIES LOCATIONS



**5-Year Project List (FY 2014/15 – FY 2018/19)**  
**Rehab/Upgrade Existing Facilities - MUNI (EP 20M)**  
**Programming and Allocations to Date**  
 Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year					Total		
				2014/15	2015/16	2016/17	2017/18	2018/19			
Subcategory											
SFMTA	Various Facility Plans Predevelopment <sup>7</sup>	PLAN/CER, PA&ED	Programmed	\$0					\$0		
SFMTA	Implementation of Various Facility Plans <sup>5,7</sup>	PS&E, CON	Programmed	\$0					\$0		
SFMTA	Burke Avenue Facility Renovation <sup>5</sup>	PS&E	Allocated		\$3,930,000				\$3,930,000		
SFMTA	Burke Avenue Facility Renovation <sup>5</sup>	PLAN	Allocated		\$470,000				\$470,000		
SFMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Programmed	\$850,000					\$850,000		
SFMTA	Muni Metro East Paint and Body Shop <sup>1,7</sup>	PLAN/CER, PA&ED	Programmed	\$0					\$0		
SFMTA	Muni Metro East (MME) Phase II <sup>1</sup>	PA&ED	Allocated	\$2,598,500					\$2,598,500		
SFMTA	Muni Metro East (MME) Phase II <sup>6</sup>	PA&ED	Deobligated	(\$500,000)					(\$500,000)		
SFMTA	Muni Metro East (MME) Phase II <sup>6</sup>	PS&E	Allocated			\$1,500,000			\$1,500,000		
SFMTA	Woods Renovation Hoists and Bays <sup>2,4,7</sup>	PLAN/CER	Programmed	\$0					\$0		
SFMTA	Fall Protection Systems - Presidio Division <sup>4</sup>	CON	Allocated		\$706,397				\$706,397		
SFMTA	Fall Protection <sup>7</sup>	CON	Pending			\$11,950,000			\$11,950,000		
SFMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Programmed	\$0					\$0		
SFMTA	Upgrade Life and Fire Safety Systems <sup>3</sup>	PS&E	Allocated		\$400,000				\$400,000		
SFMTA	Fall Protection <sup>2</sup>	PLAN/CER, PS&E	Allocated	\$2,160,777					\$2,160,777		
SFMTA	Fall Protection <sup>2</sup>	PLAN/CER	Deobligated	(\$124,137)					(\$124,137)		
<b>Programmed in 5YPP</b>				\$4,985,140	\$5,506,397	\$13,450,000	\$0	\$0	\$23,941,537		
<b>Total Allocated and Pending in 5YPP</b>				\$4,759,277	\$5,506,397	\$13,450,000	\$0	\$0	\$23,715,674		
<b>Total Deobligated in 5YPP</b>				(\$624,137)	\$0	\$0	\$0	\$0	(\$624,137)		
<b>Total Unallocated in 5YPP</b>				\$850,000	\$0	\$0	\$0	\$0	\$850,000		
<b>Total Programmed in 2014 Strategic Plan</b>				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000		
<b>Deobligated from Prior 5YPP Cycles **</b>				\$7,151,673					\$7,151,673		
<b>Cumulative Remaining Programming Capacity</b>				\$19,443,534	\$13,937,137	\$487,137	\$487,137	\$487,137	\$487,137		
<table border="1"> <tr> <td>Programmed</td> </tr> <tr> <td>Pending Allocation/Appropriation</td> </tr> <tr> <td>Board Approved Allocation/Appropriation</td> </tr> </table>									Programmed	Pending Allocation/Appropriation	Board Approved Allocation/Appropriation
Programmed											
Pending Allocation/Appropriation											
Board Approved Allocation/Appropriation											

**5-Year Project List (FY 2014/15 – FY 2018/19)**  
**Rehab/Upgrade Existing Facilities - MUNI (EP 20M)**  
**Programming and Allocations to Date**

Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	

**Footnotes**

- <sup>1</sup> To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of Muni Metro East (MME) Phase 2 (Res. 15-034, 1.27.15):  
Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder from \$6,027,000 to \$3,428,500.
- <sup>2</sup> 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project (Res. 15-041, 2.24.15):  
Woods Renovation Hoists and Bays: Reduced by \$1,910,777 in FY 2014/15. The SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.  
Upgrade Life and Fire Safety Systems placeholder for construction: Reduced by \$250,000.  
Fall Protection: Added project with \$2,996,673.
- <sup>3</sup> 5YPP amendment to fully fund the Upgrade Life and Fire Safety Systems project (Res. 16-040, 2.23.16):  
Cumulative remaining programming capacity: Reduced by \$400,000.  
Upgrade Life and Fire Safety Systems (design): Added project with \$400,000 in FY 2015/16 funds.
- <sup>4</sup> 5YPP amendment to fully fund the Fall Protection Systems - Presidio Division project (Res. 16-047, 3.22.15):  
Woods Renovation Hoists and Bays: Reduced by \$706,397 in FY 2014/15. The SFMTA is reprioritizing planned facilities improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward.  
Fall Protection Systems - Presidio Division: added project with \$706,397 in FY 2015/16 funds for construction.
- <sup>5</sup> 5YPP amendment to fully fund the Burke Facility Renovation (Res. 16-055, 5.24.15):  
Implementation of Various Facility Plans: Placeholder reduced by \$1,903,327 in FY 2014/15  
Cumulative Remaining Programming Capacity: Reduced by \$2,596,673  
Burke Facility Renovation: added project with \$4,400,000 in FY 2015/16 funds for planning and design.
- <sup>6</sup> 5YPP amendment to fund Muni Metro East (MME) Phase II (Res. 17-0XX, xx.xx.16):  
Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder by \$1,000,000 from \$3,428,500 to \$2,428,500.  
Muni Metro East (MME) Phase II: Added design phase of project in FY 2016/17 with \$1,000,000 in placeholder funds and \$500,000 deobligated from the environmental phase (Project 120-910041). The funds were not needed because the scope of the overall project was reduced.
- <sup>7</sup> 5YPP amendment to fund Fall Protection (Res. 17-0XX, xx.xx.16):  
Various Facility Plans Predevelopment: Placeholder reduced by \$400,000.  
Implementation of Various Facility Plans: Placeholder reduced by \$1,096,673.  
Muni Metro East Paint and Body Shop: Reduced by \$2,428,500. Project not advancing.  
Woods Renovation Hoists and Bays: Reduced by \$4,132,826. Project completed with other funds.  
Deobligated funds from prior 5YPP cycles: Reduced by \$3,892,001.  
Fall Protection: Added project in FY 2016/17 with \$11,950,000 for construction.



RESOLUTION AMENDING THE PROP K GRANT FOR 1399 MARIN STREET MAINTENANCE FACILITY (DESIGN) TO ALLOW THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY (SFMTA) TO USE THE REMAINING BALANCE OF \$6,551,819 TO FUND A REVISED SCOPE OF WORK AND AMEND THE PROP K GRANT FOR FALL PROTECTION (CONSTRUCTION) TO ALLOW SFMTA TO USE \$750,000 IN COST SAVINGS TO EXPAND THE SCOPE OF WORK

WHEREAS, The Transportation Authority received requests from the San Francisco Municipal Transportation Authority (SFMTA) to amend two Prop K transportation sales tax Standard Grant Agreements (SGAs) to allow a total of \$7,301,819 to be applied to new or revised project scopes; and

WHEREAS, The SFMTA requests a scope change to the 1399 Marin Street Maintenance Facility (Design) SGA to allow \$6,551,819 to be used for the design (\$1,153,450) and construction (\$5,398,369) phases of capital improvements at 1399 Marin Street and Muni Metro East (MME) facilities to allow the facilities to provide light maintenance and multi-year storage for the trolley coach fleet while the Potrero Yard facility is under construction; and

WHEREAS, The proposed new scope is reflective of the SFMTA's plan for delivering the Potrero Modernization Project, which was updated in 2023 and has the SFMTA's fleet of 90-60' and 30-40' trolleybuses being taken out of service for a period currently estimated at 3-4 years, during which the trolleybuses will require light maintenance at 1399 Marin and multi-year storage at MME; and

WHEREAS, SFMTA requests use of \$750,000 in cost savings from the Fall Protection SGA to expand the scope and install fall protection systems at two additional facilities at Islais Creek and Woods facilities and also use the cost savings to add 4 to 6 new guard rails to the elevated platform at the Green Light Rail Center; and





WHEREAS, The proposed amendments are summarized in Attachments 1 and 2 and described in detail in the attached allocation request forms (Attachment 3), which also include staff recommendations for required deliverables, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, The proposed additional scope for the two subject SGAs is eligible under the respective Prop K Expenditure Plan programs that funded the original grants, is closely related to the original grant scope, and is for work that is either already underway or ready to proceed; and

WHEREAS, At its September 25, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K SGAs for the 1399 Marin Street Maintenance Facility and Fall Protection projects allowing a total of \$7,301,819 s to be applied to new or revised project scope as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms (Attachment 3).

Attachments:

1. Summary of Amendment Requests
2. Descriptions of Projects
3. Allocation Request Forms (2)

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# Memorandum

## AGENDA ITEM 8

**DATE:** September 26, 2024

**TO:** Transportation Authority Board

**FROM:** Cynthia Fong - Deputy Director for Finance and Administration

**SUBJECT:** 10/08/24 Board Meeting: Authorize the Executive Director and Other Authorized Representatives to Enter Into a Revolving Credit Agreement for \$185 Million with U.S. Bank National Association; to Borrow Certain Amounts under such Revolving Credit Agreement; to Execute and Deliver Related Documents; and to Take All Necessary or Appropriate Related Actions

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Authorize the Executive Director and other authorized representatives to: <ul style="list-style-type: none"> <li>○ Enter into an Amended and Restated Revolving Credit Agreement with U.S. Bank National Association (U.S. Bank) for \$185 million</li> <li>○ Borrow up to \$65 million that was previously authorized</li> <li>○ Execute associated documents</li> <li>○ Take all necessary related actions</li> <li>○ Negotiate terms and conditions</li> </ul> </li> </ul> <p><b>SUMMARY</b></p> <p>To ensure the Transportation Authority has available funds on hand when needed to support the delivery of the projects and programs in the Prop L sales tax Expenditure Plan, we plan to continue to utilize an interim borrowing program, in the form of a Revolving Credit Agreement (RCA), in combination with pay-go sales tax revenues to address ongoing project expenditure needs. The existing RCA with U.S. Bank was subject to expiration in October 2024, but has been extended to November 1, 2024 to provide time to execute and close on the proposed replacement facility.</p> <p>In May 2024, we issued a Request for Proposals (RFP) to replace the existing interim borrowing facility following its expiration. On the proposal due date, we received three proposals and one letter of interest from four financial institutions summarized in Attachment 1. The review panel, consisting of staff and our municipal advisor recommends that the</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input 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 checked="" type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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<p>Transportation Authority enter into an Amended and Restated RCA with U.S. Bank for a term of 3 years. U.S. Bank’s RFP response (term sheet) is included in Attachment 2. The form of Amended and Restated RCA and Supplemental Indenture are provided as Enclosure A and Enclosure B, respectively.</p> <p>Borrowings that are outstanding under the existing RCA would be repaid with a borrowing under the proposed Amended and Restated RCA. In addition, the resolution would authorize additional borrowings under the Amended and Restated RCA of the remaining unborrowed portion of the \$65 million previously authorized to be borrowed under the existing RCA.</p>	
--	--

**BACKGROUND**

**Interim Borrowing Program.** The Transportation Authority has historically relied on pay-go sales tax revenues to fund the capital projects and programs included in the Expenditure Plan. However, from time to time, we have utilized proceeds from our interim borrowing program to fund peak capital expenditures that could not be met with available sales tax revenues. Following the issuance of the Transportation Authority’s Senior Lien Bonds in 2017 (our first and only bond issuance to date), which provided approximately \$200 million in bond proceeds for projects, we had minimal interim borrowing needs. As of September 20, 2024, we have no outstanding balances under the existing RCA, but anticipate drawing approximately \$22.9 million to fund sales tax capital expenditures, as was authorized by Resolution 25-05 adopted by the Transportation Authority Board on July 23, 2024, and additional amounts may be borrowed under the existing RCA (up to a total of \$65 million) prior to its expiration as authorized by such resolution. The proposed resolution would allow any unborrowed portion of the previously authorized \$65 million to be borrowed under the Amended and Restated RCA. Given the expectations for the timing of project expenditure reimbursement requests for existing grant obligations and anticipated future allocations, we desire to maintain an interim borrowing program and increase our available commitment amount from \$125 million to \$185 million. This is consistent with our Prop L Strategic Plan which reflects advancement of funds and associated financing to support faster project delivery than we could support on a pay-go basis.

**Interim Borrowing Facilities.** Initially the Transportation Authority established its interim borrowing program by utilizing a Commercial Paper (CP) Notes program; however, in 2015 the CP Notes program was converted to a revolving line of credit (or RCA) with a lending bank. An RCA is an alternative variable rate financing method to traditional CP Notes and is a loan directly from a commercial bank that provides funding up to a maximum commitment amount that can be drawn upon on an as-needed basis. The Transportation Authority’s \$140 million RCA was executed with State Street Bank in 2015 and was renewed and extended in 2018 with State Street Bank and U.S. Bank. In 2021, we reduced the RCA commitment amount to \$125 million and entered into a 3-year agreement with U.S. Bank.

**Procurement Process.** On May 23, 2024, we issued an RFP to banks active in the municipal lending market for up to \$300 million in tax-exempt bank credit commitments in the form of a Revolving Credit Agreement, a Direct-Pay Letter of Credit, or a Standby Note Purchase Agreement to support our interim borrowing program. (A Direct-Pay Letter of Credit or Standby Note Purchase Agreement would be used if we opted to utilize a CP Notes program.) While a pre-proposal conference was not held,

## Agenda Item 8

proposers were able to submit questions and receive responses by June 6. We advertised the RFP in both the San Francisco Chronicle and San Francisco Examiner.

By the due date of June 24, 2024, we received three proposals and one letter of interest from four financial institutions in response to the RFP. Of the four submissions, the review panel deemed four submissions to be responsive in terms of proposed terms, commitment amount, and facility type. See Attachment 1 for a summary of the four bank submissions received.

A review panel consisting of our staff and our municipal advisor, KNN Public Finance LLC, evaluated the bank credit facility submissions based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers' fees, duration of commitment, credit ratings, and various other proposed terms. Based on this competitive review and selection, the review panel recommends entering into an Amended and Restated RCA with U.S. Bank. The review panel determined that the U.S. Bank proposal offers the greatest value to the Transportation Authority considering cost, complexity, and administrative burden. Thus, the review panel recommended the continued use of an RCA rather than a new CP Note program, which would have a higher level of upfront transaction costs, complexity, and administrative burden. The review panel then selected the provider of an RCA that had the lowest proposed facility cost. U.S. Bank offered a commitment of up to \$300 million (although based on projected cash flow needs, we recommend that the RCA be based on a commitment amount of \$185 million).

U.S. Bank has provided bank credit support to various issuers in the San Francisco community, including the Transportation Authority in connection with prior facilities. Given our current partnership with U.S. Bank, we do not foresee any challenges in the contract negotiations.

Attachment 2 is the RFP response containing the term sheet for the U.S. Bank RCA. Information deemed proprietary and/or a trade secret for a financial institution has been redacted per California Government Code Section 6250, et seq.

### **California Government Code Section 5852.1**

The following information is made available in accordance with California Government Code Section 5852.1 to provide certain public disclosures related to the proposed financing. All figures represent good faith estimates based on the U.S. Bank RCA proposal and assume i) a fully drawn facility up to the proposed not-to-exceed amount of \$185 million over the term of the facility, ii) a rate of interest based on a three-year historical average of the tax-exempt Securities Industry and Financial Markets Association variable interest rate over the RCA term, iii) our current credit ratings, and iv) a 3-year term of the RCA facility.

- 1) True Interest Cost of the RCA.** Assuming an aggregate principal amount of \$185 million of borrowings under the RCA and based on an assumed three-year historical average variable rate of interest over the RCA term, a good faith estimate of the true interest cost of the RCA, which means the rate necessary to discount the amounts payable on the respective interest payment dates to the proceeds received under the RCA, is 2.83%.
- 2) Finance Charge of the RCA.** Assuming an aggregate principal amount of \$185 million of borrowings under the RCA, a good faith estimate of the finance charge of the RCA, which means the sum of all fees and charges paid to third parties (or costs associated with the RCA),

is \$175,000.

**3) Amount of Proceeds to be Received.** Assuming an aggregate principal amount of \$185 million of borrowings under the RCA, a good faith estimate of the amount of proceeds expected to be received by the Transportation Authority for borrowings under the RCA less any finance charge of the RCA (paragraph 2 above), any reserves, or any capitalized interest paid or funded with proceeds of the RCA, is \$185,000,000.

**4) Total Payment Amount.** Assuming an aggregate principal amount of \$185 million of borrowings under the RCA and based on an assumed three-year historical average variable rate of interest over the RCA term, a good faith estimate of the total payment amount, which means the sum total of all payments the Transportation Authority will make to pay debt service (interest only payments) on the RCA *plus* the finance charge of the RCA described in paragraph 2 above not paid with the proceeds of the RCA, calculated to the final term of the RCA, is \$15,890,981.

## FINANCIAL IMPACT

The proposed Fiscal Year 2024/25 budget assumes fees for the RCA. Based on the fees and interest rates proposed for a three-year agreement and assuming the Transportation Authority's full utilization under the RCA, the all-in total cost is estimated to be \$5,413,661 in year one and \$5,238,660 in each of the subsequent two years. Assuming a fully drawn RCA facility at \$185 million over the three-year term, the Transportation Authority's total cost is estimated to be \$15,890,981. We note that these are total estimated costs based on a fully drawn RCA. These amounts reflect only interest payments on the RCA because principal is expected to be repaid with the proceeds of bonds (or other form of long-term borrowing) as was done in 2017.

The Transportation Authority Board has provided staff with the authority to draw up to \$65 million under the existing RCA (Resolution 25-05 adopted by the Transportation Authority Board on July 23, 2024), which extends to the Amended and Restated RCA. Based on the estimated True Interest Cost of the RCA of 2.83% provided above, the annual cost of borrowing \$65 million under the RCA is approximately \$1.84 million (interest only). We would seek the approval of the Board prior to drawing on any additional funds under the RCA and report estimated additional interest costs at the time of seeking approval for such additional drawn amounts.

## CAC POSITION

The Community Advisory Committee considered this item at its September 25, 2024 meeting and unanimously adopted a motion of support for the staff.

## SUPPLEMENTAL MATERIALS

Attachment 1 - Table of RFP Responses

Attachment 2 - U.S. Bank RFP Response (Term Sheet Included)

Attachment 3 - Resolution

Enclosure A - Form of Restated and Amended Revolving Credit Agreement

Enclosure B - Form of Supplemental Indenture

**Attachment 1: Table of RFP Responses**

Attachment 1: Table of RFP Responses						
Bank	Type of Facility Proposed & Commitment Amount	Revolving Credit Agreement Pricing			CP & Bank Facility Pricing <sup>3</sup>	Bank Credit Ratings (Moody's / Standard & Poor's/Fitch)
		Estimated All-In Cost of Borrowing (Full Utilization) <sup>1</sup>	Unutilized Cost	Estimated All-In Cost of Borrowing (Partial Utilization) <sup>2</sup>	Estimated All-In Cost of Borrowing <sup>1</sup>	
Current US Bank Revolver (Expires October 2024)	RCA \$125M	273 bps	20.0 bps	115 bps	N/A	A2 / A+ / A+
U.S. Bank (recommended)	RCA Up to \$300M	293 bps	20.0 bps	122 bps	N/A	A2 / A+ / A+
Bank of America, National Association	RCA or Letter of Credit or Standby Note Purchase Agreement for CP Up to \$200M	299 bps	35.0 bps	135 bps	293 bps	Aa1 / A+ / AA
JPMorgan Chase Bank, National Association (Letter of Interest)	RCA or Standby Note Purchase Agreement for CP Up to \$300M	369 bps	47.5 bps	167 bps	301 bps	Aa2 / A+ / AA-
Sumitomo Mitsui Banking Corporation	Letter of Credit and Standby Note Purchase Agreement for CP Up to \$300M	N/A	N/A	N/A	276 bps	A1 / A / A

Notes:

1. Estimated all-in cost of borrowing is based on bank RFP responses (facility fees), estimated interest rates based on a 3-year average of short-term interest rates, **and** estimated upfront/finance charges. Assumes **full** utilization of the RCA at \$185 million. Note that the all-in cost of borrowing will change based on changing interest rates, market condition, and Transportation Authority or bank credit ratings.

2. Estimated all-in cost of borrowing is based on bank RFP responses (facility fees), estimated interest rates based on a 3-year average of short-term interest rates, and estimated upfront/finance charges. Assumes **partial** utilization of the RCA at \$65 million (utilized) and \$120 million (unutilized). Note that the all-in cost of borrowing will change based on changing interest rates, market condition, and Transportation Authority or bank credit ratings.

3. The estimated all-in cost of borrowing for Commercial Paper(CP) does not change based on full or partial utilization of the bank facility and program.

Attachment 2

U.S. Bank RFP Response (Term Sheet Included)



# San Francisco County Transportation Authority

## Proposal to Provide Revolving Credit Agreement

Indicative Terms and Conditions

June 24, 2024

- Borrower:** San Francisco County Transportation Authority (“SFCTA,” the “Authority” or the “Borrower”).
- Debt Issue:** An amendment to, or an amendment and restatement of, the existing Revolving Credit Agreement between the Borrower and U.S. Bank (the “RCA” or the “Facility”) pursuant to which the Bank will continue to make tax-exempt Loans to the Borrower (the “Loans”).
- Security:** The Loans and the obligations owed to the Bank under the Facility shall continue to be secured as Parity Debt under the Indenture by Sales Tax Revenues to be received from the collection of a one-half of one percent (1/2%) retail transactions and use tax imposed in the City and County of San Francisco. Parity Debt has a lien upon Sales Tax Revenues that is subordinate to the lien upon Sales Tax Revenues of the Senior Lien Bonds and any future Senior Lien Debt and senior to the lien upon Sales Tax Revenues of any Subordinate Obligations.
- Facility:** RCA providing interim financing on a tax-exempt basis.
- Facility Documents:** Documentation will include the Indenture, an amendment to, or the amendment and restatement of, the Existing Agreement and an amended and restated fee letter, as applicable, and such other documents, instruments, certificates, and agreements executed and/or delivered by the Borrower in connection with the Facility as reasonably determined by the Bank (collectively, the “Facility Documents”).
- The Bank and the Authority previously executed documentation for the existing Revolving Credit Agreement (the “Existing Agreement”). For maximum efficiency, we propose working from this Existing Agreement for the proposed Credit Facility. This would result in a smooth documentation process as very little additional negotiation should be required. Please refer to the accompanying term sheet for a detailed listing of the terms and conditions proposed by the Bank.**
- Bank:** U.S. Bank National Association (“U.S. Bank” or “Bank”).

## 1. Credit Rating

U.S. Bank Ratings:	Moody's	S&P	Fitch
	A2 / P-1	A+ / A-1	A+ / F1
	Negative Outlook	Stable Outlook	Stable Outlook
	Not on Watch	Not on Watch	Not on Watch

Please refer to Attachment A; Appendix 1 for the Bank's ratings over the past three years and to the link below for the most recent ratings.

<https://ir.usbank.com/investor-relations/financial-information/credit-ratings>

## 2. Bank Counsel

**Counsel:** Chapman and Cutler LLP  
320 South Canal Street  
Chicago, IL 60606

██████████ Partner  
Telephone: ██████████  
E-mail: ██████████

**Legal Fees:** As U.S. Bank is the existing bank under the Existing Agreement:

- In the event that the Authority determines to extend the existing revolving credit agreement with the existing bank, legal fees are estimated at ██████████ and capped at ██████████, plus disbursements.
- In the event that U.S. Bank is mandated to provide a separate revolving credit agreement to the Authority and the revolving credit agreement is substantially similar to the Existing Agreement, legal fees are estimated at ██████████ and capped at ██████████, plus disbursements. In the event that the revolving credit is substantially different than the Existing Agreement, legal fees are estimated at ██████████ and capped at ██████████, plus disbursements.

## 3. Fees

### Revolving Credit Agreement

Please refer to Attachment A: Appendix 1 for the corresponding pricing matrix in the RFP.

#### Commitment

**Amount:** Up to \$300,000,000 of principal.

**Term:** 3 Years.

**Index Rate:**

Prior to the Maturity Date, the Loans and the Bank Note shall bear interest at a tax-exempt per annum rate of interest equal to the sum of (i) SIMFA plus (ii) the Applicable Spread set forth below (collectively, the "Index Rate"), subject to adjustment as provided herein.

The Loans shall bear interest at the Index Rate prior to the Maturity Date, so long as no Event of Taxability or Event of Default exists.

Tenor	Applicable Spread
3 Years	██████%

**Commitment Fee:**

The undrawn portion of the RCA will be charged the Commitment Fee set forth below, subject to adjustment as provided herein.

Tenor	Commitment Fee
3 Years	██████%

**Downgrade Rate/Fee Adjustments:**

The Applicable Spread and Commitment Fee shall be adjusted according to the schedules below for any rating downgrade as well as for any rating suspension, withdrawal, or cancellation ("WD/NR"):

Rating Level	Applicable Spread	Commitment Fee
Aa2/AA and above	██████████	██████%
Aa3/AA-	██████████	██████████
A1/A+	██████████	██████████
A2/A	██████████	██████████
A3/A-	██████████	██████████
Baa1/BBB+	██████████	██████████
Baa2/BBB	██████████	██████%
Below Baa2/BBB*	Default	Default
WD/NR*	Default	Default

\* Note: Event of Default rate/fee adjustment applies.

The lowest long-term unenhanced rating assigned to SFCTA's Senior Lien Bonds will determine the Applicable Spread and the Commitment Fee. An Applicable Spread and Commitment Fee adjustment shall become effective on the date a rating action is announced by the applicable rating agency. In the event of the adoption of any new or changed rating system, each of the ratings referred to above shall be deemed to refer to the rating category under the new rating system which most closely approximates the applicable rating category currently in effect.

**Event of Default Rate/Fee Adjustment:**

If one or more of the underlying ratings assigned to SFCTA's Senior Lien Bonds are withdrawn or suspended, or shall fall below "Baa2/BBB", or upon the occurrence of an Event of Default, the Loans and the Bank Note shall bear interest at the Default Rate and the Commitment Fee shall automatically and without notice to the Borrower increase by 1.00% per annum above the level specified in the above pricing matrix for the "Baa2/BBB" rating category.

**Maximum Federal Corporate Tax Rate:**

Maximum Federal Corporate Tax Rate means the maximum rate of income taxation imposed on corporations pursuant to Section 11(b) of the Code, as in effect from time to time (or, if as a result of a change in the Code, the rate of income taxation imposed on corporations generally shall not be applicable to the Bank, the maximum statutory rate of federal income taxation which could apply to the Bank). The Maximum Federal Corporate Tax Rate is currently 21%.

**SIFMA:**

“SIFMA Index Rate” means a fluctuating rate per annum, determined as of each applicable Computation Date, equal to the sum of (a) the Applicable Spread plus (b) SIFMA Index rounded upward to the second decimal place, and effective on each related Rate Reset Date.

“SIFMA” means the Securities Industry and Financial Markets Association (formerly known as The Bond Market Association and the Public Securities Association), and any successor Organization.

“SIFMA Index” shall mean, on any date, the SIFMA Municipal Swap Index (a weekly, high-grade market index comprised of seven (7) day tax-exempt, variable rate demand notes produced by Municipal Market Data) determined on each Computation Date to be effective on the immediately succeeding Rate Reset Date. If the SIFMA Municipal Swap Index or a successor equivalent index is no longer calculated and published by Municipal Market Data (or any successor indexing agent meeting the criteria identified in the definition of “SIFMA Municipal Swap Index” hereof) in its current form, then the SIFMA Municipal Swap Index shall be replaced by the S&P Municipal Bond 7 Day High Grade Rate Index and shall be determined on each Computation Date to be effective on the immediately succeeding Rate Reset Date. If at any time neither such index is available, the “SIFMA Index” means instead the most recently effective index that the Lender determines most closely approximates the SIFMA Index, and which is procedurally acceptable to the Lender. If the SIFMA Municipal Swap Index or any alternate index is less than zero, the SIFMA Index shall be deemed to be zero for purposes of this Agreement.

**Event of Taxability:**

In the event a determination of taxability shall occur, in addition to the amounts required to be paid with respect to the Loans, the Borrower shall be obligated to pay to the Bank an amount calculated on a daily basis equal to the positive difference, if any, between the amount of interest that would have been paid during the period of taxability if the Loans had borne interest at the Taxable Rate (i.e., the product of the Index Rate and 1.0/1.0-Maximum Federal Corporate Tax Rate) and the interest actually paid to the Bank with respect to the Loans.

**Termination/Reduction Fee:**

In the event that the Borrower elects to terminate or permanently reduce the Facility during the first twelve months of the Facility, the Borrower will be required to pay a termination or reduction fee equal to the Commitment Fee which would have accrued from the date of termination or reduction through the one-year anniversary of the closing date.

<b>Draw Fee:</b>	██████) per draw, capped at ██████) in any calendar year.
<b>Amendment Fee:</b>	██████) plus reasonable fees and disbursements of counsel, if any.
<b>Base Rate:</b>	The greatest of: <ul style="list-style-type: none"> <li>(i) Bank's Prime Rate plus 1.0%;</li> <li>(ii) Federal Funds Rate plus 2.0%; and</li> <li>(iii) 6.5%.</li> </ul>
<b>Term Loan Rate:</b>	<ul style="list-style-type: none"> <li>Days 1-30: Base Rate.</li> <li>Days 31-90: Base Rate plus 1.0%.</li> <li>Days 91 and after: Base Rate plus 2.0%.</li> </ul>
<b>Default Rate:</b>	Base Rate plus 3.0%. Interest accruing at the Default Rate shall be payable on demand.
<b>Computation of Payments:</b>	Computations of interest and fees shall be calculated on an actual/360 day basis.
<b>Pro Rata Draws &amp; Repayments:</b>	If there is more than one RCA, all draws and repayments under the RCAs shall be pro rata between the RCAs.
<b>Term Loan:</b>	5 Years.

#### 4. Terms and Conditions of Revolving Credit Agreement

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For the RCA, the Bank is proposing limited modifications to the Existing Agreement including conditions precedent to purchase and closing, representations and warranties, covenants, events of default, and remedies – shall remain generally consistent with the Existing Agreement.

#### 5. Formal Credit Approval

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**Credit Approval:** Any commitment to provide the Facility (including the terms and conditions proposed herein) or to extend credit is subject to the Bank's internal approvals and due diligence procedures. In obtaining credit approval, the Bank reserves the right to modify and/or supplement any of the terms and conditions stated herein.

US Bank anticipates obtaining final credit approval within 15 business days of receiving the mandate to provide the Facility.

## 6. Additional Information Relative to the Proposer

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**U.S. Bank**  
**Contacts:** U.S. Bank National Association  
1 California Street, Suite 350  
San Francisco, CA 94111

**Project Manager:**

[Redacted]  
Telephone [Redacted]  
E-mail [Redacted]

**Other Team Members:**

[Redacted]  
Telephone [Redacted]  
E-mail [Redacted]

**Resumes:**

Please refer to Appendix B for the resumes of the project managers and team members.

**Experience:**

U.S. Bank offers the Authority exceptional strength and security. With assets of \$684 billion as of 3/31/24, it is rated among the highest of any domestic financial firm. The U.S. Bank has been recognized for its approach to digital innovation, community partnerships and customer service, including being named one of the 2024 World’s Most Ethical Companies and Fortune’s most admired superregional bank. U.S. Bank is a market leader in tax-exempt and taxable credit origination. Our experience in providing both on and off-balance sheet support to municipal and not-for-profit issuers across the nation will ensure an efficient and cost-effective transaction for the Authority. U.S. Bank’s Government Banking Portfolio Management Group manages over \$7 billion in commitments to customers in the municipal and nonprofit sectors.

Please refer to Appendix C for a list of state and local government clients for which the Bank has provided liquidity support, credit enhancement or direct credit in excess of \$100 million since 1/1/2021.

## 7. Assurances and Miscellaneous Items

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**U.S. Bank**  
**Reference #1:**

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

U.S. Bank provides \$175 million in revolving credit facilities to [Redacted] is the primary account manager for the transaction.

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This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.



### C. Political Contributions

We are not aware of any political contributions by senior executives or directors of U.S. Bank N.A. to any current member of the San Francisco County Transportation Authority Board of Commissioners within the last three years.

### D. Litigation

From time to time, U.S. Bancorp and its affiliates (hereafter, the Company) are subject to various litigation, administrative proceedings, and investigations. The company does not currently believe that the ultimate resolution of any existing litigation, administrative proceeding, or investigation will have a material adverse effect on the financial condition of the Company or of the Company's ability to perform in connection with this RFP. Such litigation, administrative proceedings, and investigations are often are highly confidential, thus we may be limited in our ability to disclose detailed information. Nevertheless, for further information regarding certain current matters, please see our most recent 10-K and 10-Q.

### E. Confidentiality

All pricing related terms in the Bank's proposal are considered confidential proprietary information.

### F. Acknowledgement

The Bank acknowledges receipt and understanding of the Authority's contracting requirements. The Bank is able and willing to comply with the requirements.

## 8. Other Terms and Conditions

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<b>Survival:</b>	This proposal does not constitute a Facility Document and shall not survive the execution and delivery of the definitive Facility Documents.
<b>Material Adverse Change:</b>	This proposal may be rescinded, in the sole discretion of the Bank, upon the occurrence of a material adverse change in the financial, operational, or legal condition of the Borrower.
<b>Proposal Expiration:</b>	Unless otherwise extended by the Bank, this proposal shall expire at 5:00 p.m. EST on October 22, 2024.



**ATTACHMENT 1**

**Pricing Matrix**

**San Francisco County Transportation Authority  
Proposition L Sales Tax Revenue Interim Borrowing Program**

Name of Provider:	U.S. Bank, National Association																																		
Provider LT & ST Ratings:	<table border="1"> <thead> <tr> <th><i>Year</i></th> <th><i>Moody's</i></th> <th><i>Outlook</i></th> <th><i>S&amp;P</i></th> <th><i>Outlook</i></th> <th><i>Fitch</i></th> <th><i>Outlook</i></th> </tr> </thead> <tbody> <tr> <td>2024</td> <td>A2/P-1</td> <td>Negative</td> <td>A+/A-1</td> <td>Stable</td> <td>A+/F1</td> <td>Stable</td> </tr> <tr> <td>2023</td> <td>A2/P-1</td> <td>Negative</td> <td>A+/A-1</td> <td>Stable</td> <td>A+/F1</td> <td>Stable</td> </tr> <tr> <td>2022</td> <td>A1/P-1</td> <td>Negative Watch</td> <td>AA-/A-1+</td> <td>Negative</td> <td>AA-/F1+</td> <td>Stable</td> </tr> </tbody> </table>							<i>Year</i>	<i>Moody's</i>	<i>Outlook</i>	<i>S&amp;P</i>	<i>Outlook</i>	<i>Fitch</i>	<i>Outlook</i>	2024	A2/P-1	Negative	A+/A-1	Stable	A+/F1	Stable	2023	A2/P-1	Negative	A+/A-1	Stable	A+/F1	Stable	2022	A1/P-1	Negative Watch	AA-/A-1+	Negative	AA-/F1+	Stable
<i>Year</i>	<i>Moody's</i>	<i>Outlook</i>	<i>S&amp;P</i>	<i>Outlook</i>	<i>Fitch</i>	<i>Outlook</i>																													
2024	A2/P-1	Negative	A+/A-1	Stable	A+/F1	Stable																													
2023	A2/P-1	Negative	A+/A-1	Stable	A+/F1	Stable																													
2022	A1/P-1	Negative Watch	AA-/A-1+	Negative	AA-/F1+	Stable																													
Contact Person:	[REDACTED] Senior Vice President and Portfolio Manager																																		
Email Address:	[REDACTED]																																		
Telephone Number:	[REDACTED]																																		
Name of Bank Counsel	Chapman and Cutler LLP																																		
Bank Counsel Contact Person	[REDACTED], Partner																																		
Bank Counsel Contact Information	[REDACTED]																																		
<b>Facility Type</b>	<b>Revolving Line of Credit</b>																																		
Maximum Commitment Amount	\$300,000,000																																		
Term (in years)	3 Years																																		
Index	SIFMA, If Index Rate would be less than zero percent (0.0%), the Index Rate shall be deemed to be zero percent (0.00%).																																		
Applicable Spread to Index Rate	[REDACTED]s																																		
Additional Fees:																																			
Unutilized Fee	[REDACTED]																																		

This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.

Termination/ Reduction Fee	Any termination of the commitment (in whole or in part) under the Revolver Facility on a date before the first anniversary shall be subject to a termination fee based on the Unused Fee.																																
Draw Fee	██████████																																
Amendment Fee	██████████																																
Bank Counsel Fee	<p>As U.S. Bank is an existing lender to the Authority:</p> <ul style="list-style-type: none"> <li>• In the event that the Authority determines to extend the existing revolving credit agreement with the existing bank, legal fees are estimated at ██████████ and capped at ██████████.</li> <li>• In the event that U.S. Bank is mandated to provide a separate revolving credit agreement to the Authority and the revolving credit agreement is substantially similar to the Existing Agreement, legal fees are estimated at ██████████ and capped at ██████████. In the event that the revolving credit is substantially different than the Existing Agreement, legal fees are estimated at ██████████ and capped at ██████████, plus disbursements.</li> </ul>																																
Other Fees	None, except for Legal Fees as referenced above																																
Downgrade Rate/Fee Adjustments	<p>The Commitment Fee shall be adjusted according to the schedules below for any downgrade as well as for any rating suspension, withdrawal, or cancellation (“WD/NR”):</p> <table border="1" data-bbox="391 978 1450 1350"> <thead> <tr> <th>Rating Level</th> <th>Applicable Spread</th> <th>Unutilized Fee</th> </tr> </thead> <tbody> <tr> <td>Aa2/AA and above</td> <td>██████████</td> <td>██████████</td> </tr> <tr> <td>Aa3/AA-</td> <td>██████████</td> <td>██████████</td> </tr> <tr> <td>A1/A+</td> <td>██████████</td> <td>██████████</td> </tr> <tr> <td>A2/A</td> <td>██████████</td> <td>██████████</td> </tr> <tr> <td>A3/A-</td> <td>██████████</td> <td>██████████</td> </tr> <tr> <td>Baa1/BBB+</td> <td>██████████</td> <td>██████████</td> </tr> <tr> <td>Baa2/BBB</td> <td>██████████</td> <td>██████████</td> </tr> <tr> <td>Below Baa2/BBB*</td> <td>Default</td> <td>Default</td> </tr> <tr> <td>WD/NR*</td> <td>Default</td> <td>Default</td> </tr> </tbody> </table> <p>The lowest long-term unenhanced rating assigned to SFCTA’s Senior Lien Bonds will determine the Commitment Fee. A Commitment Fee adjustment shall become effective on the date a rating action is announced by the applicable rating agency. In the event of the adoption of any new or changed rating system, each of the ratings referred to above shall be deemed to refer to the rating category under the new rating system which most closely approximates the applicable rating category currently in effect.</p>			Rating Level	Applicable Spread	Unutilized Fee	Aa2/AA and above	██████████	██████████	Aa3/AA-	██████████	██████████	A1/A+	██████████	██████████	A2/A	██████████	██████████	A3/A-	██████████	██████████	Baa1/BBB+	██████████	██████████	Baa2/BBB	██████████	██████████	Below Baa2/BBB*	Default	Default	WD/NR*	Default	Default
Rating Level	Applicable Spread	Unutilized Fee																															
Aa2/AA and above	██████████	██████████																															
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Below Baa2/BBB*	Default	Default																															
WD/NR*	Default	Default																															
Base Rate/Bank Rate	<p>The greatest of:</p> <ul style="list-style-type: none"> <li>(i) The Bank’s Prime Rate plus 1.0%;</li> <li>(ii) Federal Funds Rate plus 2.0%; and</li> <li>(iii) 6.5%.</li> </ul>																																
Term Loan Rate	<ul style="list-style-type: none"> <li>• 1-30 days, Base Rate</li> <li>• 31-90 days, Base Rate + 1.00%</li> </ul>																																

This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.

	<ul style="list-style-type: none"> <li>• 91 days plus, Base Rate + 2.00%</li> </ul>
Default Rate	Base Rate plus 3.0% Interest accruing at the Default Rate shall be payable on demand.
Computation of Payments	Computation of interest and fees shall be calculated on an actual/360-day basis.
Term Loan Period	At maturity, provided no default or event of default has occurred and all representations and warranties of the Transportation Authority are true and correct in all material respects, the outstanding balance will be repaid over five years in equal quarterly installments at the rates provided above:

## 9. Appendix B: Resumes of the Project Managers and Team Members

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### U.S. Bank:

#### ██████████, Vice President

██████████ serves as a Portfolio Manager in the tax-exempt credit origination team. ██████████ joined U.S. Bank's Government Banking Group in 2013 and has over 20 years of general public finance experience. ██████████ has provided more than \$10 billion in municipal letters of credit, liquidity and direct purchase financings nationally including transactions with ██████████

██████████. Prior to joining U.S. Bank, ██████████ led an effort to expand the JP Morgan/Chase footprint in California through the execution and structuring of tax-exempt direct purchase transactions in Northern California. While at BNP Paribas, ██████████ was responsible for a portfolio of \$6 billion primarily letter of credit and liquidity transactions for the western half of the United States.

██████████ received a double major B.A. in Economics and Mathematics from the University of California at Berkeley.

#### ██████████, Senior Vice President

██████████ is a Senior Vice President, Government Relationship Manager for U.S. Bank, NA. Located at the Capitol Mall office in Sacramento, ██████████ specializes in assisting large government clients in the Sacramento/Central Valley market with cash management, credit and investment strategies. With over 30 years of experience in the financial industry, ██████████ has held senior management roles in government banking, commercial lending, retail banking and compliance. As a result, ██████████ brings valuable industry experience and knowledge to ██████████ clients. ██████████ dedicates her time to evaluating the marketplace, matching new and emerging technologies and answering her client's changing requirements. ██████████ ability to quickly ascertain the right solution to customer needs has made ██████████ an integral part of U.S. Bank's Government Division.

**10. Appendix C: California State & Local Government Clients Since 01/01/2018**

**U.S. Bank:**

Please see below for a list of credit facilities with commitment amounts greater than \$100 million originated for state and local government clients since January 1, 2021.

Issuer	Commitment Date	Commitment Amount	Facilities Type
[REDACTED]	2021	[REDACTED]	Revolver
[REDACTED]	2021	[REDACTED]	Revolver
[REDACTED]	2021	[REDACTED]	Credit Enhancement
[REDACTED]	2024	[REDACTED]	Credit Enhancement
[REDACTED]	2022	[REDACTED]	Credit Enhancement
[REDACTED]	2022	[REDACTED]	Liquidity Facility

This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.

The proposed terms and conditions outlined in the Indicative Terms and Conditions are provided for discussion purposes only and do not constitute an offer, agreement, or commitment to lend. This Indicative Terms and Conditions is intended as an outline only and does not purport to summarize all the terms, conditions, covenants, representations, warranties or other provisions which would be contained in definitive legal documentation of the financing transaction contemplated herein. The actual terms and conditions upon which the Lenders might extend credit to the Borrower are subject to further due diligence, formal credit approval, satisfactory review of documentation, and such other terms and conditions as may be determined by the Bank and its counsel.

As we obtain more information, additional substantive conditions will be required and terms may be changed or be supplemented. In addition, upon completion of our analysis and due diligence and if we obtain credit approval of this proposal, we will prepare loan documentation which will include terms and conditions customary to U.S. Bank, as well as warranties and covenants specific to this transaction.

To that end, this letter is an expression of interest only. Except with respect to your obligation to reimburse U.S. Bank for expenses as provided below and not to disclose the contents of this letter except as permitted below, this letter is not a contract, commitment nor intent to be bound, and U.S. Bank does not intend that this letter or discussions relative to the terms of this letter create any legal rights, implicit or explicit, in your favor, nor is it intended to create any obligations on the part of U.S. Bank. Also, no oral discussions and/or written agreements shall be in place of or supersede written loan agreements executed by your business and accepted by U.S. Bank.

Please note that this proposal is for your review only. You may not disclose this letter or any of the terms contained in this letter to any third party other than your attorney, accountant or authorized agents representing you.



**San Francisco  
County Transportation  
Authority**

BD100824

RESOLUTION NO. 25-XX

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AUTHORIZE THE EXECUTIVE DIRECTOR AND OTHER AUTHORIZED REPRESENTATIVES TO ENTER INTO AN AMENDED AND RESTATED REVOLVING CREDIT AGREEMENT FOR \$185 MILLION WITH U.S. BANK NATIONAL ASSOCIATION; TO BORROW CERTAIN AMOUNTS UNDER SUCH REVOLVING CREDIT AGREEMENT; TO EXECUTE AND DELIVER RELATED DOCUMENTS; AND TO TAKE ALL NECESSARY OR APPROPRIATE RELATED ACTIONS IN CONNECTION THEREWITH

WHEREAS, The San Francisco County Transportation Authority (“Transportation Authority”) is a county transportation authority duly organized and existing pursuant to the Bay Area County Traffic and Transportation Funding Act, being Division 12.5 of the Public Utilities Code of the State of California (Sections 131000 et seq.) (“Act”); and

WHEREAS, Ordinance No. 153-22 (the “Ordinance”) was passed on first reading by the Board of Supervisors of the City and County of San Francisco (the “Board of Supervisors”) on July 12, 2022, finally passed on July 19, 2022, and approved by the Mayor of the City and County of San Francisco on July 21, 2022; and

WHEREAS, Pursuant to the Ordinance, the Board of Supervisors adopted a new county transportation expenditure plan (the “2022 Transportation Expenditure Plan”) that superseded the prior transportation expenditure plan and provided for an election for the purpose of submitting to the voters a measure to enact the Ordinance (“Proposition L”) that would, among other things, authorize implementation of the 2022 Transportation Expenditure Plan, continue collection of the retail transactions and use tax applicable in the City and County of San Francisco at the existing level of one-half of one percent (1/2%) (the “Sales Tax”), continue in effect the Transportation Authority as the independent agency to administer the Sales Tax and the 2022 Transportation Expenditure Plan, and authorize the



Transportation Authority to issue limited tax bonds from time to time, in a total aggregate amount not to exceed \$1,910,000,000 secured by and payable from the proceeds of the Sales Tax; and

WHEREAS, At the election held for such purpose on November 8, 2022, the Ordinance was approved by more than two-thirds of the electors voting on the measure; and

WHEREAS, Pursuant to Sections 131109, 131119 and 131120 of the Act and the Ordinance and other applicable law, the Transportation Authority is authorized to issue limited tax bonds or bond anticipation notes secured by and payable from the proceeds of the Sales Tax; and

WHEREAS, The Transportation Authority presently has approximately \$179,640,000 aggregate principal amount of Senior Bonds outstanding and may issue additional Senior Bonds in the future; and

WHEREAS, The Transportation Authority previously entered into a Revolving Credit Agreement, dated October 7, 2021, as amended September 10, 2024 (the "Existing Revolving Credit Agreement"), by and between U.S. Bank National Association ("U.S. Bank") and the Transportation Authority, pursuant to which the Transportation Authority is permitted to borrow and reborrow amounts from U.S. Bank from time to time in accordance with such Existing Revolving Credit Agreement in an amount up to \$125,000,000 outstanding at any one time; and

WHEREAS, The Transportation Authority's repayment obligations under the Existing Revolving Credit Agreement constitute limited tax bonds and are payable from and secured by the Sales Tax Revenues (which constitute the proceeds of the Sales Tax collected by the California Department of Tax and Fee Administration ("CDTFA") and remitted to the Trustee (defined below) less the administrative fee deducted by CDTFA) on a basis subordinate to the Transportation Authority's Senior Lien Bonds as provided in the Third Amended and Restated Indenture, dated as of November 1, 2017, as amended and supplemented ("Indenture"), by and between





the Transportation Authority and U.S. Bank Trust Company, National Association, as successor trustee ("Trustee"), and by the Sales Tax Revenues Bank Note (Limited Tax Bond), dated October 7, 2021 ("Existing Bank Note"), issued pursuant to the Indenture; and

WHEREAS, Amounts may be borrowed under the Existing Revolving Credit Agreement and the Existing Bank Note prior to the expiration of the Existing Revolving Credit Agreement (as of October 4, 2024, there is \$0 outstanding under the Existing Revolving Credit Agreement); and

WHEREAS, The Existing Revolving Credit Agreement expires by its terms on November 1, 2024 as such date may be further extended by agreement of the Transportation Authority and U.S. Bank; and

WHEREAS, On May 23, 2024, the Transportation Authority issued a Request for Proposals ("RFP") to various banks regarding credit facilities for the Transportation Authority's interim borrowing program to succeed the Existing Revolving Credit Agreement; and

WHEREAS, By the due date of June 24, 2024, the Transportation Authority received three proposals and one letter of interest from financial institutions in response to the RFP; and

WHEREAS, The review panel consisting of Transportation Authority staff and the Municipal Advisor to the Transportation Authority, KNN Public Finance, evaluated the responses based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers' fees, resulting cost of funds, length of commitment, credit ratings and various proposed terms; and

WHEREAS, Based on this competitive selection process, the review panel recommended, and the Transportation Authority proposes, to enter into an amended and restated revolving credit agreement ("Amended and Restated Revolving Credit Agreement") with a commitment of \$185,000,000 with U.S. Bank, provided that the terms of such Amended and Restated Revolving Credit Agreement



shall be within the parameters set forth in Exhibit A; and

WHEREAS, The Transportation Authority's obligations under the Amended and Restated Revolving Credit Agreement would constitute limited tax bonds and would be payable from and secured by the Sales Tax Revenues on a basis subordinate to the Transportation Authority's Senior Lien Bonds; and

WHEREAS, The proceeds of the advances and loans under the Amended and Restated Revolving Credit Agreement shall be used to finance and refinance a portion of the costs and estimated costs of and incidental to, or connected with, the transportation projects, programs and other improvements outlined in the 2022 Transportation Expenditure Plan (including, for the avoidance of doubt, the Proposition K Expenditure Plan as set forth in the 2022 Transportation Expenditure Plan)("Project"), including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, a debt service reserve fund, working capital, capitalized interest and expenses of all proceedings for the authorization and implementation of the Amended and Restated Revolving Credit Agreement; and

WHEREAS, The Board of Commissioners finds that the Sales Tax Revenues are expected to be sufficient to meet debt service on the Transportation Authority's outstanding Senior Lien Bonds and amounts expected to be outstanding under the Amended and Restated Revolving Credit Agreement; and

WHEREAS, In connection with the Amended and Restated Revolving Credit Agreement, a form of which is presented as Enclosure A, the Transportation Authority also anticipates entering into:

a) a Supplemental Indenture (the "Supplemental Indenture") between the Transportation Authority and the Trustee, which would amend and supplement the Indenture for purposes of providing the terms and conditions of the Note (defined below) and making other appropriate modifications to the Indenture, a form of which Supplemental Indenture is presented as Enclosure B; and

b) a note (the "Note) evidencing the obligations of the Transportation



Authority under the Amended and Restated Revolving Credit Agreement, the form of which is attached to the Amended and Restated Revolving Credit Agreement provided as Enclosure A; and

WHEREAS, Any outstanding amount under the Existing Revolving Credit Agreement shall be repaid (or deemed to be repaid) by an advance under the Amended and Restated Revolving Credit Agreement; and

WHEREAS, The Board of Commissioners previously adopted Resolution 25-05 on July 23, 2024, which, among other things, authorized the borrowing of up to \$65,000,000 under the Existing Revolving Credit Agreement in one or more draws (the "Draw(s)"); and

WHEREAS, In accordance with California Government Code Section 5852.1, the Board of Commissioners has obtained and disclosed the good faith estimates required thereby, as more fully set forth in the Staff Recommendation and such good faith estimates have been made available to the public at the meeting at which this Resolution is adopted; and

WHEREAS, The Board of Commissioners desires to authorize (i) the Amended and Restated Revolving Credit Agreement, and (ii) the execution and delivery of all documents, agreements, certificates and other instruments necessary, advisable or appropriate in connection with the Amended and Restated Revolving Credit Agreement, including the Supplemental Indenture, the Note and other documents, agreements, certificates and other instruments related thereto as deemed appropriate by an Authorized Representative (defined below) (all such documents, agreements, certificates and instruments, together with the Amended and Restated Revolving Credit Agreement, the "Transaction Documents"); and

WHEREAS, the Board of Commissioners desires to authorize (i) the Draw(s) to be made under the Amended and Restated Revolving Credit Agreement to the extent not made under the Existing Revolving Credit Agreement (provided that the total amount of Draw(s) shall not exceed \$65,000,000) and (ii) and the execution and



delivery of all documents, agreements, certificates and other instruments necessary, advisable or appropriate in connection with the Draw(s) (the "Draw Documents"); and

WHEREAS, At its September 25, 2024 meeting, the Community Advisory Committee considered and adopted a motion of support for the staff recommendation; and

WHEREAS, the Board of Commissioners has reviewed the staff recommendation and desires to approve the Amended and Restated Revolving Credit Agreement, the other Transaction Documents, the Draw(s), the Draw Documents, and related actions as provided in this resolution; now, therefore, be it

RESOLVED, That the Board of Commissioners hereby finds and declares that the statements, findings and determinations set forth above are true and correct; and be it further

RESOLVED, That the Board of Commissioners hereby authorizes the Amended and Restated Revolving Credit Agreement and the other Transaction Documents and the performance by the Transportation Authority of its obligations thereunder. The Executive Director of the Transportation Authority and the Chief Deputy Director of the Transportation Authority, including any such officer serving or acting in an interim capacity, and any authorized designee of either such officer (each, an "Authorized Representative") are, and each of them acting alone is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to execute by manual or facsimile signature and deliver the Amended and Restated Revolving Credit Agreement and the Supplemental Indenture in substantially the form enclosed herewith and hereby approved, with such changes as any Authorized Representative determines are appropriate, advisable or necessary and in the best interests of the Transportation Authority, provided that the final terms of the Amended and Restated Revolving Credit Agreement are within the parameters set forth in Exhibit A to the extent applicable, such approval to be conclusively evidenced by the execution and delivery thereof; and be it further



RESOLVED, That the Board of Commissioners hereby authorizes the execution and delivery of the Note on behalf of the Transportation Authority by an Authorized Representative and, to the extent determined by an Authorized Representative to be appropriate or advisable or to be necessary to comply with the terms of the Indenture (as it may be modified) or applicable law (such determination to be conclusively evidenced by the execution and delivery of such Note by such Authorized Representative), by any other officer, Board of Commissioners member, employee or agent. The Note shall be in substantially the form enclosed herewith and hereby approved, with such changes as any Authorized Representative determines are appropriate, advisable or necessary, in each case, to the extent, and with the terms and provisions as the Authorized Representative executing the same shall determine are appropriate, advisable or necessary and in the best interests of the Transportation Authority, such determination to be conclusively evidenced by the execution and delivery thereof. Any such execution may be by manual or facsimile signature, and each Note shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of any person signing a Note shall have the same force and effect as if such person had manually signed such Note; and be it further

RESOLVED, That the Board of Commissioners hereby authorizes the Draw(s) under the Amended and Restated Revolving Credit Agreement as well as under the Existing Revolving Credit Agreement. The Authorized Representatives are, and each them acting along is, hereby authorized, for and in the name of and on behalf of the Transportation Authority, to determine the timing and amount of the Draw(s) up to a total aggregate principal amount of \$65,000,000, and to execute by manual or facsimile signature and deliver the Draw Documents in the form approved by the Authorized Representative executing the same as being in the best interests of the Transportation Authority, such determination to be conclusively evidenced by the execution and delivery thereof.



RESOLVED, That the Authorized Representatives are, and each of them acting alone is, hereby authorized to take any and all actions and execute and deliver such documents, agreements, certificates and other instruments as the Authorized Representative executing the same deems necessary, advisable or appropriate to carry out the purposes of this Resolution and the Ordinance and to consummate the Amended and Restated Revolving Credit Agreement, the other Transaction Documents and the Draw(s) and carry out the terms of the Amended and Restated Revolving Credit Agreement and the other Transaction Documents; the officers, employees and agents of the Transportation Authority are authorized to take all actions and execute and deliver such documents, agreements, certificates and other instruments as may be required or appropriate to carry out the purposes of this Resolution and the Ordinance and to consummate the Draw(s), the Amended and Restated Revolving Credit Agreement and the other Transaction Documents or to carry out the terms of the Amended and Restated Revolving Credit Agreement and the other Transaction Documents; and all actions heretofore taken by all officers, employees and agents of the Transportation Authority with respect to the Amended and Restated Revolving Credit Agreement, the other Transaction Documents and the Draw(s), including but not limited to the issuance of the RFP, are hereby approved, confirmed and ratified; and be it further

RESOLVED, That in addition to the actions described elsewhere in this Resolution, the Authorized Representatives are, and each of them acting alone, are hereby continually authorized, from time to time, for and in the name of, and on behalf of the Transportation Authority, to amend and modify any and all Transaction Documents and Draw Documents, enter into new agreements, documents, certificates or other instruments with respect to the Amended and Restated Revolving Credit Agreement and the other Transaction Documents, and take any other actions, in each case, that the Authorized Representative entering into such amendment or modification, agreement, document, certificate or instrument or



taking such action determines is necessary, advisable or appropriate with respect to the Amended and Restated Revolving Credit Agreement or the Draw(s); and be it further

RESOLVED, That Resolution 25-05 adopted by this Board of Commissioners on July 23, 2024 remains in full force and effect, as supplemented hereby; and be it further

RESOLVED, That this Resolution shall take effect immediately upon its adoption and approval; and be it further

RESOLVED, That the Authorized Representatives are, and each of them hereby is, authorized to negotiate agreement terms and conditions; and be it further

RESOLVED; That notwithstanding any rule or policy of the Transportation Authority to the contrary, each of the Authorized Representatives is expressly authorized to execute agreements and amendments to agreements within the parameters established in this Resolution.

Attachment:

1. Exhibit A: Transaction Parameters

Enclosure:

1. Enclosure A: Form of Amended and Restated Revolving Credit Agreement
2. Enclosure B: Form of Supplemental Indenture