



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, October 22, 2024, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2661 122 9347 # #

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

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

CLERK: Amy Saeyang

Remote Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

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

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

1. Roll Call
2. Chair's Report – **INFORMATION**
3. Executive Director's Report – **INFORMATION**



4. Approve the Minutes of the October 8, 2024 Meeting – **ACTION*** **5**

Consent Agenda

5. **[Final Approval]** Reappoint Rachael Ortega and Najuwanda Daniels as the District 8 and District 10 Representatives, Respectively, to the Community Advisory Committee – **ACTION*** **9**

6. **[Final Approval]** Allocate \$8,257,000 and Appropriate \$165,000 in Prop L Funds, with Conditions, for Five Requests – **ACTION*** **17**

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. **[Final Approval]** 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*** **163**

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. **[Final Approval]** 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*** **199**

End of Consent Agenda

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

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



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street. **Please note the wheelchair lift at the Goodlett Place/Polk Street is temporarily not available.**

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

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

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

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MINUTES

San Francisco County Transportation Authority

Tuesday, October 08, 2024

1. Roll Call

Chair Mandelman called the meeting to order at 10:05 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, and Ronen (6)

Absent at Roll Call: Commissioners Melgar (entered during Item 5), Peskin, Safai, Stefani (entered during Item 2), and Walton (entered during Item 5) (5)

2. Approve the Minutes of the September 24, 2024 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Preston, Ronen, and Stefani (7)

Absent: Commissioners Melgar, Peskin, Safai, and Walton (4)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that during the September 25 meeting the CAC had voted to support the allocation of \$8 million in Prop L funds for five requests. She stated that there were a lot of questions about the Laguna Honda gondola study in particular, including special consideration for the senior and limited mobility population who needed to access the hospital, whether the study recommendations would be contingent on residential development, ensuring the project would have public access, and consideration of other modes as fallbacks such as a bus or a funicular.

Chair Siegal stated that on the SFMTA 5-minute network request, members had given feedback to consider more segments of the 22 bus line for improvements and to incorporate the 43 and 44 bus lines into the 5-minute network which underscored the importance of cross-town and inter-neighborhood connections to the communities that CAC members represented.

Chair Siegal stated the CAC also had voted to support the Prop K grant amendments for the 1399 Marin Street Maintenance Facility and Fall Protection System projects, as well as the Transportation Authority's Revolving Credit Agreement with U.S. Bank for \$185 million.

Chair Siegal stated most of the meeting's discussion had been on the transit recovery



and fiscal cliff presentations from the Transportation Authority, BART, Caltrain, and SFMTA staff that the Board had heard in September. She said that members offered feedback on attracting riders back into the systems, commenting on the high cost of riding BART to the airport, poor late-night transit, friction associated with cross-system transfers, lack of regional connections to San Francisco's west side in particular, the last mile problem, and concerns about poor user experience with the new BART fare gates for cyclists.

Chair Siegal concluded by saying that several members had expressed a desire to see a more solution-oriented presentation, noting members were already keenly aware of the threat posed by the agencies' operating deficits. She said that CAC members also wanted a deeper dive into the viability of various funding mechanisms under consideration in the regional negotiations and had requested a follow-up presentation.

There was no public comment.

4. State and Federal Legislation Update – INFORMATION

Martin Reyes, Principal Transportation Planner, Government Affairs and Jeal Paul Velez, Principal Transportation Planner, Technology Policy presented the item per the staff memorandum.

There was no public comment.

5. Reappoint Rachael Ortega and Najuawanda Daniels as the District 8 and District 10 Representatives, Respectively, to the Community Advisory Committee – ACTION

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

Chair Mandelman stated that he was pleased to reappoint Rachael Ortega as the District 8 representative. He then invited the CAC applicants to speak to their interests and qualifications in serving on the CAC. Najuawanda Daniels stated that she had been honored to be considered for reappointment as the District 10 community representative and that her goals and objectives were to still to contribute input to the work of the committee and ensure equitable transportation. She stated she was committed to serving the City and community in the role of Vice Chair.

Rachael Ortega spoke to her interests and qualifications for serving on the CAC, stating that she was had learned a lot during her time on the CAC and was excited to keep learning how the City spends its money and aimed to engage with community members as well as young professionals who wanted to ensure the city had transit options, while maintaining a balance for other opportunities in the city.

Commissioner Walton stated he wanted to express 100 percent support for Najuawanda Daniels and for her commitment to serving on the CAC.

There was no public comment.

Commissioner Walton moved to approve the item, seconded by Chair Mandelman.

The item was approved without objection by the following vote:

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



Absent: Commissioners Peskin and Safai (2)

6. Allocate \$8,257,000 and Appropriate \$165,000 in Prop L Funds, with Conditions, for Five Requests – ACTION

Lynda Viray, Transportation Planner and Ahmed Thleiji, Principal Engineer presented the item per the staff memorandum.

Vice Chair Melgar spoke about the Laguna Honda Gondola Study and commented on development plans for affordable senior housing with a subsidized assisted living facility on the Laguna Honda campus. She stated she believed this would be a great addition to the affordable housing stock in District 7 and the west side. She noted that it had been a constant challenge to get people up that last quarter mile of the hill and up the Twin Peaks hill on the District 8 and District 7 side, beyond relying on large polluting tourist buses and private cars. She thought that looking at other cities with hills, large visitor numbers, and workers could provide alternative ways to transport people that last quarter mile. She added that having Forest Hill Station nearby as a transportation hub made this study worth considering.

There was no public comment.

Vice Chair Melgar moved to approve the item, seconded by Commissioner Preston.

The item was approved without objection by the following vote:

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

Absent: Commissioners Peskin and Safai (2)

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

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

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Chan, Peskin, and Safai (3)

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

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



the staff memorandum.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Peskin and Safai (2)

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment

There was no public comment.

11. Adjournment

The meeting was adjourned at 10:42 a.m.



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>RECOMMENDATION <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>SUMMARY</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"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Reappointments
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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.

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**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

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

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

Najuawanda Daniels NAME OF APPLICANT	9/26/2024 DATE
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San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

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

Statement of qualifications:

I have 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

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

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

9/26/2024

NAME OF APPLICANT

DATE



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>RECOMMENDATION <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"> 1. Muni Forward Five-Minute Network Corridor Development (\$5,000,000) 2. Woods/Islais Creek Yard Electrification Phase 1 (\$2,358,000) 3. District 4 Street Improvements (\$432,000) <p>Allocate \$462,000 in Prop L funds to Peninsula Corridor Joint Powers Board (PCJPB) for:</p> <ol style="list-style-type: none"> 4. Right of Way Fencing - FY24 (\$462,000) <p>Allocate \$5,000 to SFMTA and Appropriate \$165,000 in Prop L funds, with conditions, for:</p> <ol style="list-style-type: none"> 5. Laguna Honda Gondola Study (SFMTA \$5,000, SFCTA \$165,000) <p>SUMMARY</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"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	1	SFMTA	Muni Forward Five-Minute Network Corridor Development	\$ 5,000,000	\$ 5,000,000	90%	0%	Planning	Citywide
Prop L	6	SFMTA	Woods/Islais 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
TOTAL				\$ 8,422,000	\$ 14,690,988				

Footnotes

- ¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency), PCJPB (Peninsula Corridor Joint Powers Board), and SFCTA (San Francisco County Transportation Authority)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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 ¹

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 ¹

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.
TOTAL			\$8,422,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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>Special Conditions: 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 multi-phase allocation 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>Special Conditions: 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>
TOTAL			\$ 8,422,000	

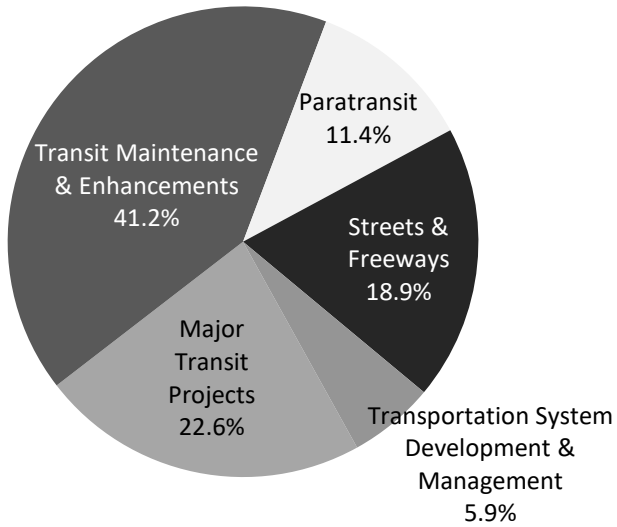
¹ See Attachment 1 for footnotes.

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

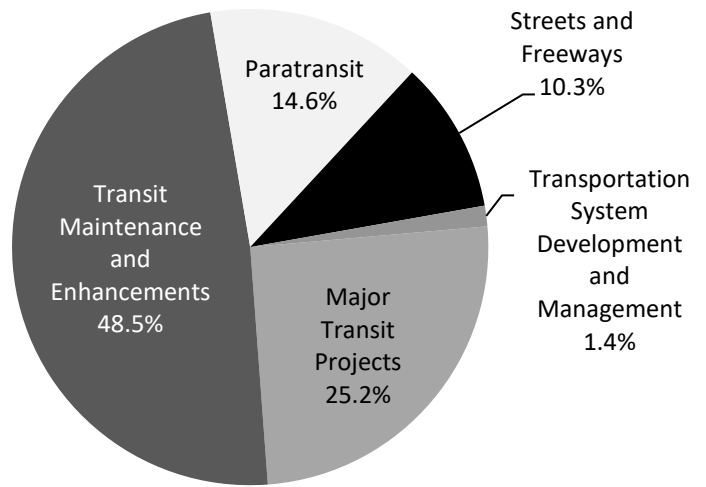
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2024/25	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 67,201,782	\$ 14,070,072	\$ 32,822,392	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 8,422,000	\$ 2,730,000	\$ 3,692,000	\$ 1,000,000	\$ 1,000,000	\$ -
New Total Allocations	\$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

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

EXPENDITURE PLAN INFORMATION

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

REQUEST

Brief Project Description

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

Detailed Scope, Project Benefits and Community Outreach

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

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

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

Group 1 corridors:

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

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

Potential Group 2 corridors:

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

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

Background and Benefits

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

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

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

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

Public Engagement and Community Support

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

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

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

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

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

Coordination

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

Tasks and Deliverables

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

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

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

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

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

Project Location

Citywide

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$5,000,000.00

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	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

FY of Allocation Action:	FY2024/25
Project Name:	Muni Forward Five-Minute Network Corridor Development
Primary Sponsor:	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
Phases In Current Request Total:	\$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
Funding Plan for Entire Project Total:	\$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	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	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	\$ 4,900,000
Other Direct Costs *	\$ -	\$ -	\$ 100,000.00	\$ -	\$ -	\$ 100,000
Total	\$ 10,000	\$ -	\$ 1,000,000	\$ 3,500,000	\$ 490,000	\$ 5,000,000

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$5,000,000	Total PROP L Recommended	\$5,000,000

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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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:

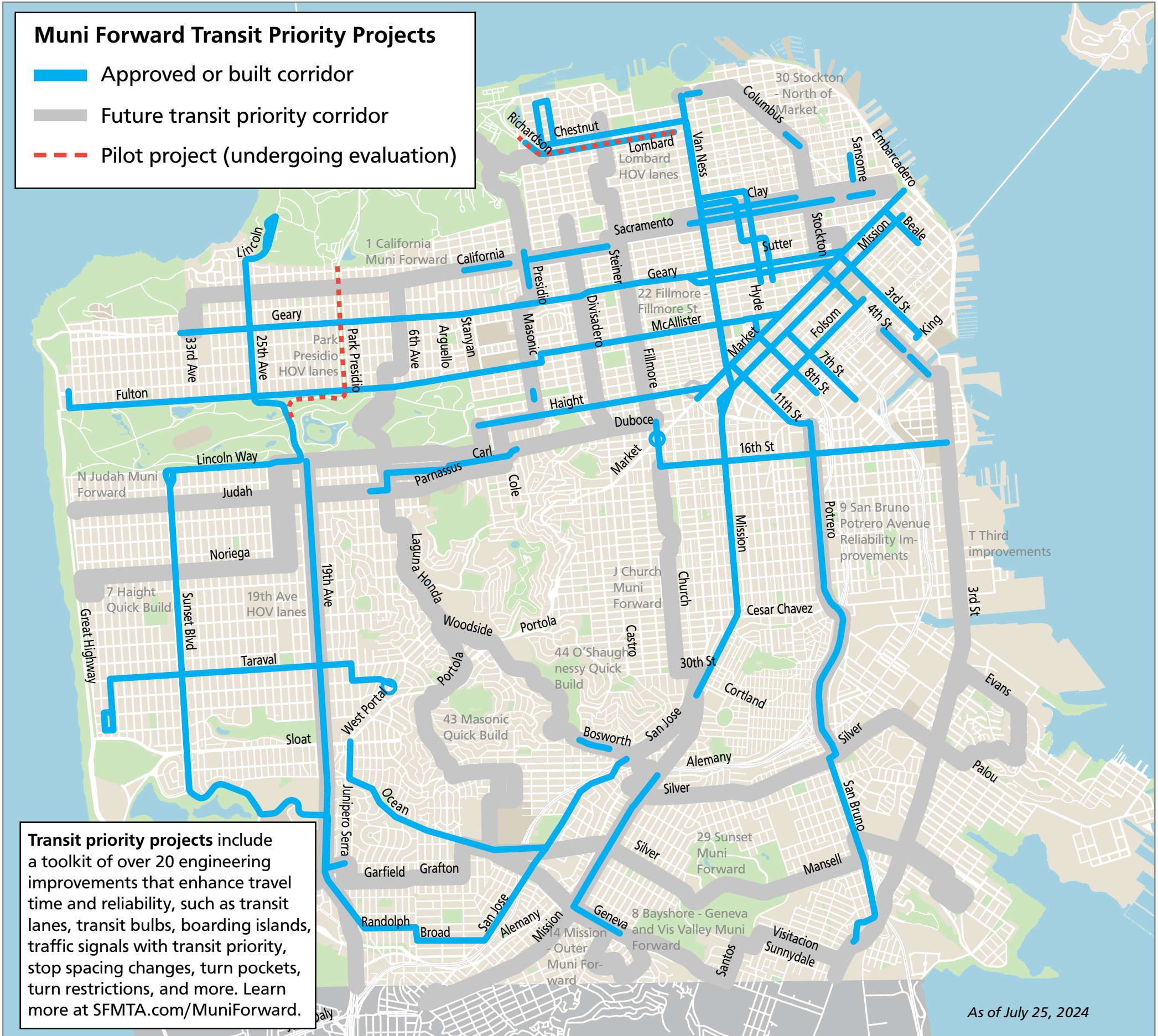
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CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michael Rhodes	Joel C Goldberg
Title:	Manager III	Grants Procurement Manager
Phone:	(415) 579-9702	555-5555
Email:	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



1 California
Full Route

30 Stockton
North of Market St

22 Fillmore
Fillmore St

Salesforce Transit Center

7 Haight/Stanyan
Route west of Stanyan St

T Third St
Mission Bay, Dogpatch, Bayview

28 19th Avenue
Lincoln Ave to Junipero Serra Blvd

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

43 Masonic
Full Route

44 O'Shaughnessy
Full Route

14 Mission/14 Mission Rapid
Outer Mission

8 Bayshore
Geneva Ave and Visitacion Valley

- Group 1 Corridor
- - - Group 1 Full Route
- Group 2 Corridor
- - - Group 2 Full Route
- Plan Bay Area 2050 Equity Priority Communities



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



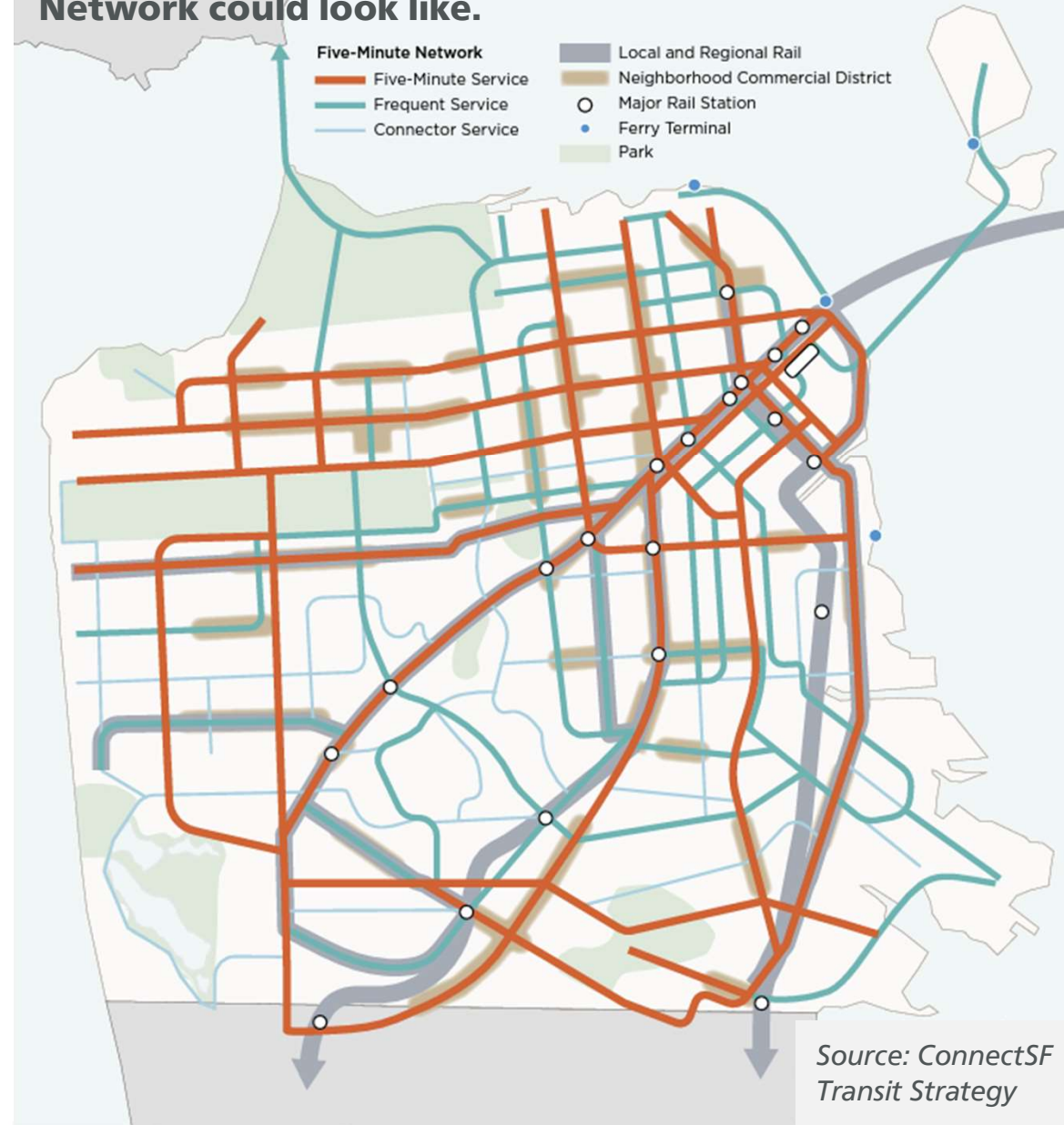
- Group 1 Corridor
- Group 2 Corridor
- High-Injury Network (Overlap With Project Corridors)



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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$2,358,000
Supervisory District	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

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

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	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

FY of Allocation Action:	FY2024/25
Project Name:	Woods/Islais Creek Yard Electrification Phase I
Primary Sponsor:	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
Phases In Current Request Total:	\$0	\$3,947,058	\$3,030,695	\$6,977,753

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
Funding Plan for Entire Project Total:	\$0	\$34,396,032	\$3,264,695	\$37,660,727

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		
Total:	\$37,660,727	\$2,358,000	

% Complete of Design:	8.0%
As of Date:	08/29/2024
Expected Useful Life:	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%
TOTAL PHASE	\$ 3,523,526	

* Permitting, Plan Check, Printing, Etc.

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

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%
TOTAL PHASE	\$ 3,454,227	

* Permitting, Plan Check, Printing, Etc.

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,358,000	Total PROP L Recommended	\$2,358,000

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

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

EXPENDITURE PLAN SUMMARY

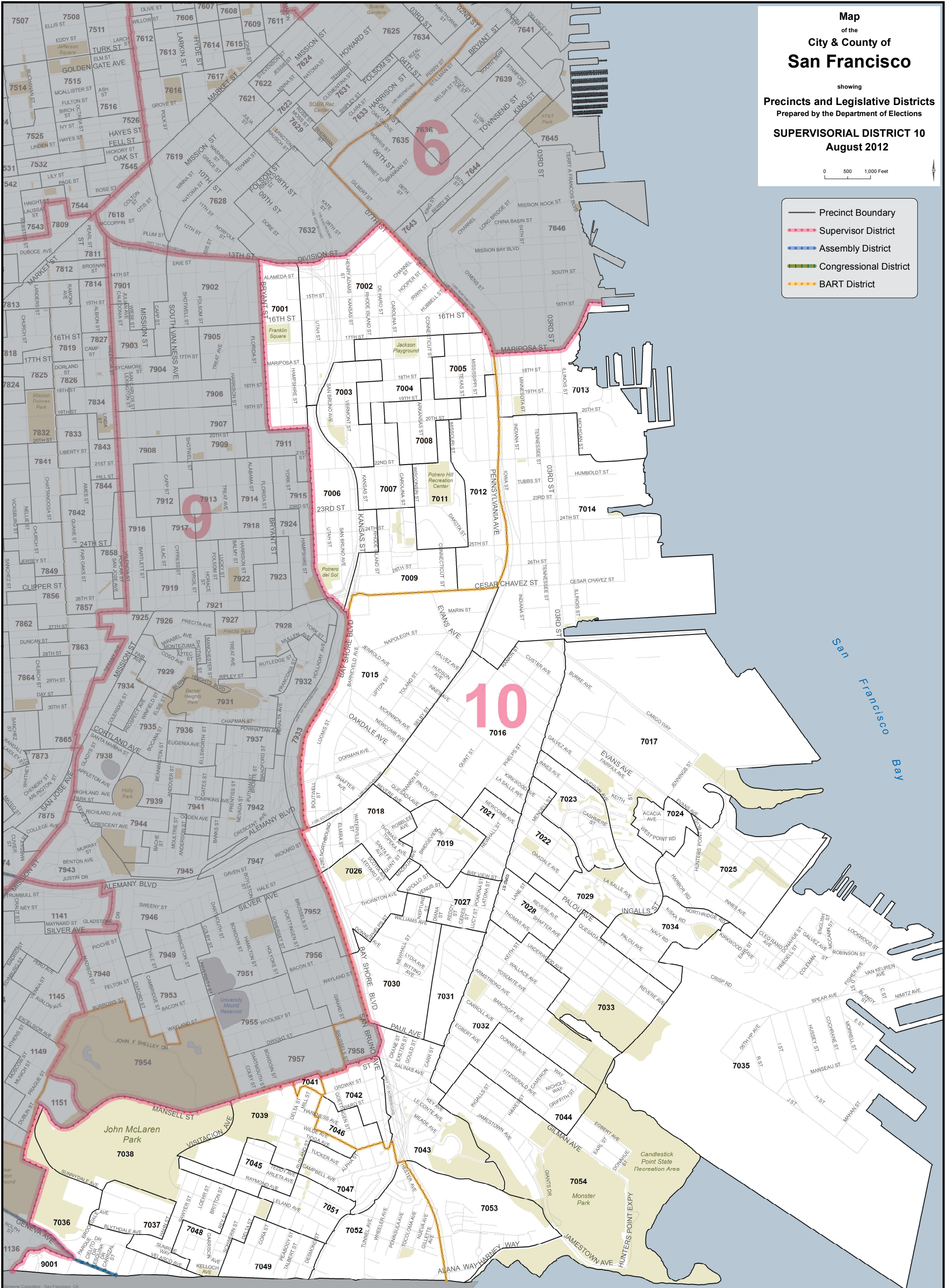
Current PROP L Request:	\$2,358,000
--------------------------------	-------------

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
Name:	Christian Kalinowski	Joel C Goldberg
Title:	CP&C Project Manager	Grants Procurement Manager
Phone:		555-5555
Email:	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

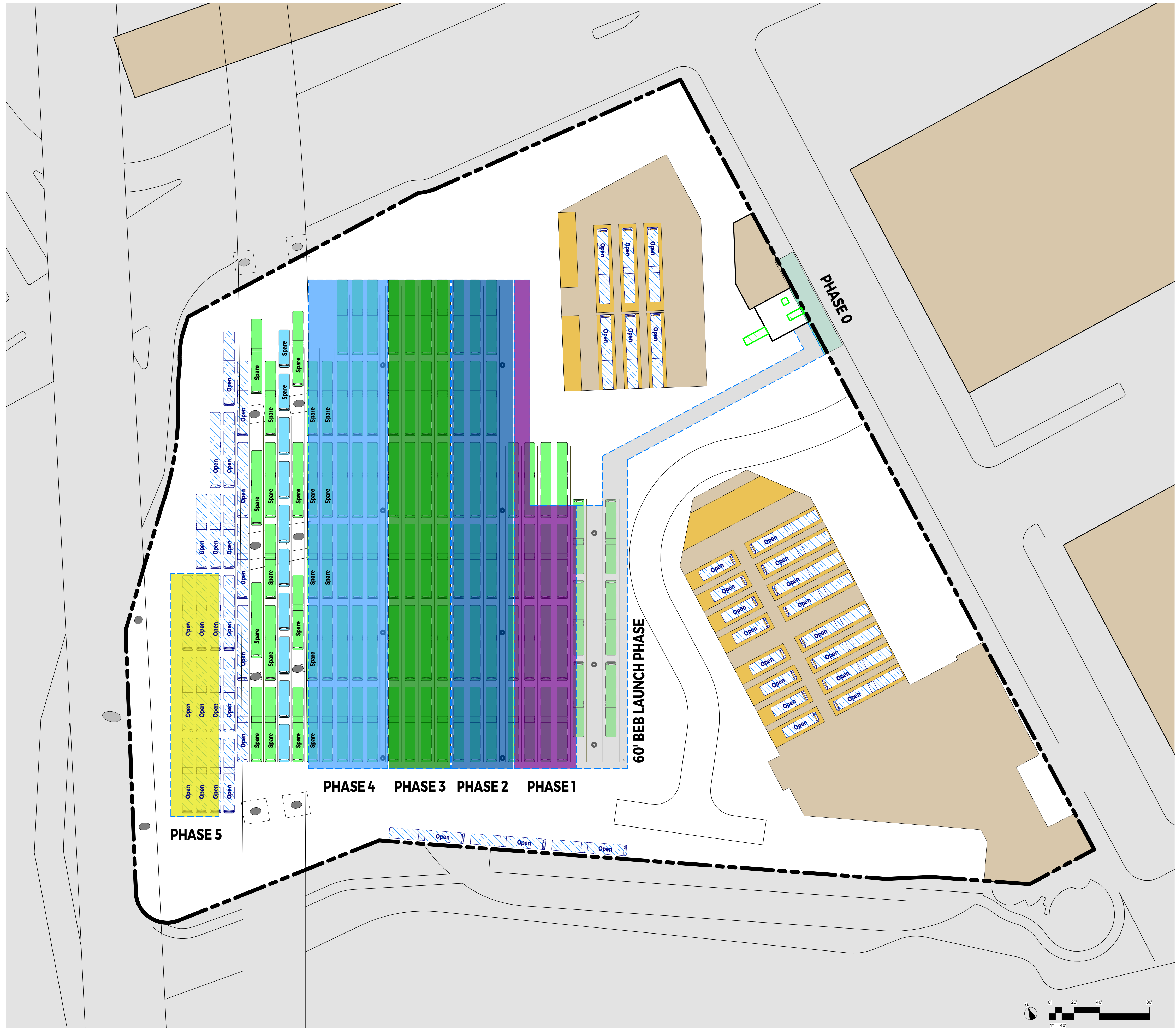
LEGEND

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
TOTAL ASSIGNED BUSES:		115
30' Open		8
60' Open		40
TOTAL OPEN POSITIONS:		48

TOTAL AVAILABLE PARKING

163



PROJECT NO.	189247
DRAWN BY	ESR
DATE	10/27/2021
SCALE	1/4"=1'-0" 2/324"=1'-40"

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



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

DRAWING TITLE
**PHASING
 EXISTING
 ALL PHASES**

DRAWING NUMBER
1 PH 0.0

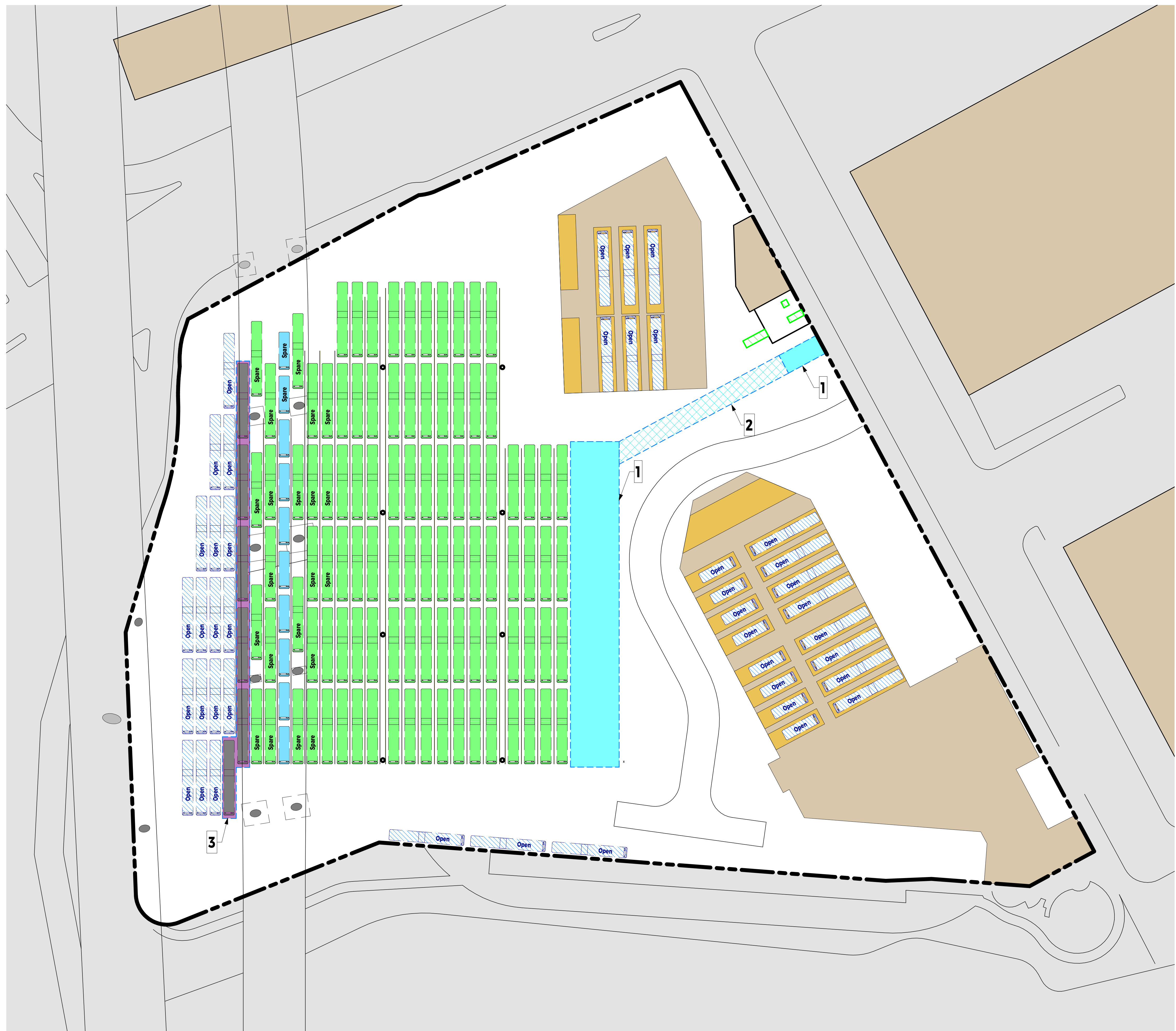
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LEGEND
Based on SFMTA_Fleet_Projections_4.6.21.xlsx File

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

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						
<small>WSP USA, Inc. 18200 PARK ROW SUITE 200 HOUSTON, TEXAS 77064 TEL: (281) 565-5900 FAX: (281) 759-5164</small>							
DRAWING TITLE	POTENTIAL 60' BEB LAUNCH PHASE RELOCATE BUSES						
DRAWING NUMBER	IPH 1A.1						

LEGEND

Based on SFMTA_Fleet_Projections_4.6.21.xlsx File

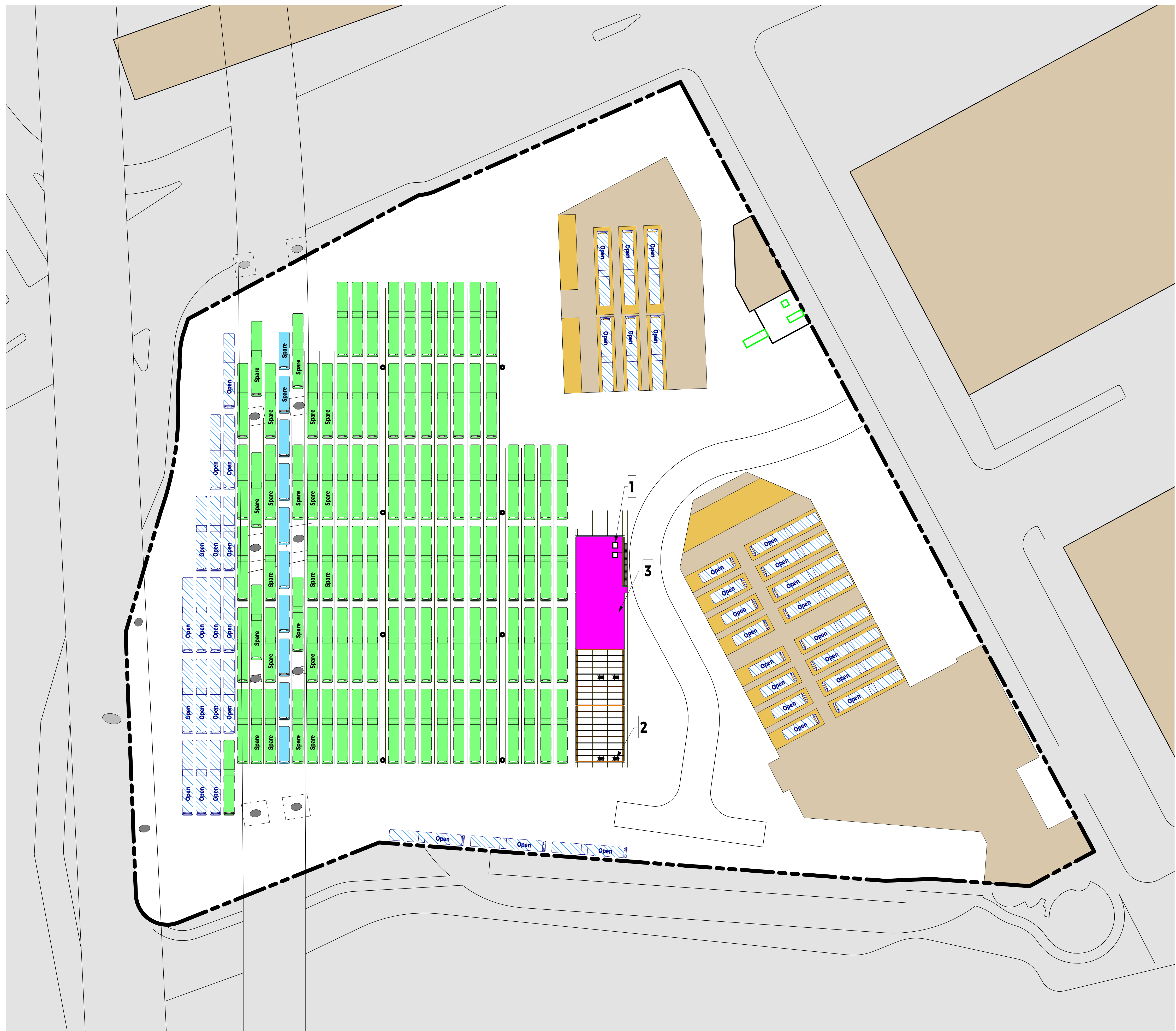
30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
TOTAL ASSIGNED BUSES:		115
30' Open		8
60' Open		34
TOTAL OPEN POSITIONS:		42
TOTAL AVAILABLE PARKING		157

Equipment Count

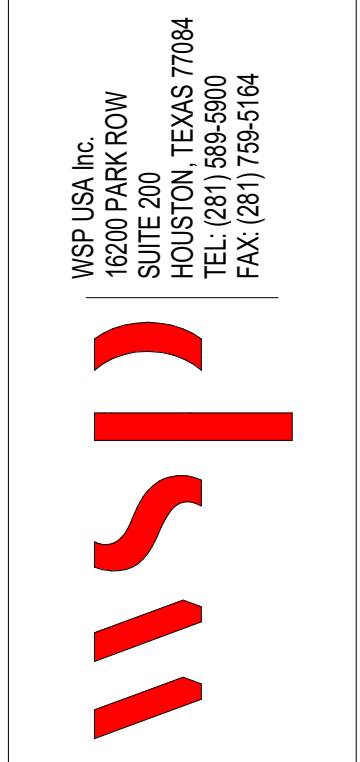
Charging Cabinet	2
Pantograph	6

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








DRAWING NUMBER	1 PH 1A.2
DRAWING TITLE	POTENTIAL 60' BEB LAUNCH PHASE NEW OVHD STRUCTURE
PROJECT TITLE	SFMTA ZE FACILITY PLAN ISLAIS DIVISION
PROJECT NO.	189247
DRAWN BY	Author
DATE	11/09/21
SCALE	1" = 40'-0"



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
TOTAL ASSIGNED BUSES:		121

30' Open		8
60' Open		37
TOTAL OPEN POSITIONS:		45

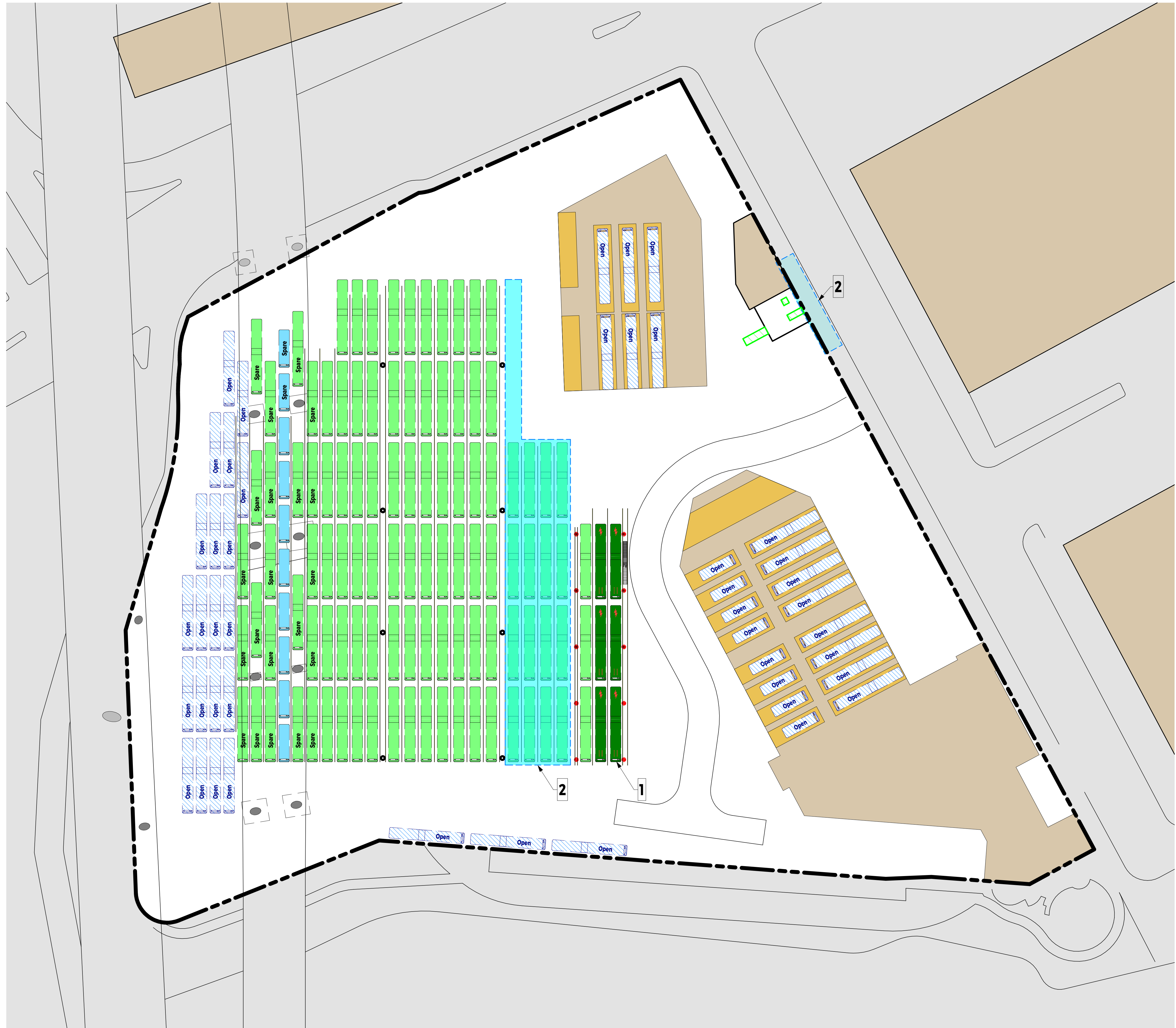
TOTAL AVAILABLE PARKING
166

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

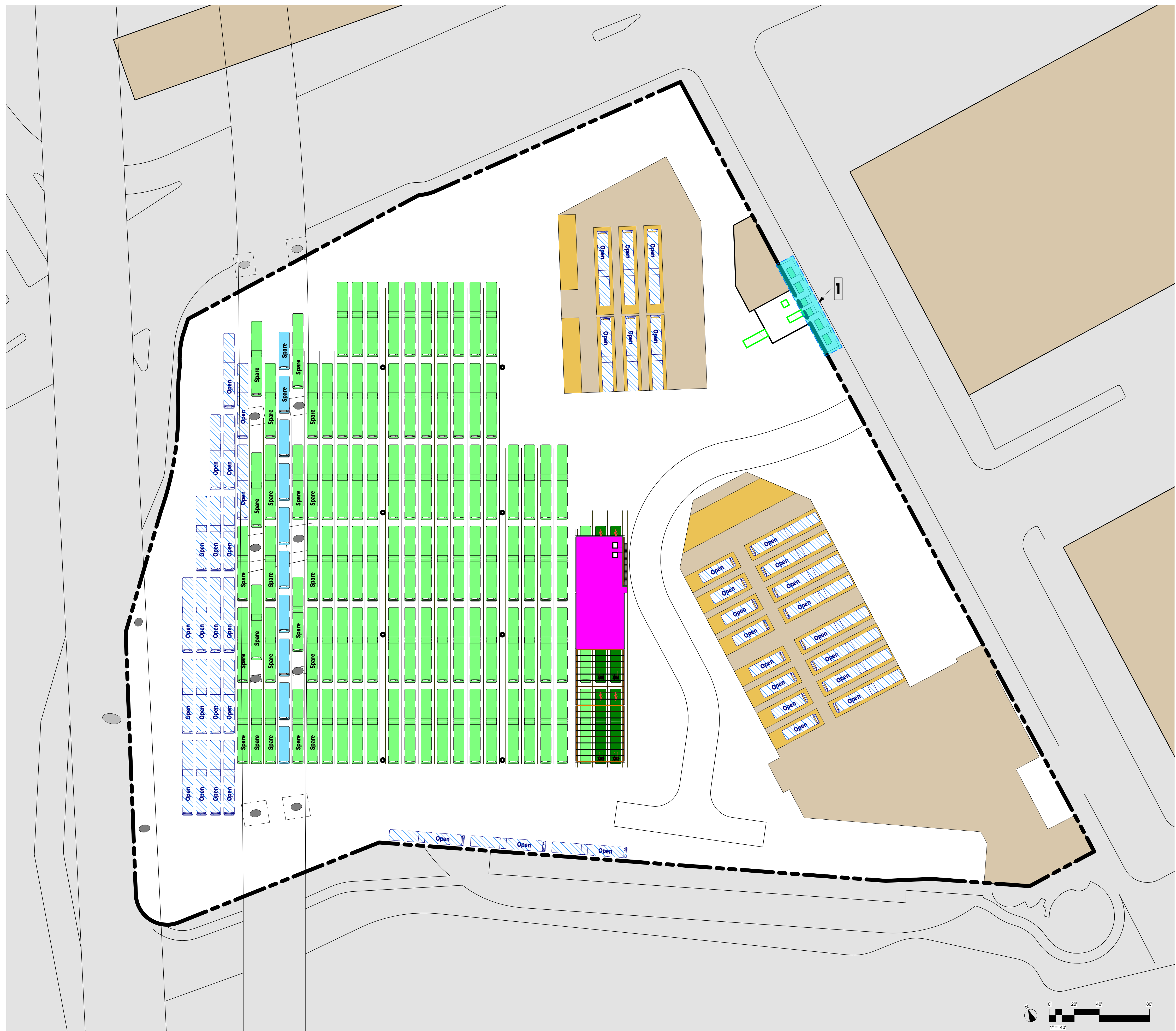
30' Diesel		8
30' Diesel Spare (20%)		2
60' Diesel		84
60' Diesel Spare (20%)		21
TOTAL ASSIGNED BUSES:		115

30' Open		8
60' Open		40
TOTAL OPEN POSITIONS:		48

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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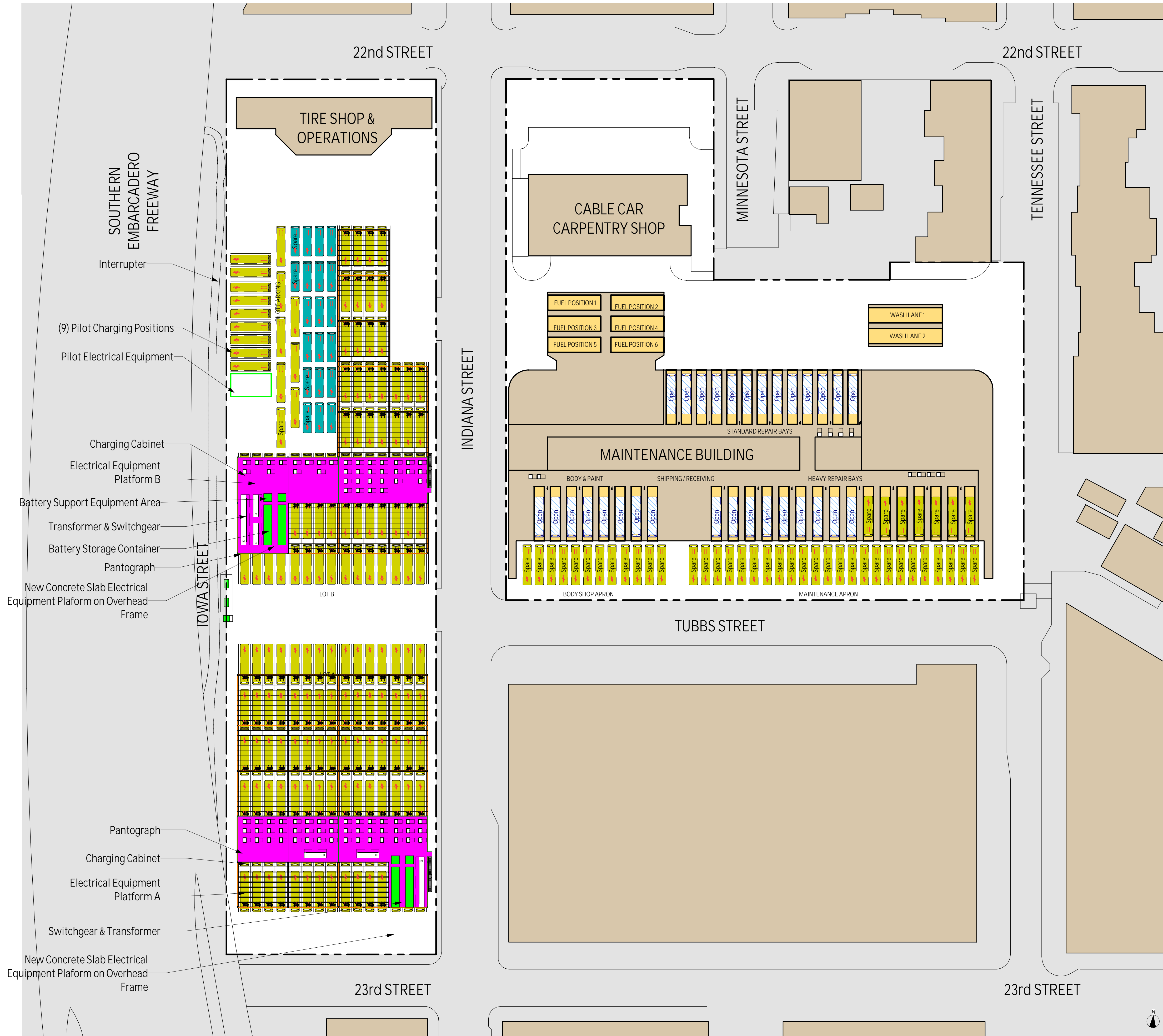
LEGEND

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
TOTAL ASSIGNED BUSES:		241
40' Open		30
TOTAL OPEN POSITIONS:		30
TOTAL AVAILABLE PARKING		271

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

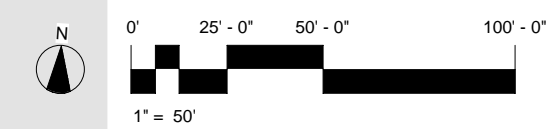


WSP
 WSP USA Inc
 16200 PARK ROW
 SUITE 200
 HOUSTON, TEXAS 77064
 TEL: (281) 588-5900
 FAX: (281) 758-5164

DRAWING TITLE
 MASTER PLAN
 WOODS
 MASTER PLAN






DRAWING NUMBER
 W MP 1

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LEGEND

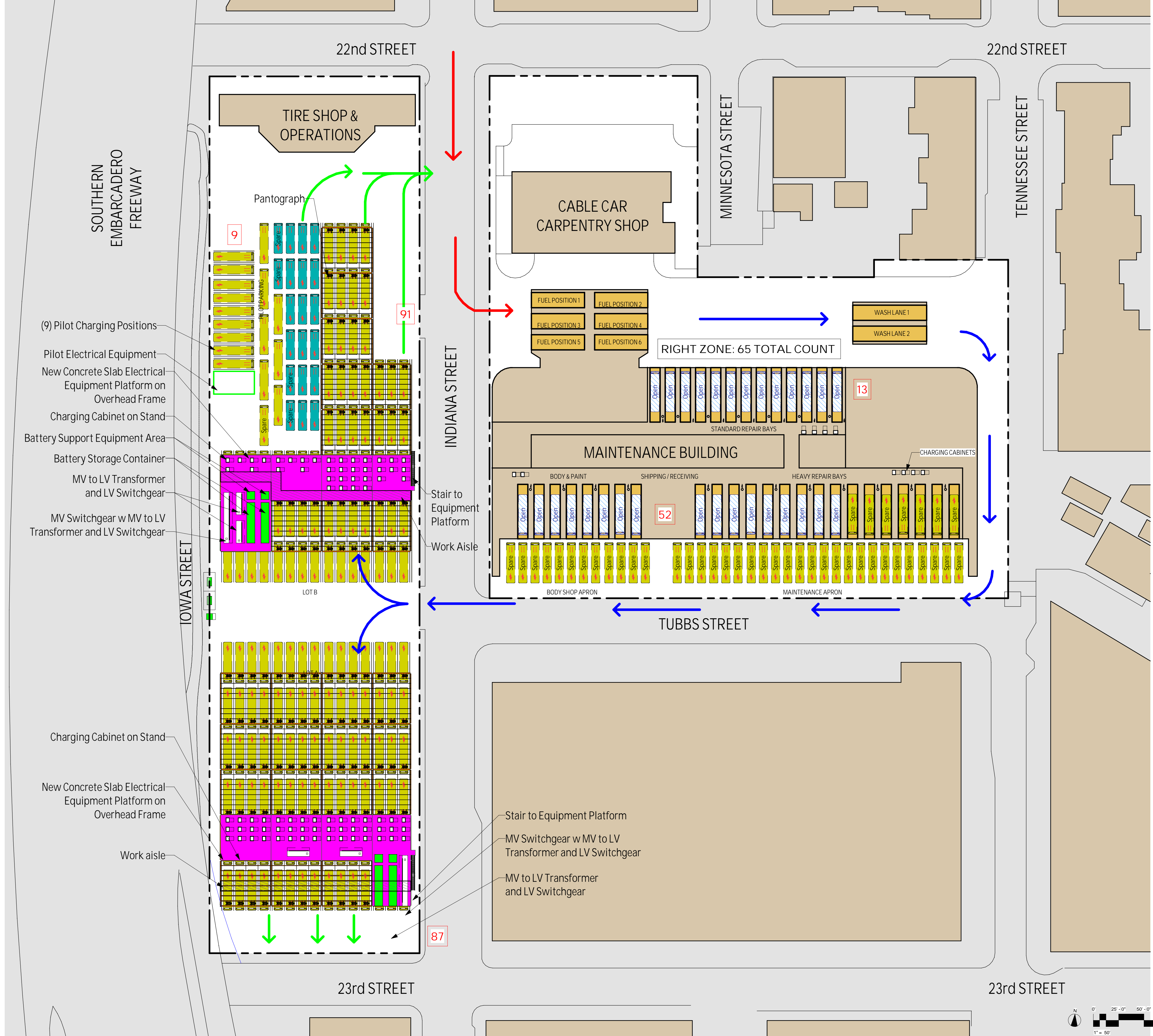
Based on SFMTA_Fleet_Projections_4.6.21.xlsx File

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

- Pull-In 
- Service Cycle 
- Pull-Out 

Equipment Count

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



- (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

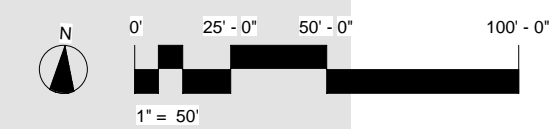
PROJECT NO.	189247
DRAWN BY	ESR
DATE	10/06/2021
SCALE	1" = 40'

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
DRAWING TITLE	WOODS MASTER PLAN W/ CIRCULATION
DRAWING NUMBER	W MP 2



LEGEND


Based on SFMTA_Fleet_Projections_4.6.21.xlsx File

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

Equipment Count






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



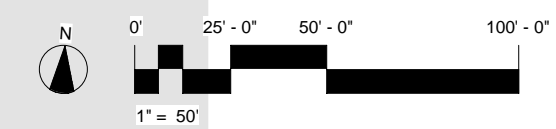
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DRAWING TITLE	WOODS MASTER PLAN COLUMNS
DRAWING NUMBER	W MP 3
PROJECT NO.	189247
DRAWN BY	MJM
DATE	10/06/2021
SCALE	1" = 40'
	
PROJECT TITLE SFMTA ZE FACILITY PLAN WOODS DIVISION	
WSP USA Inc 16200 PARK ROW SUITE 200 HOUSTON, TEXAS 77064 TEL: (281) 586-5900 FAX: (281) 759-5164	


LEGEND

Based on SFMTA_Fleet_Projections_4.6.21.xlsx File

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






- 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

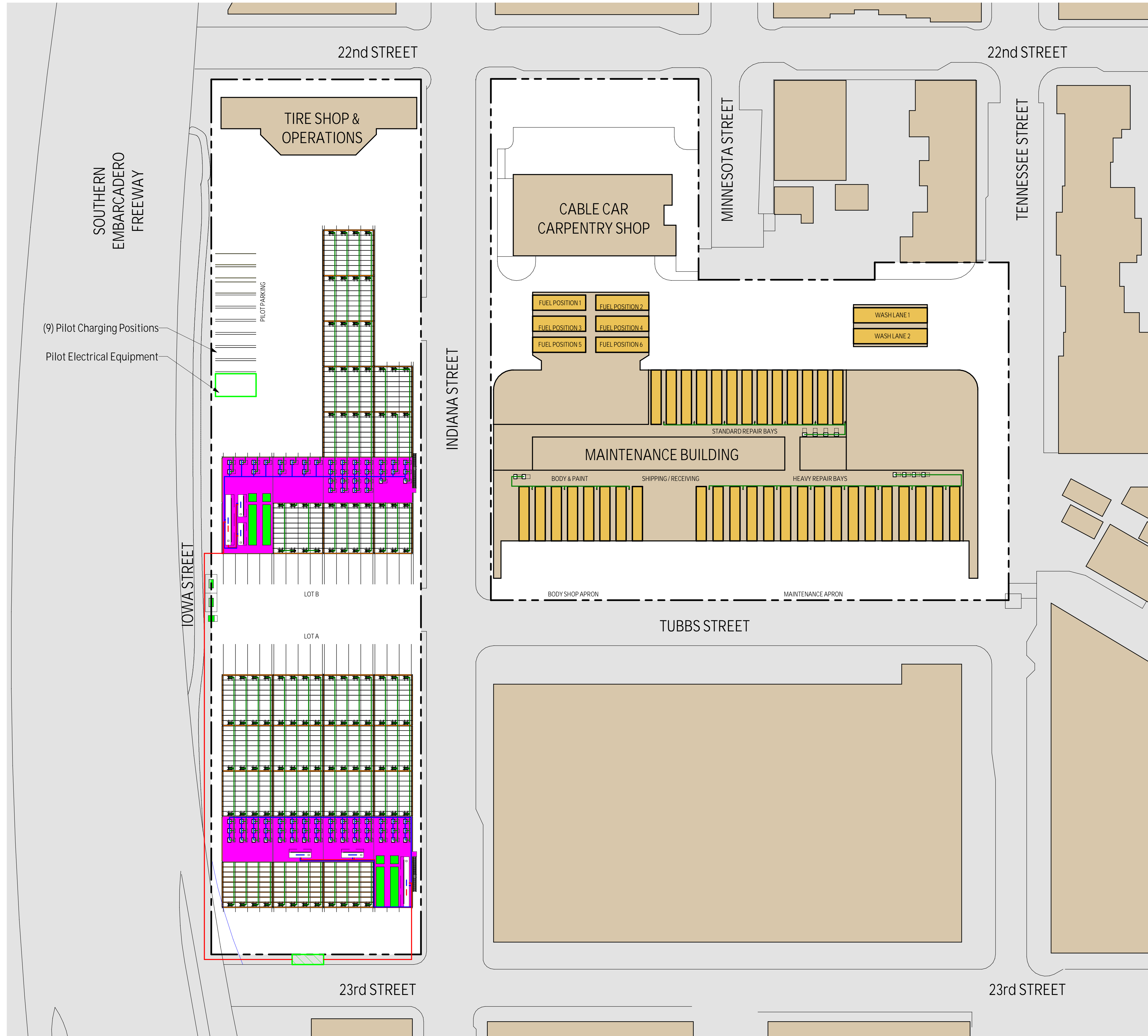
Based on SFMTA_Fleet_Projections_4.6.21.xlsx File

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

MV AC POWER	
LV AC POWER	
DC POWER / DATA	

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

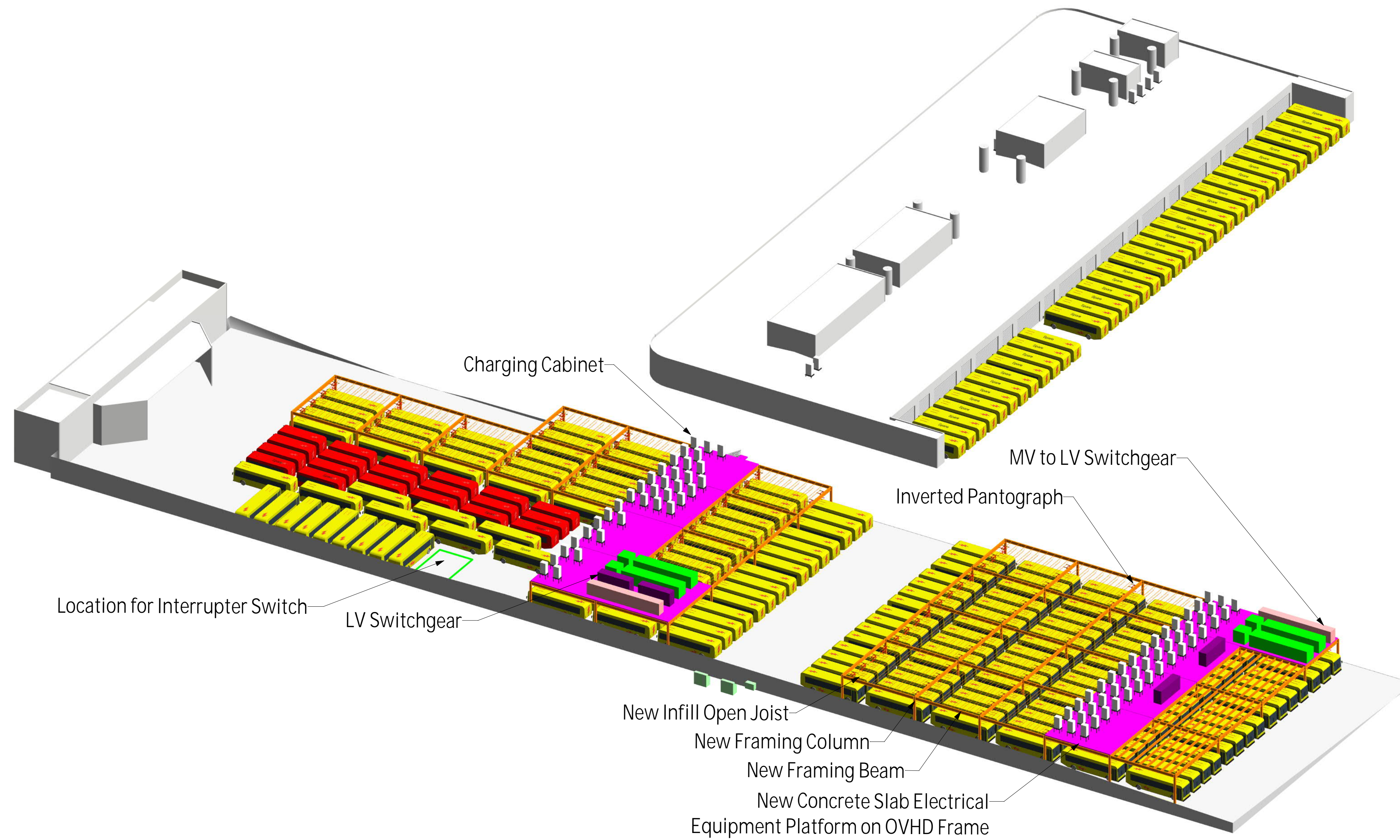


WSP USA Inc.
 16200 PARK ROW
 SUITE 200
 HOUSTON, TEXAS 77064
 TEL: (281) 588-5900
 FAX: (281) 758-5164

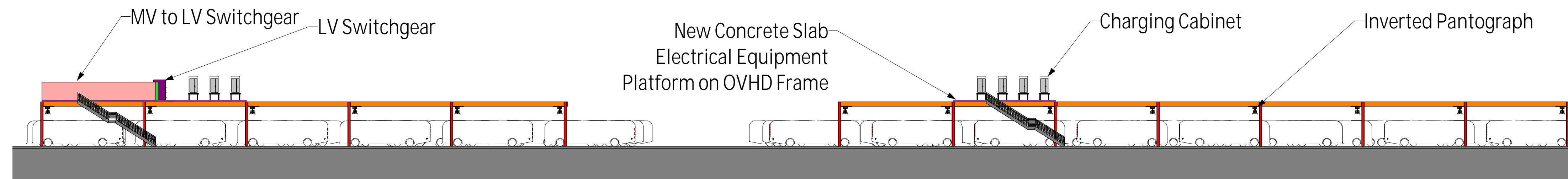
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 WOODS
 MASTER PLAN
 CONNECTION DIAGRAM

DRAWING NUMBER
 MASTER PLAN
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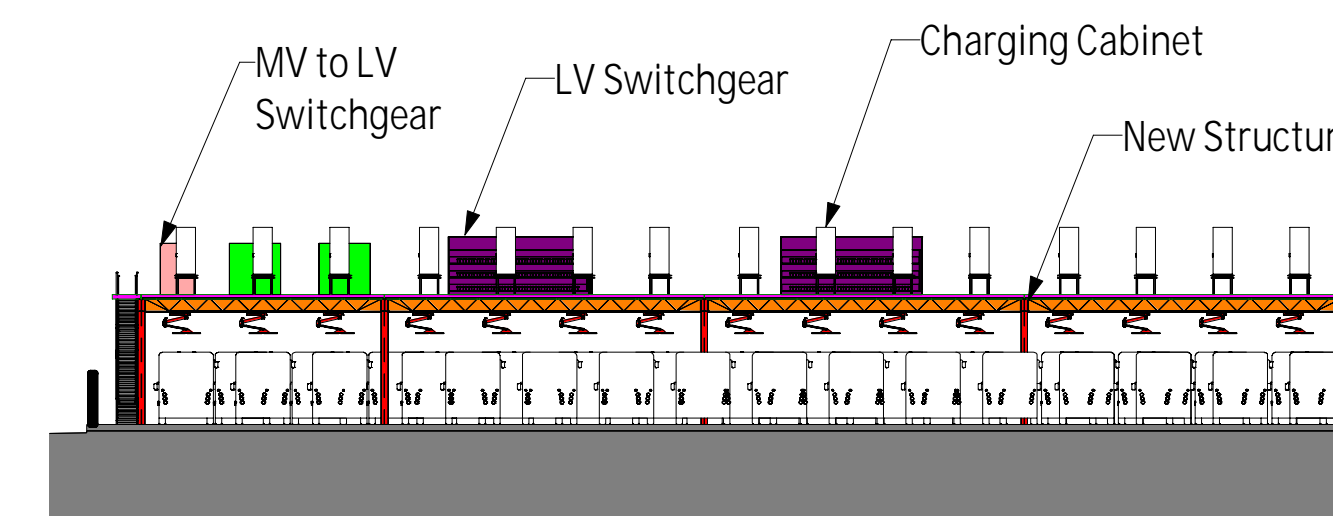
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① Master Plan Overall 3D



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



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

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

PROJECT TITLE
SFMTA ZE
FACILITY PLAN
WOODS DIVISION



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

DRAWING 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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$432,000
Supervisory District	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

Is this project in an Equity Priority Community?	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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	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

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

FUNDING PLAN - FOR CURRENT REQUEST

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

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

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

COST SUMMARY

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

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

**San Francisco County Transportation Authority
Prop L/Prop AA/TNC Tax Allocation Request Form**

Kirkham Street Neighborway - CONSTRUCTION

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

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

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%
TOTAL PHASE	\$ 80,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 80,000
SFPW	\$ -
TOTAL	\$ 80,000

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$432,000	Total PROP L Recommended	\$432,000

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

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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$432,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Brian Liang	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 646-4306	555-5555
Email:	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 ¹	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed			\$200,000			\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	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
Subprogram: New Traffic Signals									
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

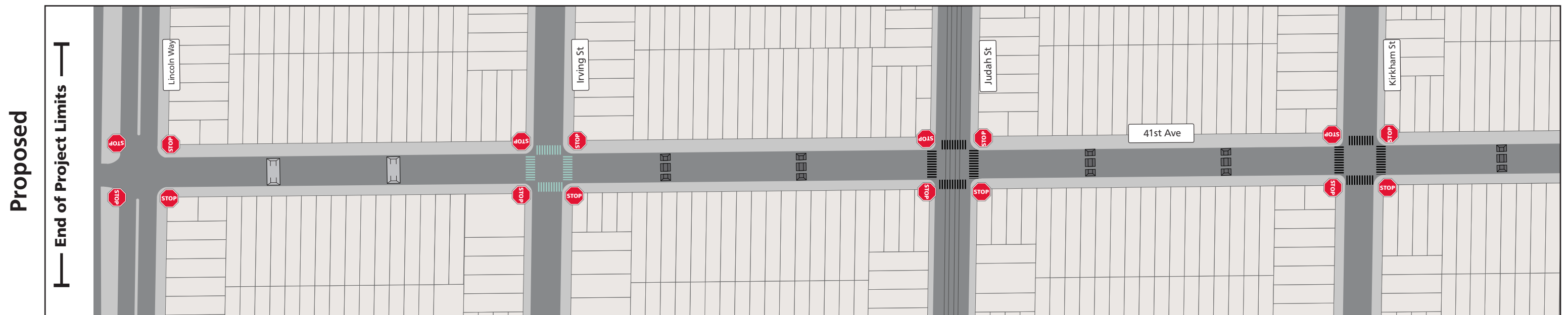
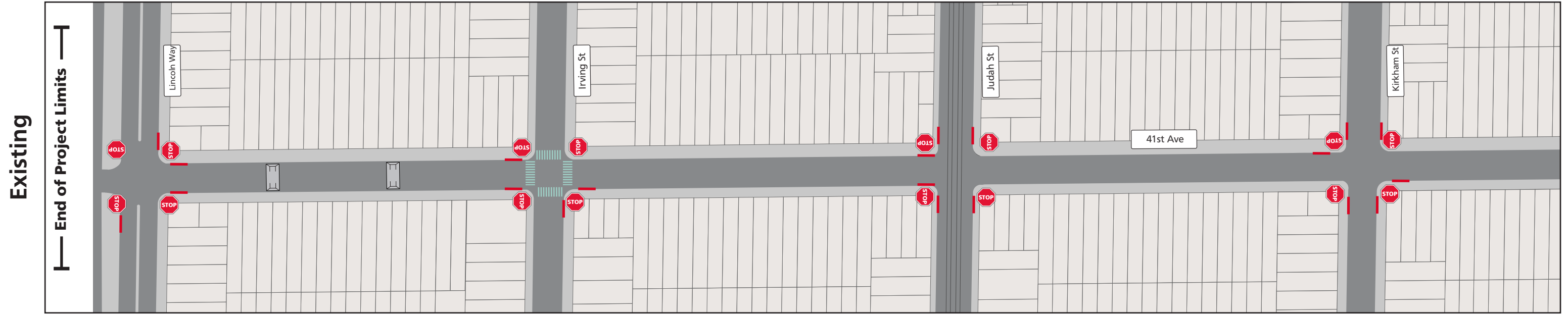
Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
Total Programmed in 2023 YPPP	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

- ¹ 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.
- ² 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.
- ³ 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 →

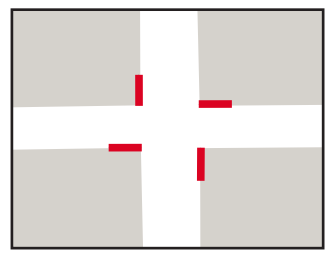


Legend

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

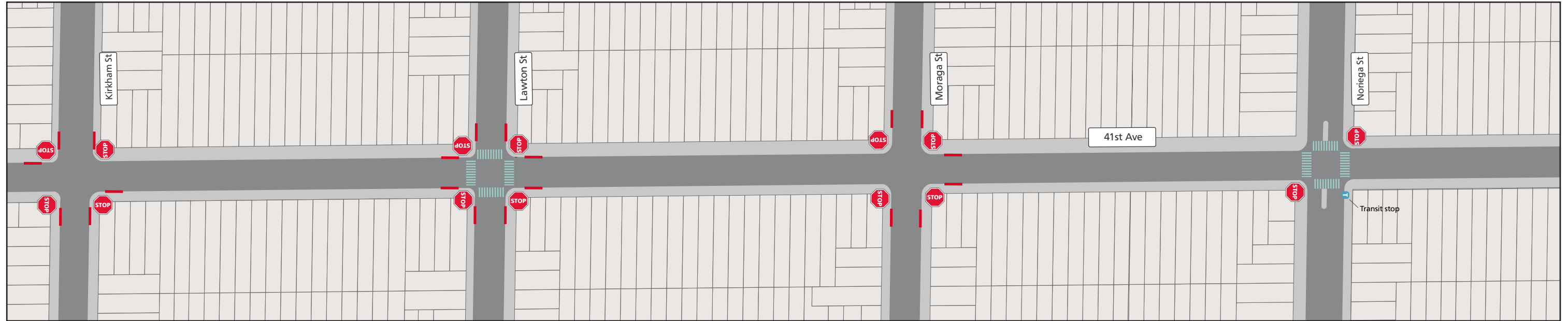


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

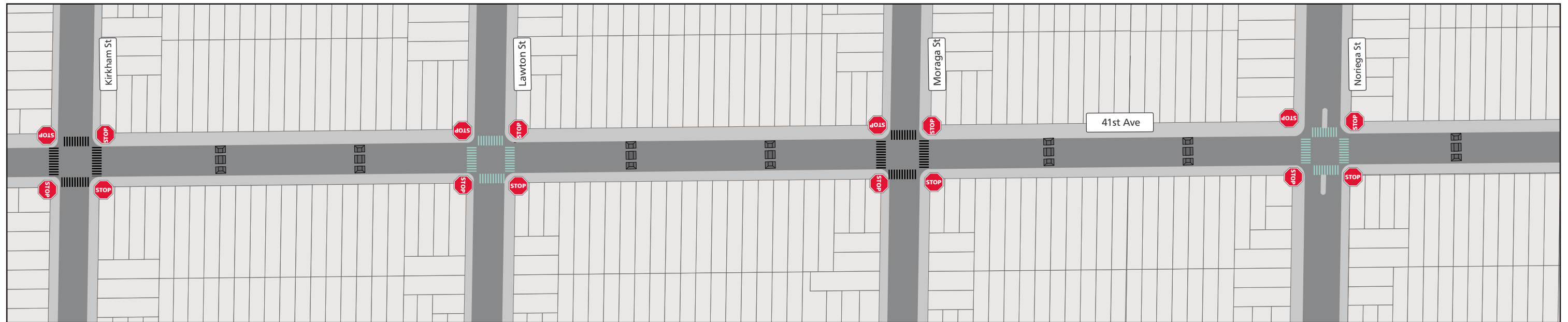
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing



Proposed

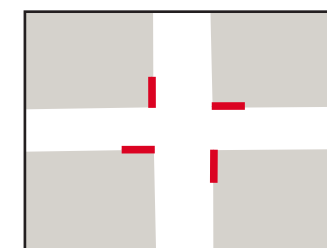


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- Existing Speed Hump
- Proposed Traffic Circle
- Proposed Pedestrian Island
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Corridorwide Intersection Daylighting

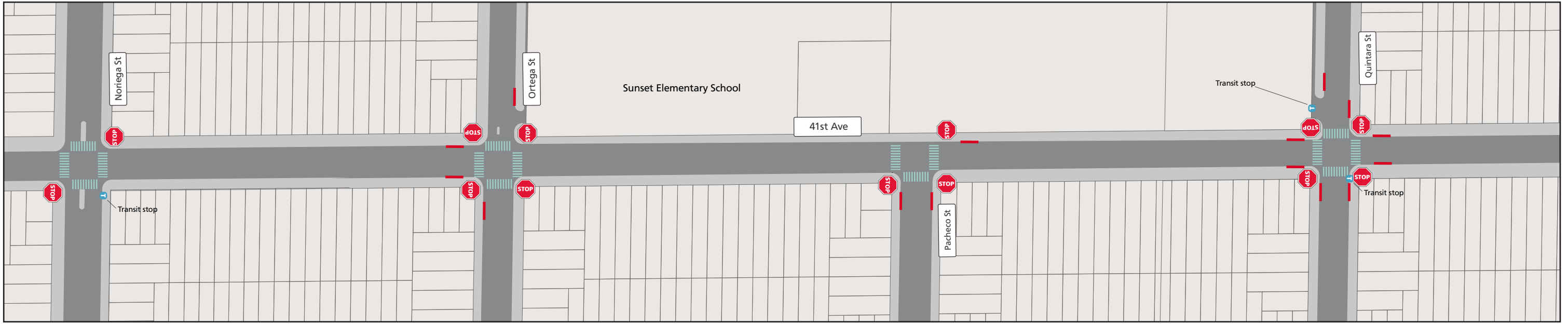


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

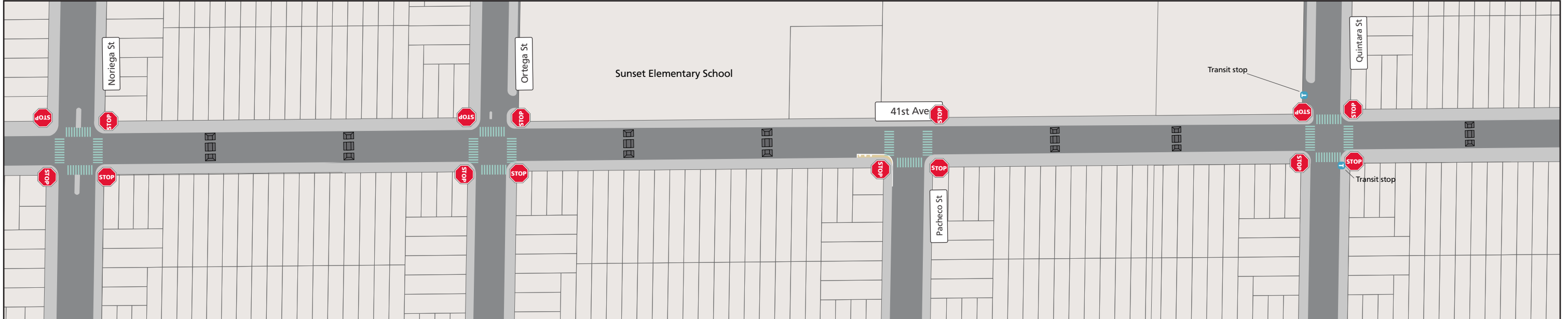
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing








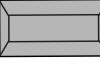





Proposed

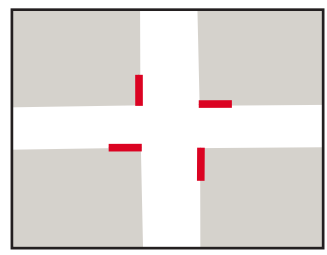


Legend

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

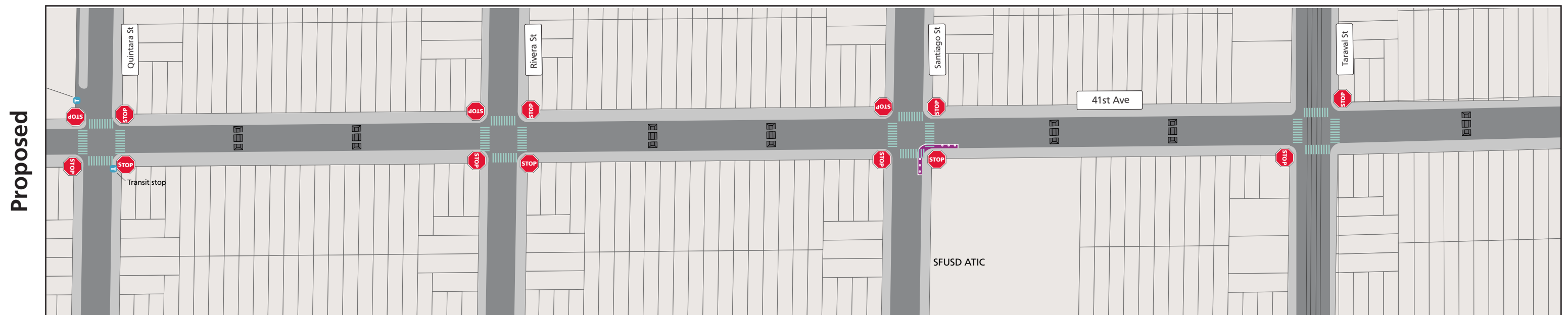
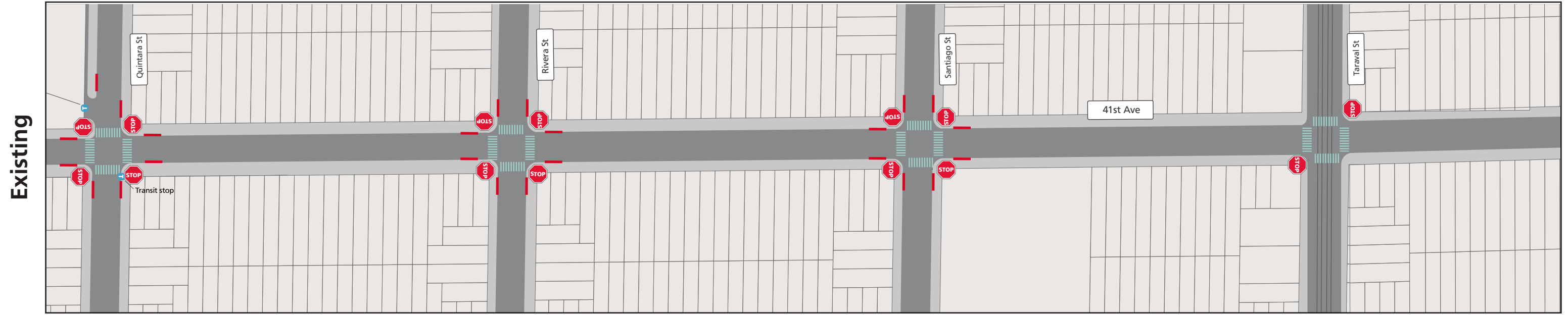
Corridorwide Intersection Daylighting



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 →

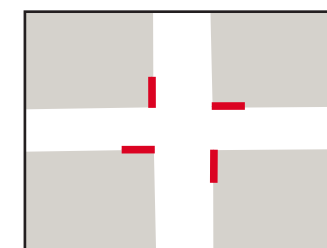


Legend

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

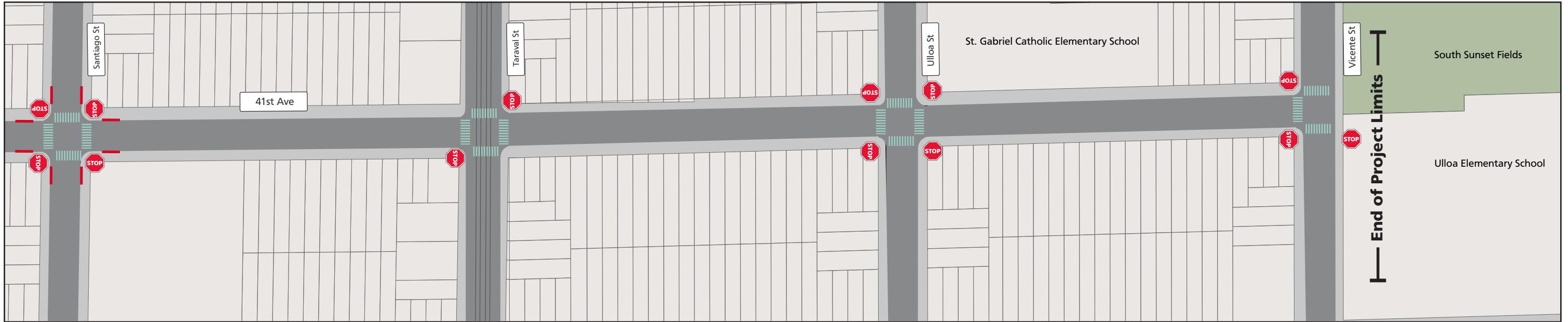


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

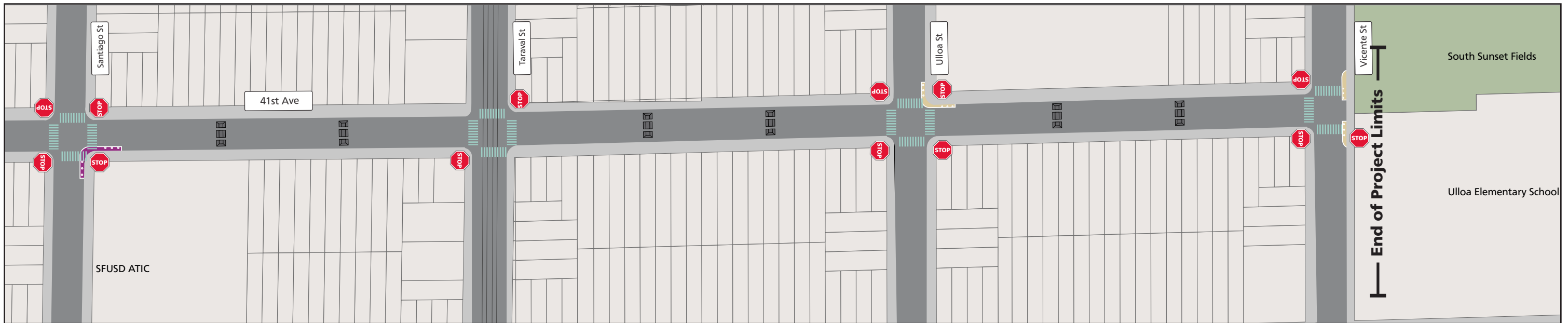
← Northbound towards Golden Gate Park

Southbound towards Vicente Street →

Existing



Proposed



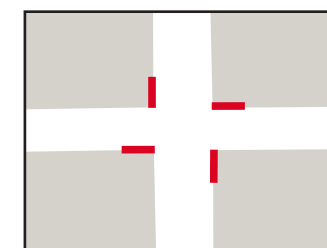
Legend

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.

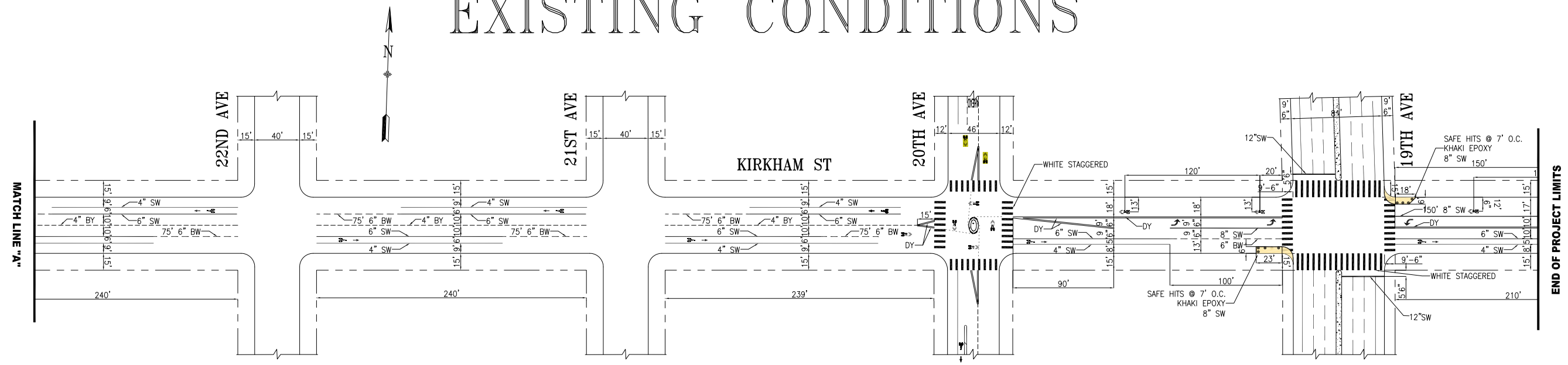
- Stop Sign
- Existing Intersection Daylighting
- Proposed Partial Traffic Diverter
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- Proposed Traffic Circle
- Proposed Pedestrian Island
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Corridorwide Intersection Daylighting

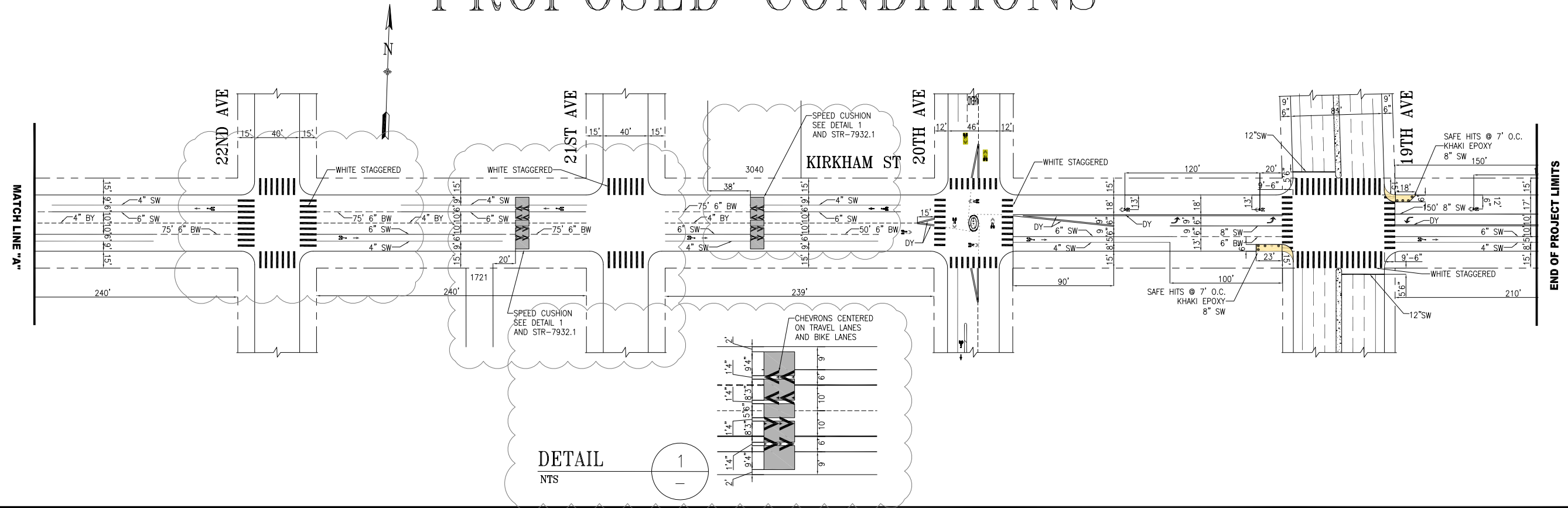


Where geometrically feasible, intersection daylighting is proposed at all intersections along the Neighborway. Existing daylighting will be refreshed.

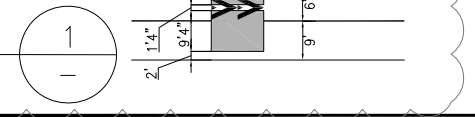
EXISTING CONDITIONS



PROPOSED CONDITIONS



DETAIL 1
NTS



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

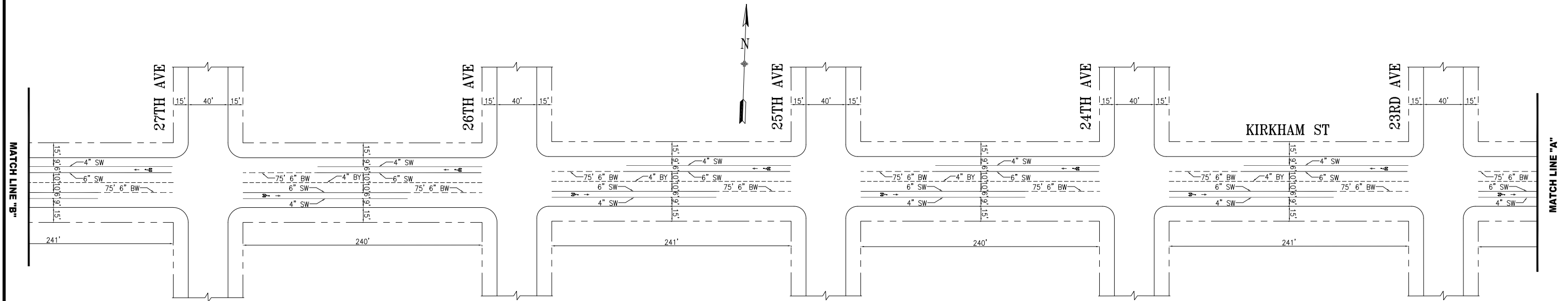


DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY		DATE: MM/DD/YY		APPROVED	
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY		DATE: MM/DD/YY		SENIOR ENGINEER	
				CITY TRAFFIC ENGINEER	

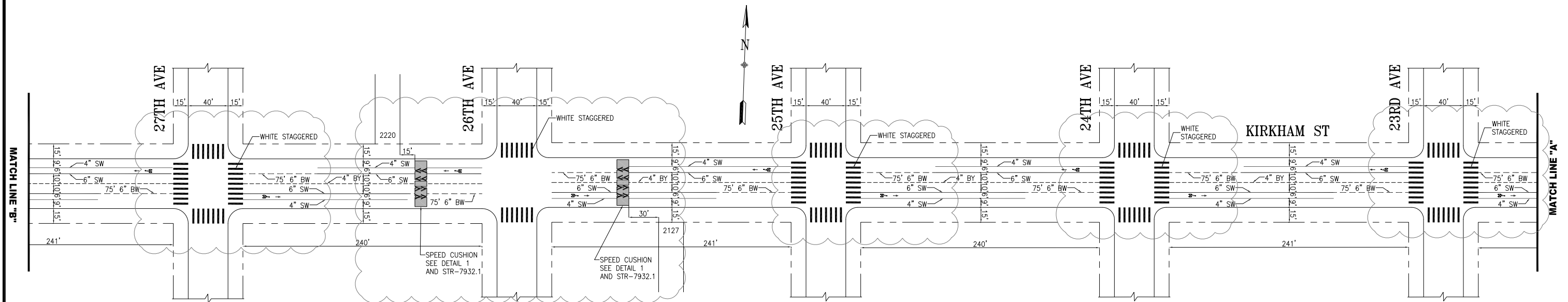
SCALE: 1" = 50'	TRAFFIC STRIPING	CONTRACT NO. XXXXX
SHEET/SHEETS: XX OF XX	KIRKHAM STREET	DRAWING NO. DWGNO
	19TH AVENUE TO 22ND AVENUE	FILE NO. XXXXX
		REV. NO. XX

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

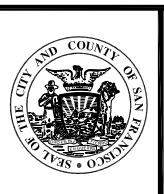
EXISTING CONDITIONS



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:

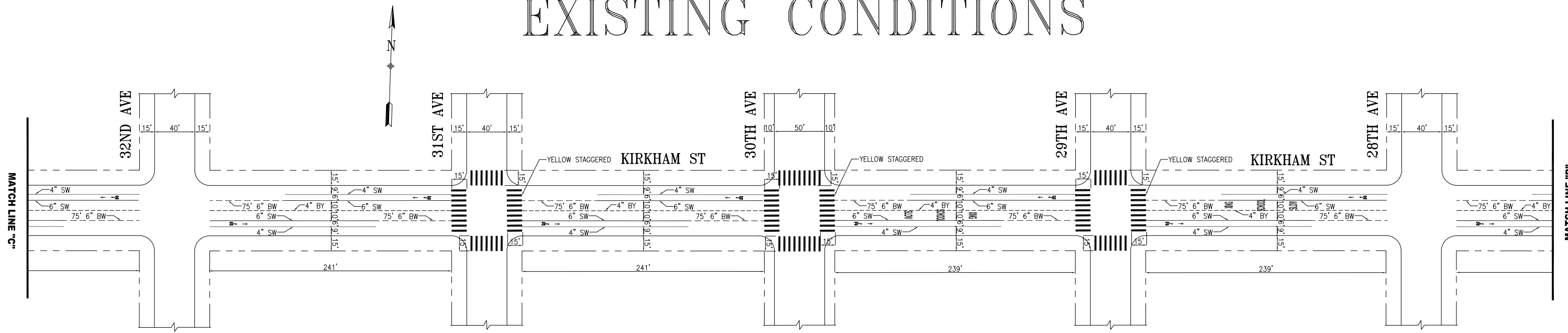
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SHEET/SHEETS:
XX OF XX

TRAFFIC STRIPING
KIRKHAM STREET
23RD AVENUE TO 27TH AVENUE

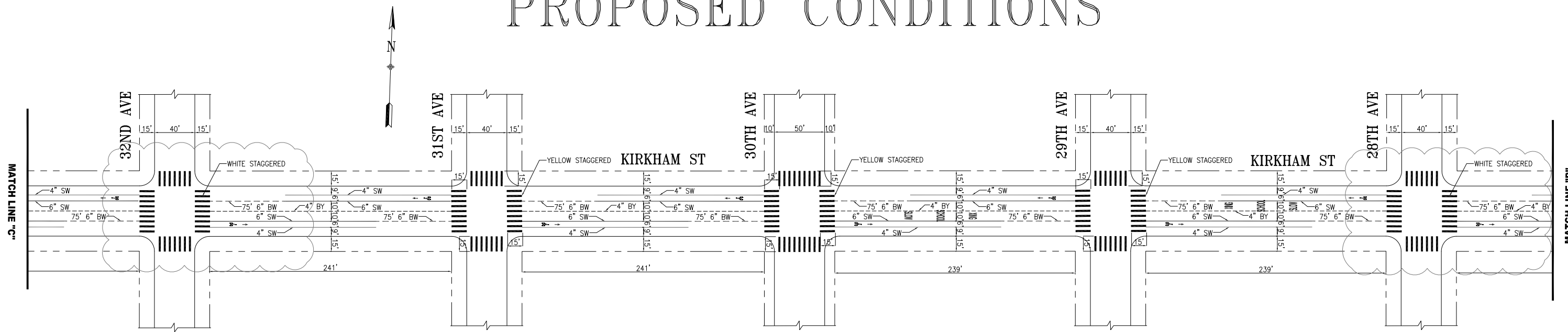
CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

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:
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SHEET/SHEETS:	XX OF XX

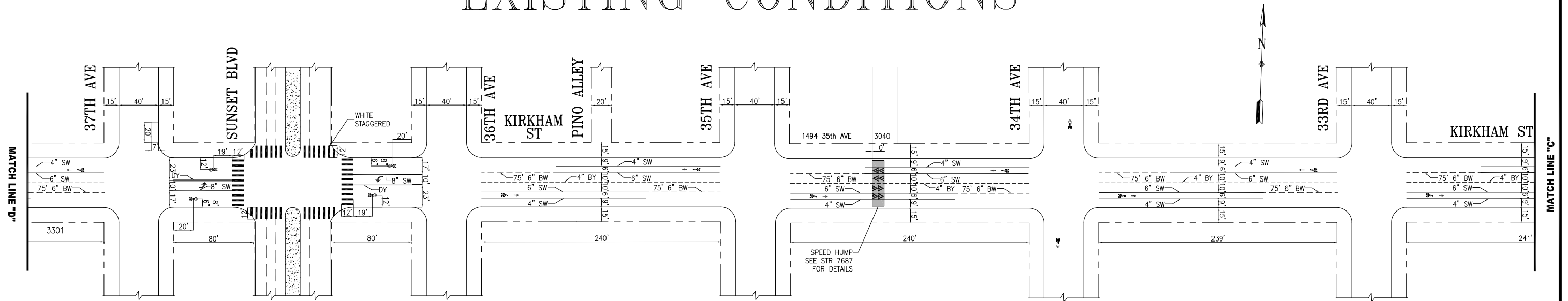
TRAFFIC STRIPING

KIRKHAM STREET

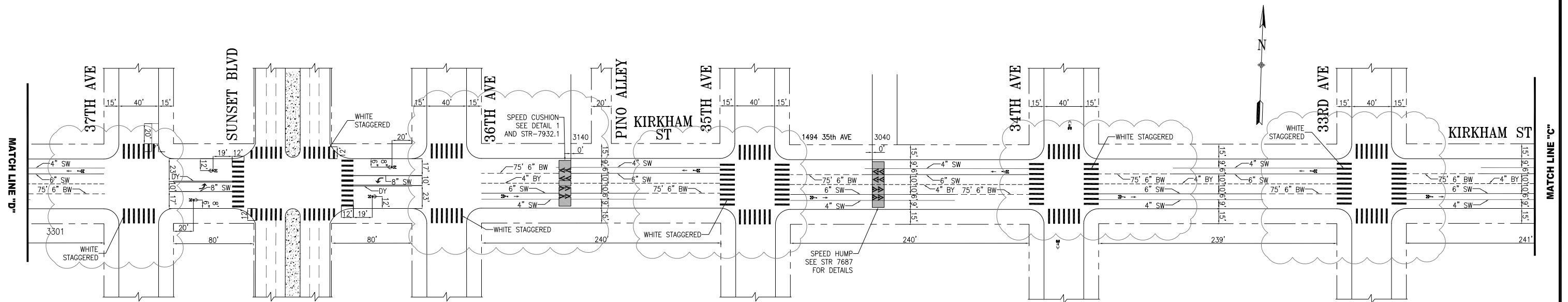
28TH AVENUE TO 32ND AVENUE

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

APPROVED	SCALE:
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	SHEET/SHEETS:
	XX OF XX

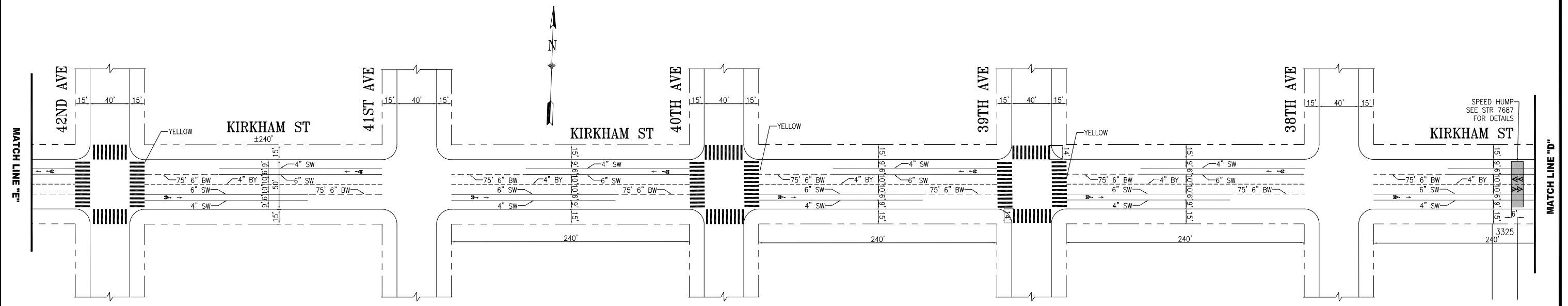
TRAFFIC STRIPING

KIRKHAM STREET

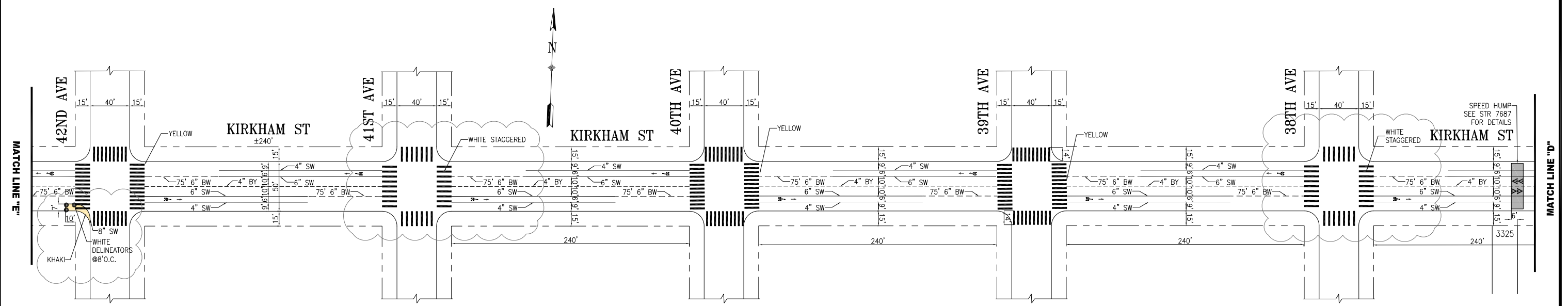
33RD AVENUE TO 37TH AVENUE

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

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:
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SHEET/SHEETS:	XX OF XX

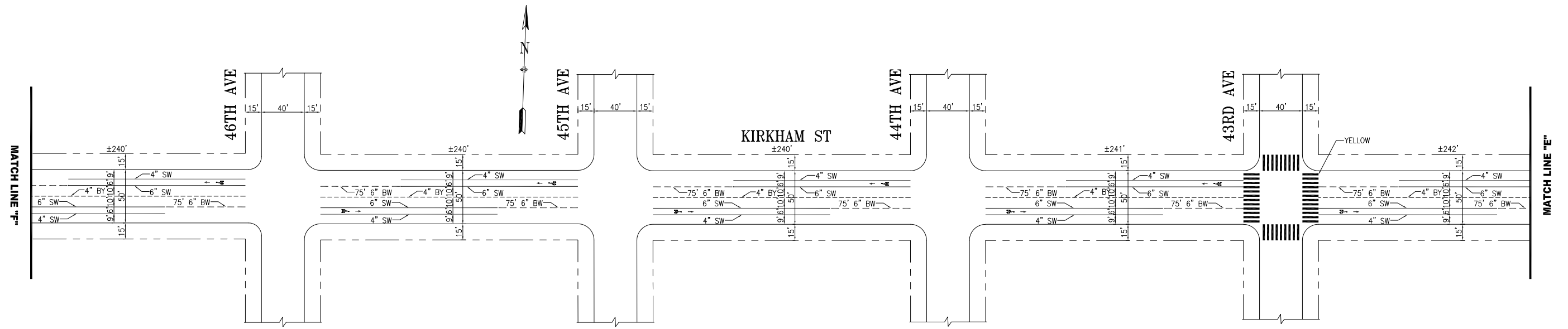
TRAFFIC STRIPING

KIRKHAM STREET

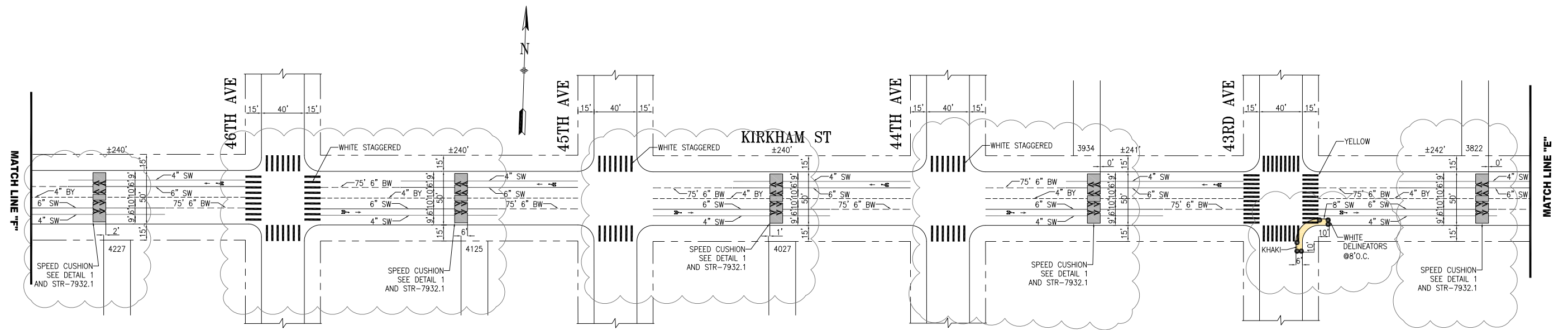
38TH AVENUE TO 42ND AVENUE

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

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:
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SHEET/SHEETS:	XX OF XX

TRAFFIC STRIPING

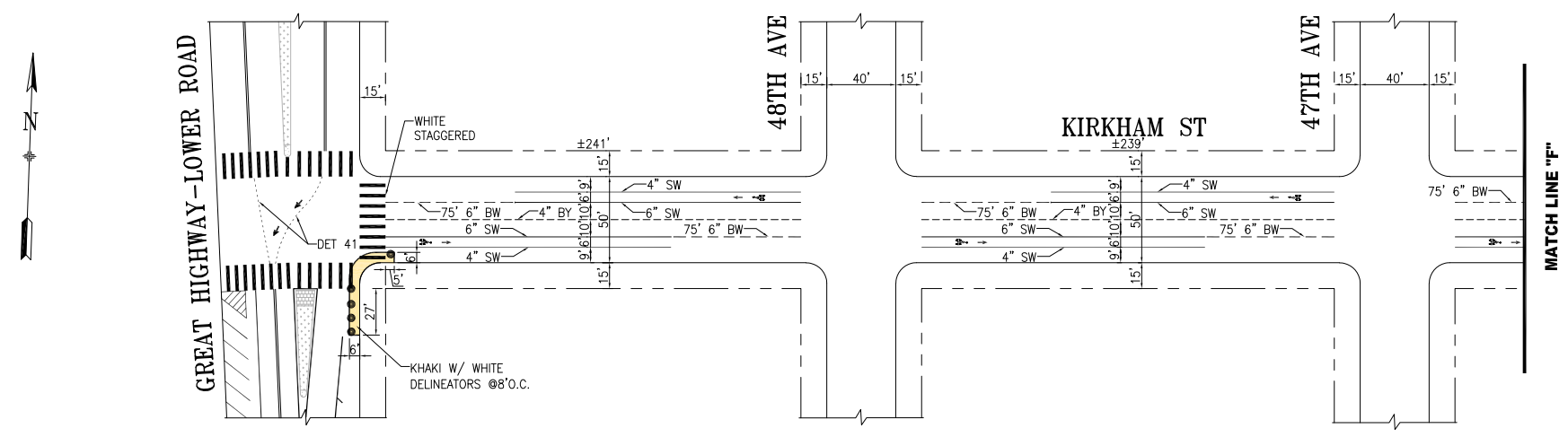
KIRKHAM STREET

43RD AVENUE TO 46TH AVENUE

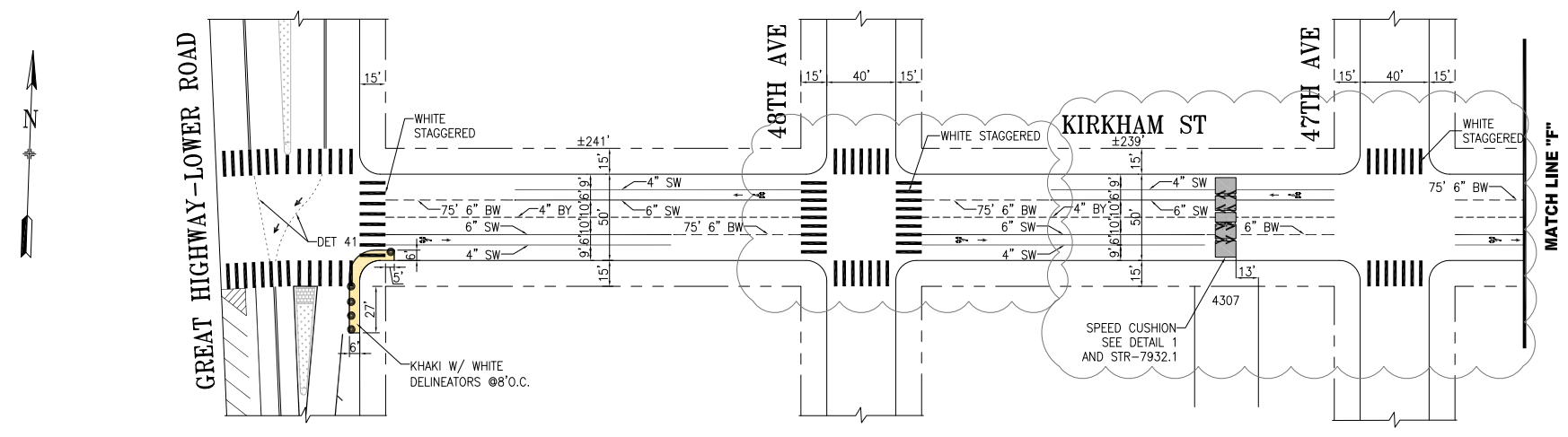
CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

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

EXISTING CONDITIONS



PROPOSED CONDITIONS



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



DRAWN:	DATE:	SENIOR ENGINEER	DATE:
X.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

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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$462,000
Supervisory District	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

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Right of Way Fencing - FY24
Primary Sponsor:	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
Phases In Current Request Total:	\$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		
Total:	\$1,836,635	\$462,000	

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

PROJECT: Right of Way Fencing - FY24				
Project Cost	Project Phase	Original Estimate	Revised Estimate	
	Planning/CD/Env			
	PE/Env/PSE			
	ROW Acq/Utilities Relo.			
	Procurement			
	Construction	\$462,000		
	Closeout			
	TOTAL	\$462,000	\$0	
Milestones	Project Phase	Expected Start	Expected Finish	
	Planning/Conceptual Design			
	PE/Env/PSE			
	ROW Acquisition/Utilities Relo.			
	Bid and Award			
	Procurement			
	Construction	07/01/24	09/30/26	
	Closeout	10/01/26	12/30/26	
Cost Summary	FY2024	Prior Year	Future Budget	Total Request
	\$462,000	\$0	\$0	\$462,000
Funding Plan	Funding Source	Existing	Proposed FY24	Future
	Federal	\$0	\$0	\$0
	State	\$0	\$0	\$0
	Local Match JPB Member:	\$0	\$1,192,635	\$0
	<i>San Francisco</i>	\$0	\$462,000	\$0
	<i>San Mateo</i>	\$0	\$730,635	\$0
	<i>Santa Clara</i>	\$0	\$0	\$0
	Regional/Other (Measure RR)	\$0	\$644,000	\$0
	TOTAL	\$0	\$1,836,635	\$0

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$462,000	Total PROP L Recommended	\$462,000

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

Cash Flow Distribution Schedule by Fiscal Year

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

Deliverables

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

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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$462,000
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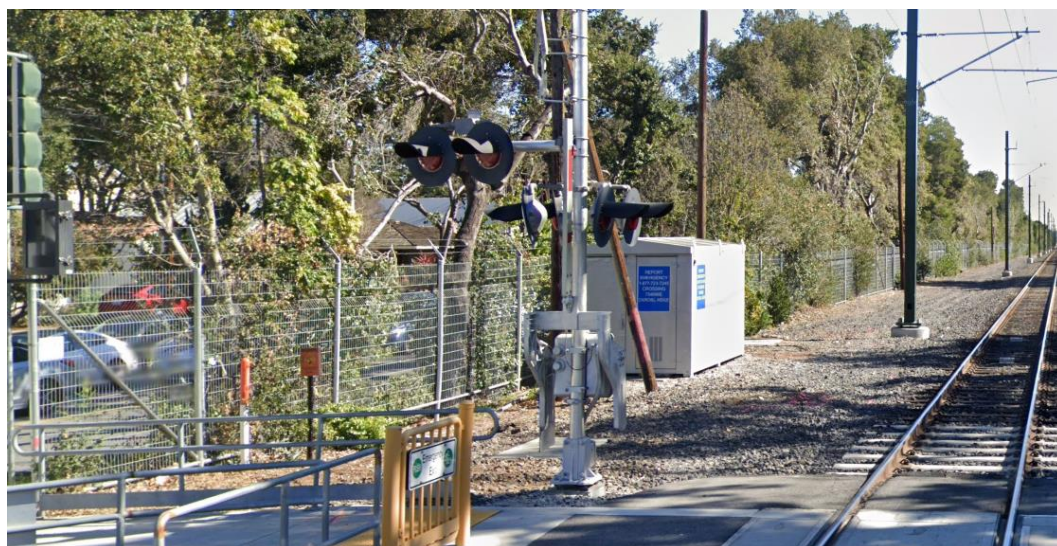
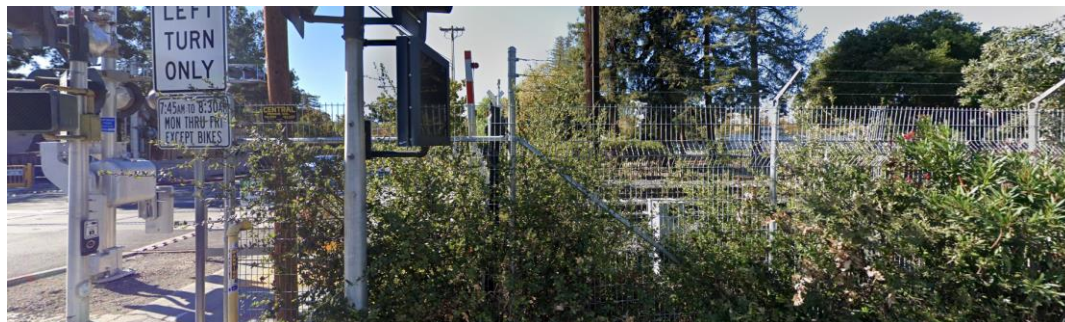
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anna Hibbard	Anna Hibbard
Title:	Senior Grant Analyst	Senior Grant Analyst
Phone:	(650) 508-7749	(650) 508-7749
Email:	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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Development Oriented Transportation
Current PROP L Request:	\$170,000
Supervisory District	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)

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	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

FY of Allocation Action:	FY2024/25
Project Name:	Laguna Honda Gondola Study
Primary Sponsor:	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
Phases In Current Request Total:	\$170,000	\$0	\$0	\$170,000

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	

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

MAJOR LINE ITEM BUDGET**BUDGET SUMMARY**

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

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly	Overhead	Fully Burdened	FTE	Total
Transportation Planner IV	22.41	\$ 84.84	2.63	\$ 223.13	0.01	\$ 5,000
Total	22.41				0.01	\$ 5,000

SFCTA	Hours	Base Hourly	Overhead	Fully Burdened	FTE	Total
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
Total	194.34				0.09	\$ 43,500

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$170,000	Total PROP L Recommended	\$170,000

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

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

Phase:	Design Engineering	Fundshare:	100.0%
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Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
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.

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	0.0%

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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
Name:	Ahmed Thleiji	Anna LaForte
Title:	Rail Program Principal Engineer	Deputy Director for Policy & Programming
Phone:	(415) 522-4808	(415) 522-4805
Email:	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 ¹	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 ¹	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:

- ¹ 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.

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	25	SFMTA	Great Highway Gateway Study [NTP]	\$ 159,145		\$ 159,145	78%	0%	Planning	4
Prop L	25	SFPW	Clement Street & 6th Avenue Intersection Improvements [NTP]	\$ 125,000		\$ 125,000	78%	0%	Design, Construction	1
TNC Tax	Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY 25		\$ 3,493,000	\$ 3,493,000	NA	0%	Design, Construction	Citywide
TOTAL				\$ 284,145	\$ 3,493,000	\$ 3,777,145				

Footnotes

- ¹ "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines..
- ² Acronym: SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	TNC Tax Funds Requested	Project Description
25	SFMTA	Great Highway Gateway Study [NTP]	\$ 159,145	\$ -	Requested Neighborhood Program funds would be used for a study of the Lower and Upper Great Highway, Lincoln Way, La Playa Street, and MLK Jr. Drive intersections to create a more pleasant driving, biking, and walking environment. The study will consider geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, SFMTA expects to complete the study by the end of 2025 and will present the final report to the Board for approval.
25	SFPW	Clement Street & 6th Avenue Intersection Improvements [NTP]	\$ 125,000	\$ -	Neighborhood Program funds would be used for design (\$25,000) and construction (\$100,000) of pavement marking improvements at the intersection of Clement Street and 6th Avenue, including new thermoplastic crosswalk designs. The proposed intersection improvements will help to improve safety, walkability and overall neighborhood awareness at this location, which is close to many businesses, shops, cafes, restaurants, homes and schools. SFPW expects the project to be open for use by June 2026.
Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY 25	\$ -	\$ 3,493,000	The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, transit, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, and parking and loading adjustments. This request is for funding to implement daylighting at approximately 300 intersections, speed limit reduction on approximately 70 safety corridors, and bikeway hardening for approximately 200 medians along existing bikeways as a hardened buffer. See the attached allocation request form with maps and lists of potential locations which are located throughout San Francisco and not limited to the Vision Zero High Injury Network. SFMTA expects to complete all of the work funded by this request by December 2026.
TOTAL			\$284,145	\$3,493,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	TNC Tax Funds Recommended	Recommendations
25	SFMTA	Great Highway Gateway Study [NTP]	\$ 159,145		Deliverable: Upon completion of project, SFMTA shall present the final report to the Board for approval (anticipated December 2025).
25	SFPW	Clement Street & 6th Avenue Intersection Improvements [NTP]	\$ 125,000		Special Condition: The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$100,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar). Recommendation is for a multi-phase allocation for this Neighborhood Program project given the short duration of the construction phase (3 months) and with the concurrence of the District Supervisor.
Quick-Builds	SFMTA	Vision Zero Quick-Build Program Implementation FY 25		\$ 3,493,000	Recommendation is for a multi-phase allocation given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.
TOTAL			\$ 284,145	\$ 3,493,000	

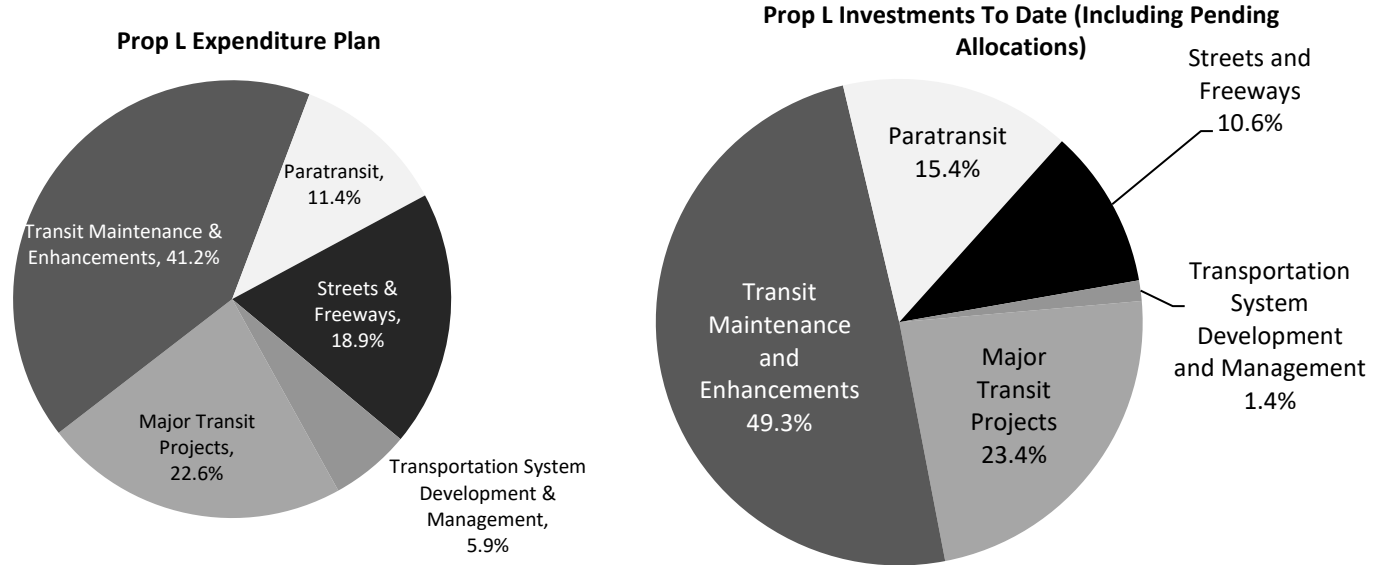
¹ See Attachment 1 for footnotes.

Attachment 4.

Prop L Summary - FY2024/25

PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 66,917,637	\$ 13,965,500	\$ 32,642,819	\$ 17,504,318	\$ 2,805,000	\$ -
Current Request(s)	\$ 284,145	\$ 104,572	\$ 179,573	\$ -	\$ -	\$ -
New Total Allocations	\$ 67,201,782	\$ 14,070,072	\$ 32,822,392	\$ 17,504,318	\$ 2,805,000	\$ -

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.



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)						
FY2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,493,000	\$ 1,746,500	\$ 1,266,800	\$ 479,700	\$ -	\$ -
New Total Allocations	\$ 3,493,000	\$ 1,746,500	\$ 1,266,800	\$ 479,700	\$ -	\$ -

The above table shows total cash flow for all FY 2024/25 allocations approved to date, along with the current recommended allocation(s).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$159,145
Supervisory District	District 04

REQUEST

Brief Project Description

This study will focus on the Lower and Upper Great Highway, Lincoln Way, La Playa Street, MLK Jr. Drive intersections and consider geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, resulting in a more pleasant, driving, biking, and walking environment.

Detailed Scope, Project Benefits and Community Outreach

This planning effort is a focused study of the Lower and Upper Great Highway, Lincoln Way, La Playa Street, MLK Jr. Drive intersections that considers geometric design improvements, traffic circulation and signal considerations, place-making features, and streetscape enhancements that improve multi-modal safety, wayfinding, navigation, and transit connectivity, by creating a more pleasant, driving, biking, and walking environment. It would consider future known developments at 1234 Great Highway, and incorporate any additional developments. The study will include multi-modal counts, user observation and landscape design visioning.

Planning scope would anticipate and provide a welcoming entrance for a potential Great Highway promenade/park. This promenade/park project is conditional on an affirmative vote by San Franciscans to restrict vehicles on Great Highway; if the voters do not pass this initiative, the planning scope of work would be reconsidered and revised in consultation with Commissioner Engardio, MTA, and SFCTA staff.

Task 1 Project Initiation

- Secure funds and project codes
- Execute consultant task order for work
- Refine project scope

Deliverables: Executed consultant task order, updated project scope

Task 2 Mobility Analysis and Geometric Design

- Identify additional traffic counts and models needed to consider intersection design improvements based on prior data collection and modeling
- Perform multimodal traffic counts and data collection as needed to determine current/ future travel demand and patterns as needed
- Refine existing traffic models for MLK/ La Playa and Great Highway/ Lincoln based on future configuration and demand
- Develop geometric design concepts in the geographic area based on new intersection traffic needs and known infrastructure constraints (ie Lake Merced Tunnel underneath Great Highway) and considering upcoming investment (upgraded and new traffic signals)
- Could include both quick-build and major civil improvement design alternatives

Deliverables: Traffic counts (if needed), intersection model outputs (if needed), intersection design concepts

Task 3: Streetscape Visioning

- In concert with the geometric design concepts developed in Task 2, the develop gateway treatment concept or concepts that welcome multi-modal visitors to a promenade space that is context sensitive to the adjacent ecosystem and improves safety for all users

Deliverables: Concept design(s) for gateway treatment at Great Highway/ Lincoln and adjacent intersections

Task 4: Community Engagement

- Create outreach plan with District Supervisor
- Develop SFMTA landing page for project
- Host community webinar or in-person event on concept plans
- Perform pop-up project engagement on Great Highway during weekend closures
- Summarize community engagement on intersection design and gateway treatment design concepts in outreach summary memo

Deliverables: Outreach Plan memorandum; Communications materials; Summary of outreach

Task 5: Project Management

- Host bi-weekly team meetings
- Report in SFCTA portal

Deliverables: Bi-weekly meeting notes, SFCTA quarterly reports

Task 6: Final Report and Presentation to Transportation Authority Board

- Project team will summarize findings from analysis, visioning, and community outreach into a final report. Final report will be presented for approval by the Transportation Authority CAC and Board.

Deliverables: Final Report and Presentation

The Transportation Authority's Neighborhood Transportation Program (NTP) is intended to strengthen

project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

Great Highway at Lincoln, MLK at La Playa

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
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	\$3,150,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2025	Jan-Feb-Mar	2026
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)			Oct-Nov-Dec	2026

SCHEDULE DETAILS

This study would coordinate with a planned project for a new traffic signal at La Playa/ MLK and an upgraded traffic signal at Great Highway/ Lincoln to ensure that if minor civil design changes are recommended for either signal, to be incorporated in the design phase. Community outreach would build off of work Great Highway Pilot and current Biking and Rolling Plan to engage local community groups in improving the entrance to a promenade.

- Task 1 - Project Initiation - Jan-Mar 2025
- Task 2 - Mobility Analysis and Geometric Design - Mar-Sep 2025
- Task 3 - Streetscape Visioning Apr - Nov 2025
- Task 4 - Community Engagement - May-December 2025
- Task 5 - Project Management - Feb-December 2025
- Task 6 - Final Report - December 2025

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$159,145	\$0	\$159,145
Phases In Current Request Total:	\$0	\$159,145	\$0	\$159,145

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$159,145	\$159,145	Based on recent past project work on Golden Gate Park, West Portal
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$159,145	\$159,145	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	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 - Mobility Analysis and Geometric Design	Task 3 - Streetscape Visioning	Task 4 - Community Engagement	Task 5 - Project Management	Total
SFMTA	\$ 2,400	\$ -	\$ -	\$ 22,145	\$ 9,600	\$ 34,145
SFPW	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
Consultant	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
Total	\$ 2,400	\$ 75,000	\$ 50,000	\$ 22,145	\$ 9,600	\$ 159,145

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager V	50	\$ -	\$ -	\$ 239.10	0.02	\$ 11,955
Transportation Planner III	130	\$ -	\$ -	\$ 173.90	0.06	\$ 22,607
Total	180.00				0.09	\$ 34,562

SFPW	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Landscape Architect 2	100	\$ -	\$ -	\$ 225.06	0.05	\$ 22,506
Landscape Architect 1	140	\$ -	\$ -	\$ 193.41	0.07	\$ 27,077
Total	240.00				0.12	\$ 49,583

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$159,145	Total PROP L Recommended	\$159,145

SGA Project Number:		Name:	Great Highway Gateway Study [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$79,572	\$79,573	\$159,145

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 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 of Task 2 (anticipated September 2025) provide memo and/or diagrams describing intersection design concepts.
3. For Task 4, SFMTA shall provide the Outreach Plan memorandum with the QPR following anticipated completion (May 2025). Upon completion of Task 4 (anticipated December 2025), SFMTA shall provide a summary of outreach performed, feedback received, and responses to the feedback.
4. Prior to completion, provide draft final report with sufficient time for Transportation Authority staff review and comment.
5. Upon completion of project (anticipated December 2025), SFMTA shall provide final report, including results of technical analysis and community engagement, recommendations, and a funding and implementation plan. SFMTA shall present the final report to the CAC and Board for approval or acceptance.

Notes

1. Progress reports will be shared with the District 4 Commissioner.

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

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Great Highway Gateway Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$159,145
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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:
CK

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Chava Kronenberg	Joel C Goldberg
Title:	Unknown	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	chava.kronenberg@sfmta.com	joel.goldberg@sfmta.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$125,000
Supervisory District	District 01

REQUEST

Brief Project Description

Design and implement pavement marking improvements to the intersection of Clement Street and 6th Avenue, including new thermoplastic crosswalk designs, to help improve safety, walkability and overall neighborhood awareness at this intersection which is close to many businesses, shops, cafes, restaurants, homes and schools.

Detailed Scope, Project Benefits and Community Outreach

At the request of District 1 Supervisor Connie Chan, Public Works is requesting Prop L Neighborhood Transportation Program (NTP) funds to design and construct intersection improvements on Clement Street / 6th Avenue. Located just north of Golden Gate Park and south of the Presidio, the Inner Richmond is surrounded by the busiest commercial and densely populated areas found in San Francisco. This Clement Street location is a great intersection of the urban and suburban for pedestrians and drivers — close to many businesses, shops, cafes, restaurants, homes and schools. The community has expressed interest in implementing thermoplastic asphalt treatment improvements at this intersection. Project location is within 1 mile from many neighborhood facilities, including George Peabody Elementary School, Roosevelt Middle School, Richmond Branch Library, and the Kaiser Permanente San Francisco Medical Center. The proposed intersection improvements would help to improve safety, walkability and overall neighborhood awareness.

The District 1 Supervisor's Office has already performed general outreach regarding this project. Public Works will work closely with Supervisor's Office to expedite public outreach process and the design phase, as well as expedite contract administration and construction of this project to implement onsite improvements as soon as possible per Supervisor request.

The Transportation Authority's Neighborhood Transportation Program is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

6th Avenue and Clement Street

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

Project Phase(s)

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

Justification for Multi-phase Request

Recommendation is for a multi-phase allocation for this Neighborhood Program project given the short duration of the construction phase (3 months) and with the concurrence of the District Supervisor.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New 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	\$2,990,855.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Project kickoff: January 2025
 Outreach and Community Feedback: February 2025 – July 2025
 Design: August 2025 – October 2025
 Construction/Implementation: November 2025 - December 2025

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$125,000	\$0	\$125,000
Phases In Current Request Total:	\$0	\$125,000	\$0	\$125,000

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	\$25,000	\$25,000	Recent project estimates
Construction	\$100,000	\$100,000	Recent project estimates
Operations	\$0		
Total:	\$125,000	\$125,000	

% Complete of Design:	0.0%
As of Date:	07/19/2024
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 20,000	
2. Consultant		
3. Other Direct Costs *	\$ 3,000	
4. Contingency	\$ 2,000	9%
TOTAL PHASE	\$ 25,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 2,000
SFPW	\$ 23,000
TOTAL	\$ 25,000

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Task 1: Traffic Control	\$ 5,000				\$ 5,000
Task 2: Deco Asphalt	\$ 80,000				\$ 80,000
Subtotal	\$ 85,000				\$ 85,000
2. OCS Replacement	\$ -				
3. Construction Management/Support	\$ 12,500	15%	\$ 10,000	\$ 2,500	
4. Other Direct Costs *	\$ -				
5. Contingency	\$ 2,500	3%			\$ 2,500
TOTAL CONSTRUCTION PHASE	\$ 100,000		\$ 10,000	\$ 2,500	\$ 87,500

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$125,000	Total PROP L Recommended	\$125,000

SGA Project Number:		Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Sponsor:	Department of Public Works	Expiration Date:	06/30/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-201	\$25,000	\$25,000

Deliverables

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

Notes

1. Progress reports will be shared with the District 1 Commissioner.

SGA Project Number:		Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Sponsor:	Department of Public Works	Expiration Date:	12/31/2026
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-201	\$100,000	\$100,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, 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.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$100,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Notes

1. Progress reports will be shared with the District 1 Commissioner.

2. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established 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	0.0%

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Clement Street & 6th Avenue Intersection Improvements [NTP]
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$125,000
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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:
VC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michelle Woo	Victoria Chan
Title:	Streetscape Project Manager	Budget Manager
Phone:	(628) 271-2155	(415) 205-6316
Email:	michelle.woo@sfdpw.org	victoria.w.chan@sfdpw.org

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Quick Builds
Current TNC TAX Request:	\$3,493,000
Supervisory District	Citywide

REQUEST

Brief Project Description

The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, transit, and traffic calming improvements citywide. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, and parking and loading adjustments. This request is for funding to implement daylighting at approximately 300 intersections, speed limit reduction on approximately 70 safety corridors, and bikeway hardening for approximately 200 medians along existing bikeways as a hardened buffer.

Detailed Scope, Project Benefits and Community Outreach

Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build improvements are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements. To help expedite the delivery of safer streets, the SFMTA requests funding to continue implementing programmatic quick-build improvements. Specifically, planned safety improvements include daylighting, speed limit reduction, and bikeway hardening. This allocation request supports the implementation of the program as described below.

Daylighting:

The SFMTA is pursuing daylighting as a quick-build treatment at all intersections in accordance with Assembly Bill 413. Daylighting will enhance visibility at intersections by removing visual obstructions near crosswalks, thereby improving safety for all road users. This treatment typically involves restricting parking near intersections to create clearer sightlines, reducing the risk of collisions and enhancing overall street safety. Previously funded efforts for daylighting are focused on intersections along the 2022 Vision Zero High Injury Network and at a limited number of schools. This request would implement an additional 300 intersections approximately, with priority at intersections adjacent to schools. A total of 674 intersections may be eligible under this criteria. Staff will track locations as

implementation progresses and remaining locations near schools will be implemented as additional funding becomes available in the future.

Speed Limit Reduction:

Under the provision of Assembly Bill 43, the SFMTA will work on lowering the speed limit at additional eligible corridors. Previously funded speed management efforts include speed limit reduction on 17 corridors in the Tenderloin neighborhood and to 70 or more commercial corridors in business activity districts between 2022 and 2024 when AB 43 first came into effect. Beginning in July 2024, AB 43 also allows cities to lower speeds by 5 miles per hour on streets designated as safety corridors. This request would implement speed limit reduction to approximately 70 safety corridors. The locations are not yet determined and this request would support the analysis to identify those locations. Locations must be on the High Injury Network in order to qualify. The SFMTA will review each High Injury Network corridor to determine if further speed limit reductions could be established using this additional flexibility provided by AB 43 and install associated signage.

Bikeway Hardening:

Quick-build projects follow an iterative design process that may necessitate new changes after initial installation. The SFMTA will identify locations of previously installed protected bikeway projects that currently use plastic delineators in the bikeway buffer and are suitable for upgrading to concrete median buffers. The SFMTA has prior experience installing concrete medians as a feature of protected bikeways. Compared to plastic delineators, concrete medians offer more comfort and protection to bicyclists traveling in the bikeway. This request would implement approximately 200 medians along bikeways as a hardened buffer. Specific locations are not yet determined and this request would support the analysis to identify those locations. Approximately 22 miles of existing bikeways that currently feature plastic delineators may be eligible for upgrades to concrete medians. This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews. As new projects emerge, they will be shared through quarterly progress updates to the Transportation Authority.

Outreach and Communications Support:

Community outreach and engagement is a crucial component of the Vision Zero Quick-Build Program. The low-cost, easily adjustable nature of quick-build improvements allows the SFMTA to be responsive and modify project designs based on public input without waiting on the implementation of larger streetscape elements. For previous corridor projects receiving additional upgrades, staff will leverage existing communications channels to update the community on further street changes. Outreach for street changes like intersection daylighting, bikeway hardening, and speed limit reduction will include public hearing notifications, educational materials, posters, mailers, palm cards, and presence at community events. Staff will communicate implementation progress through various outreach and engagement methods such as the SFMTA website, social media, community tabling events, business site visits, and other various methods of outreach and engagement. Materials will be translated into languages like Spanish, Chinese, Russian, Filipino, Arabic, and Vietnamese as needed.

Program Management and Administration:

This program is aligned to the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from

past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build Program to bring traffic safety improvements throughout the city.

The scope of this project includes program management and administrative tasks, including providing regular programmatic updates to management and internal stakeholders, coordinating with other relevant internal programs (e.g. Safe Streets Evaluation Program, Vision Zero Action Strategy, Biking and Rolling Plan), creating and sharing project management resources across project teams, researching and presenting best practices with other agencies, and more. A central task of program management also involves managing a portfolio of quick-build projects and improvements by tracking the progress, status, and timeline of individual implementation projects, as well as scope, budgets, expenditures, staffing, outreach status, legislative status, and other project attributes.

Project Location

Various locations citywide.

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

Project Phase(s)

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

Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
TNC TAX Amount	\$3,493,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop D: EP-601: Quick Builds	\$0	\$3,493,000	\$0	\$3,493,000
Phases In Current Request Total:	\$0	\$3,493,000	\$0	\$3,493,000

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$295,000	Prior experience with SFMTA labor
Construction	\$3,198,000	Prior experience with SFMTA labor and materials
Operations	\$0	
Total:	\$3,493,000	

% Complete of Design:	0.0%
As of Date:	07/18/2024
Expected Useful Life:	10 Years

Typical Unit Cost Estimates for Quick-Build Project Elements

Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Quick-build projects may include other elements not listed below. based on specific project needs.

Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$8.96
2	4" Broken White or Yellow	Lin Ft	\$2.55
3	4" Solid White or Yellow	Lin Ft	\$4.49
4	6" Broken White	Lin Ft	\$3.69
5	6" Solid White	Lin Ft	\$5.61
6	8" Broken White or Yellow	Lin Ft	\$5.05
7	8" Solid White or Yellow	Lin Ft	\$6.57
8	24" Solid White or Yellow	Lin Ft	\$9.14
9	Double Yellow	Lin Ft	\$8.79
10	Two Way Left Turn Lanes (ea line)	Lin Ft	\$5.84
11	Raised Pavement Markers (White or Yellow)	Each	\$20.55
12	Per Block Fees	Each	\$1,421.06
13	Parking Stalls (Angle Stalls or "T"'s)	Each	\$49.41
14	Bus Zones	Lin Ft	\$10.88
15	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$536.73
16	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$359.52
17	Color Curb Painting	Lin Ft	\$14.31
18	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$434.50
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$86.90
20	4' turn restriction black & yellow raised bumps	Each	\$434.50
21	Green Sharrow Backing - thermoplastic	Sq Ft	\$22.43
22	Green Bike Lane - thermoplastic	Sq Ft	\$22.43
23	Bike box	Sq Ft	\$22.43
24	Khaki paint for Painted Safety Zones	Sq Ft	\$22.43
25	Flexible delineator posts	Each	\$150.00
26	Methacrylate pavement legends	Sq Ft	\$17.04

Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	Bike Rack	Each	\$ 370.00
9	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
10	Extinguishable NTOR	Each	\$ 4,000.00

Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00

Typical Unit Costs - SFPW

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Bikeway buffer median island	Lin Ft	\$65.00
1	Protected corner median island	Each	\$15,000.00



Quick-Build Tasks by Phase

		Funds Requested		
#	Vision Zero Quick-Build Task	Design	Construction	Total
1	Daylighting	\$ -	\$ 1,113,000	\$ 1,113,000
2	Speed Limit Reduction	\$ -	\$ 1,015,000	\$ 1,015,000
3	Bikeway Hardening	\$ -	\$ 1,070,000	\$ 1,070,000
4	Outreach & Communications Support	\$ 85,000	\$ -	\$ 85,000
5	Program Management & Administration	\$ 210,000	\$ -	\$ 210,000
		\$ 295,000	\$ 3,198,000	\$ 3,493,000
		Total DES	Total CON	Total



Quick-Build Tasks by Project

#	Name	Supervisory District	Anticipated Scope Details	Estimated Quantity	Labor	Materials	Funds Requested
1	Daylighting	Various	Daylighting of intersections in accordance with AB 413	300 intersections	\$ 890,400	\$ 222,600	\$ 1,113,000
2	Speed Limit Reduction	Various	Signs displaying lower speed limits on High Injury Network streets as permitted by AB 43	70 corridors	\$ 812,000	\$ 203,000	\$ 1,015,000
3	Bikeway Hardening	Various	Upgrading plastic delineators installed on Class IV bikeways to concrete medians	200 medians	\$ 856,000	\$ 214,000	\$ 1,070,000
					\$ 2,558,400	\$ 639,600	\$ 3,198,000
					Total Labor	Total Materials	Total

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$0	Total PROP L Recommended	\$3,198,000
Total TNC TAX Requested:	\$3,493,000	Total TNC TAX Recommended	\$295,000

SGA Project Number:		Name:	Vision Zero Quick-Build Implementation FY25 design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Design Engineering	Fundshare:	0.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
TNC TAX EP-601	\$147,500	\$147,500	\$295,000

Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project 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.
2. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order).

Notes

1. Recommendation is for a multi-phase allocation given short duration design phases for quick-build projects and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

SGA Project Number:		Name:	Vision Zero Quick-Build Implementation FY25 construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total

PROP L EP-201	\$1,599,000	\$1,119,300	\$479,700	\$3,198,000
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Deliverables

1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project 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.
2. Prior to starting construction activities, provide 2-3 photos of typical before conditions for each corridor. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.
3. SFMTA shall provide regular project evaluation updates. SFMTA's annual Safe Streets Evaluation report will be accepted to fulfill this deliverable, so long as it addresses the corridors included in this request.

Notes

1. In October 2020 through Resolution 23-42 the Board programmed \$9,493,883 million in TNC Tax funds to the FY 24 Vision Zero Quick-Build Program and has since allocated \$6,000,00 to FY24 quick-build projects. This recommendation would allocate a total of \$3,493,883 in funds programmed but unallocated to date.

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Vision Zero Quick-Build Implementation FY25
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

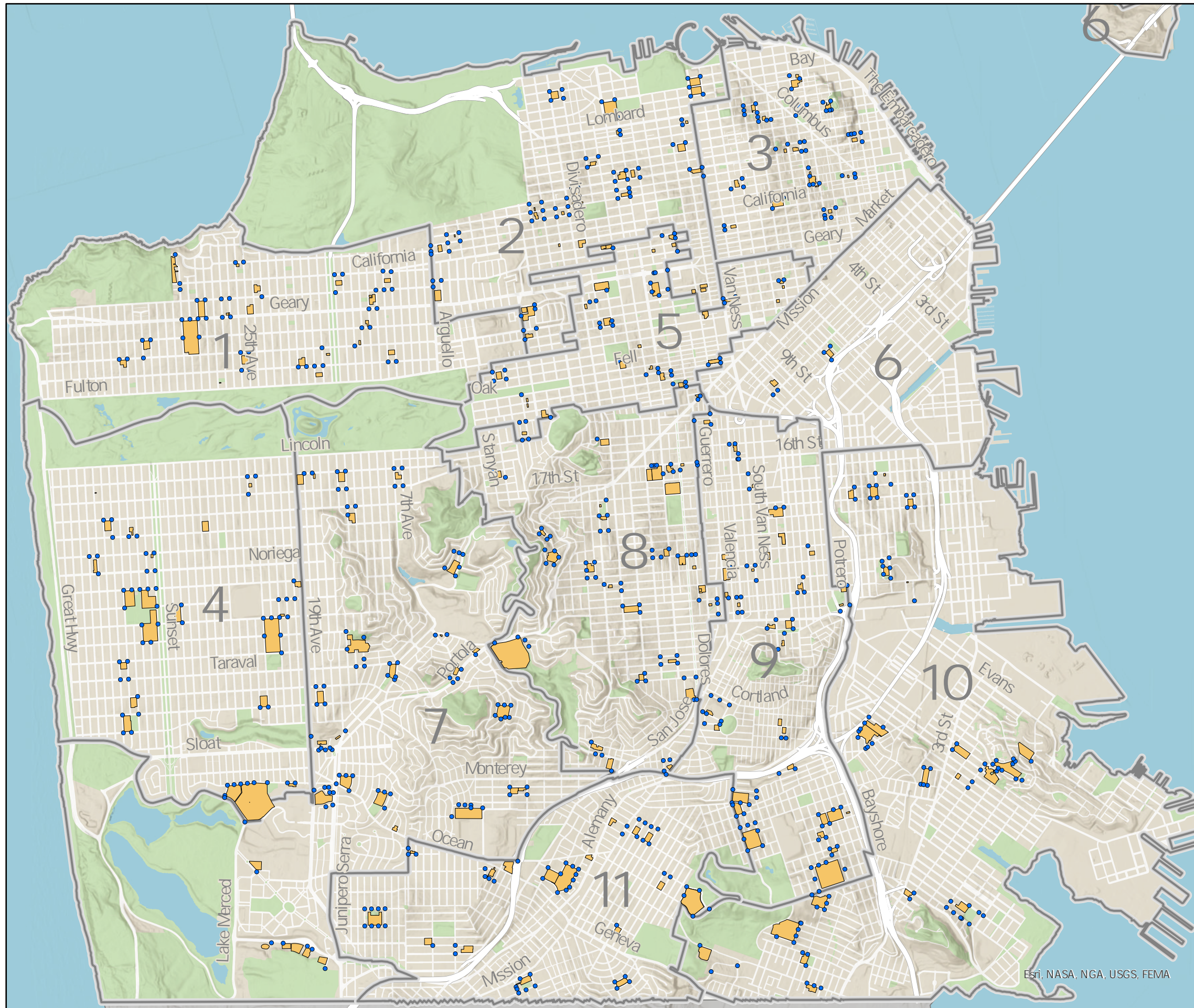
Current TNC TAX Request:	\$3,493,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jennifer Wong	Michael Lee
Title:	Transportation Planner	1823 - Senior Administrative Analyst
Phone:	(415) 701-4551	(415) 646-2175
Email:	jennifer.wong@sfmta.com	michael.lee@sfmta.com



Potential Daylighting Scope

Eligible intersections near schools for potential daylighting

August 2024

Intersections within one block of public and private schools in San Francisco that may be eligible for potential daylighting using resources from this funding request. Intersections excluded include prior and ongoing daylighting work from other programs and projects.

Legend

- Eligible intersections (674)
- Schools
- Supervisor districts



0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."

Esri, NASA, NGA, USGS, FEMA



Potential Daylighting Locations

District	Street	Cross Street
1	CABRILLO ST	18TH AVE
1	ANZA ST	10TH AVE
1	MASONIC AVE	EWING TER
1	GEARY BLVD	8TH AVE
1	BALBOA ST	15TH AVE
1	GEARY BLVD	9TH AVE
1	GEARY BLVD	31ST AVE
1	CORNWALL ST	7TH AVE
1	LAKE ST	24TH AVE
1	GEARY BLVD	30TH AVE
1	BALBOA ST	40TH AVE
1	CABRILLO ST	15TH AVE
1	CABRILLO ST	24TH AVE
1	CABRILLO ST	6TH AVE
1	GEARY BLVD	27TH AVE
1	CABRILLO ST	25TH AVE
1	BALBOA ST	37TH AVE
1	CLEMENT ST	6TH AVE
1	CLEMENT ST	26TH AVE
1	CLEMENT ST	29TH AVE
1	LAKE ST	25TH AVE
1	ANZA ST	37TH AVE
1	BALBOA ST	11TH AVE
1	GEARY BLVD	26TH AVE
1	BALBOA ST	39TH AVE
1	ANZA ST	9TH AVE
1	FUNSTON AVE	CLEMENT ST
1	CALIFORNIA ST	12TH AVE
1	BALBOA ST	25TH AVE
1	CLEMENT ST	7TH AVE
1	GEARY BLVD	32ND AVE
1	BALBOA ST	24TH AVE
1	ANZA ST	36TH AVE
1	CLEMENT ST	30TH AVE
1	ANZA ST	30TH AVE
1	FUNSTON AVE	CALIFORNIA ST
1	ANZA ST	32ND AVE
1	CABRILLO ST	7TH AVE
1	GEARY BLVD	29TH AVE
1	CALIFORNIA ST	32ND AVE
1	CABRILLO ST	17TH AVE
1	MARVEL CT	32ND AVE
1	CLEMENT ST	8TH AVE
1	CLEMENT ST	27TH AVE
1	CLEMENT ST	22ND AVE

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1	CORNWALL ST	6TH AVE
1	CABRILLO ST	16TH AVE
1	EL CAMINO DEL MAR	32ND AVE
2	UNION ST	GOUGH ST
2	MAPLE ST	CLAY ST
2	WASHINGTON ST	DIVISADERO ST
2	SCOTT ST	JACKSON ST
2	GREENWICH ST	FRANKLIN ST
2	LAKE ST	ARGUELLO BLVD
2	NORMANDIE TER	BROADWAY
2	PALM AVE	EUCLID AVE
2	WEBSTER ST	MOULTON ST
2	CLAY ST	ARGUELLO BLVD
2	WEBSTER ST	BROMLEY PL
2	WASHINGTON ST	BAKER ST
2	UNION ST	FRANKLIN ST
2	VAN NESS AVE	BAY ST
2	WEBSTER ST	CHESTNUT ST
2	UNION ST	STEINER ST
2	WEBSTER ST	BAY ST
2	WEBSTER ST	VALLEJO ST
2	WASHINGTON ST	LYON ST
2	WEBSTER ST	BROADWAY
2	WEBSTER ST	PACIFIC AVE
2	BUCHANAN ST	BROADWAY
2	TURK BLVD	MASONIC AVE
2	WASHINGTON ST	BRODERICK ST
2	PIERCE ST	GREEN ST
2	UNION ST	PIERCE ST
2	VAN NESS AVE	NORTH POINT ST
2	SCOTT ST	PACIFIC AVE
2	POLK ST	FRANCISCO ST
2	JACKSON ST	FILLMORE ST
2	FILLMORE ST	BAY ST
2	FRANKLIN ST	BROADWAY
2	PACIFIC AVE	BAKER ST
2	PACIFIC AVE	LYON ST
2	LAGUNA ST	GEARY BLVD
2	PACIFIC AVE	FILLMORE ST
2	SCOTT ST	BEACH ST
2	VALLEJO ST	BUCHANAN ST
2	SACRAMENTO ST	ARGUELLO BLVD
2	FILLMORE ST	CHESTNUT ST
2	JACKSON ST	BRODERICK ST
2	FILLMORE ST	BROADWAY
2	FRANKLIN ST	BLACKSTONE CT
2	WASHINGTON ST	MAPLE ST
2	WEBSTER ST	JACKSON ST

2	WASHINGTON ST	CHERRY ST
2	TURK BLVD	CENTRAL AVE
2	VALLEJO ST	FILLMORE ST
2	MASONIC AVE	GOLDEN GATE AVE
2	SCOTT ST	BROADWAY
2	CLAY ST	CHERRY ST
2	CLEMENT ST	ARGUELLO BLVD
2	EUCLID AVE	ARGUELLO BLVD
2	WEBSTER ST	GREENWICH ST
2	PACIFIC AVE	DIVISADERO ST
2	POLK ST	NORTH POINT ST
2	SACRAMENTO ST	CHERRY ST
2	JACKSON ST	BAKER ST
2	TERRA VISTA AVE	ANZAVISTA AVE
2	NORTH POINT ST	DIVISADERO ST
2	JACKSON ST	DIVISADERO ST
2	VAN NESS AVE	FRANCISCO ST
2	DIVISADERO ST	BEACH ST
2	OFARRELL ST	ANZAVISTA AVE
2	SCOTT ST	NORTH POINT ST
2	LYON ST	JACKSON ST
3	VALLEJO ST	BARTOL ST
3	STONE ST	JACKSON ST
3	VALLEJO ST	MONTGOMERY ST
3	REDFIELD ALY	FILBERT ST
3	VALLEJO ST	TURK MURPHY LN
3	POLK ST	AUSTIN ST
3	KEARNY ST	FILBERT ST
3	PINE ST	GRANT AVE
3	PARKHURST ALY	CLAY ST
3	VAN NESS AVE	BROADWAY
3	LOMBARD ST	LEAVENWORTH ST
3	STOCKTON ST	CLAY ST
3	VALPARAISO ST	JONES ST
3	STOCKTON ST	GREENWICH ST
3	SACRAMENTO ST	JONES ST
3	STOCKTON ST	EMMA ST
3	POLK ST	PINE ST
3	LURMONT TER	LEAVENWORTH ST
3	CHATHAM PL	BUSH ST
3	JONES ST	CALIFORNIA ST
3	GENOA PL	FILBERT ST
3	TAYLOR ST	FALLON PL
3	SANSOME ST	BROADWAY
3	GREENWICH ST	BRANT ALY
3	VALLEJO ST	MASON ST
3	VALLEJO ST	SANSOME ST
3	LOMBARD ST	JONES ST

3	KEARNY ST	GREENWICH ST
3	MONTGOMERY ST	MERCHANT ST
3	JACKSON ST	HYDE ST
3	VARENNE ST	FILBERT ST
3	WORDEN ST	FRANCISCO ST
3	ROBERT C LEVY TUNL	BROADWAY
3	MONTGOMERY ST	CLAY ST
3	VALLEJO ST	POWELL ST
3	VANDEWATER ST	POWELL ST
3	VAN NESS AVE	PACIFIC AVE
3	TURK MURPHY LN	BROADWAY
3	TAYLOR ST	SACRAMENTO ST
3	TAYLOR ST	FILBERT ST
3	POWELL ST	CHESTNUT ST
3	GREENWICH ST	CHILD ST
3	WASHINGTON ST	HYDE ST
3	STOCKTON ST	BUSH ST
3	LEAVENWORTH ST	GREENWICH ST
3	JOICE ST	CLAY ST
3	VALLEJO ST	HODGES ALY
3	WASHINGTON ST	STONE ST
3	WASHINGTON ST	LARKIN ST
3	JONES ST	GREENWICH ST
3	VALLEJO ST	PRESCOTT CT
3	POWELL ST	GREENWICH ST
3	POWELL ST	FILBERT ST
3	STOCKTON ST	PINE ST
3	JONES ST	FILBERT ST
3	MERCHANT ST	KEARNY ST
4	PACHECO ST	37TH AVE
4	MIDDLEFIELD DR	GELLERT DR
4	ORTEGA ST	40TH AVE
4	RIVERA ST	24TH AVE
4	VICENTE ST	40TH AVE
4	MORAGA ST	38TH AVE
4	RIVERA ST	38TH AVE
4	SANTIAGO ST	22ND AVE
4	MORAGA ST	37TH AVE
4	KIRKHAM ST	42ND AVE
4	PACHECO ST	21ST AVE
4	RIVERA ST	22ND AVE
4	MIDDLEFIELD DR	EUCALYPTUS DR
4	QUINTARA ST	22ND AVE
4	SANTIAGO ST	42ND AVE
4	ORTEGA ST	39TH AVE
4	FOREST VIEW DR	EUCALYPTUS DR
4	MEADOWBROOK DR	EUCALYPTUS DR
4	QUINTARA ST	34TH AVE

4	NORIEGA ST	37TH AVE
4	IRVING ST	25TH AVE
4	MELBA AVE	EUCALYPTUS DR
4	MIDDLEFIELD DR	LAKE MERCED BLVD
4	NORIEGA ST	44TH AVE
4	JUDAH ST	25TH AVE
4	LAWTON ST	39TH AVE
4	QUINTARA ST	35TH AVE
4	MORAGA ST	44TH AVE
4	QUINTARA ST	39TH AVE
4	EUCALYPTUS DR	22ND AVE
4	PACHECO ST	20TH AVE
4	VICENTE ST	24TH AVE
4	NORIEGA ST	38TH AVE
4	QUINTARA ST	23RD AVE
4	QUINTARA ST	24TH AVE
4	INVERNESS DR	EUCALYPTUS DR
4	TARAVAL ST	41ST AVE
4	WAWONA ST	42ND AVE
4	PACHECO ST	22ND AVE
4	LAWTON ST	40TH AVE
4	IRVING ST	24TH AVE
4	VICENTE ST	25TH AVE
4	ORTEGA ST	37TH AVE
4	PACHECO ST	35TH AVE
4	MORAGA ST	45TH AVE
4	RIVERA ST	39TH AVE
4	SYLVAN DR	EUCALYPTUS DR
4	TARAVAL ST	42ND AVE
4	WAWONA ST	41ST AVE
4	ULLOA ST	40TH AVE
4	ORTEGA ST	38TH AVE
4	QUINTARA ST	37TH AVE
4	VICENTE ST	42ND AVE
4	QUINTARA ST	21ST AVE
4	SANTIAGO ST	41ST AVE
4	KIRKHAM ST	43RD AVE
4	PACHECO ST	41ST AVE
4	EUCALYPTUS DR	25TH AVE
4	ORTEGA ST	41ST AVE
4	LAWTON ST	42ND AVE
4	ORTEGA ST	20TH AVE
4	PACHECO ST	34TH AVE
5	PIERCE ST	ELM ST
5	SCOTT ST	ELLIS ST
5	OAK ST	GOUGH ST
5	WEBSTER ST	OAK ST
5	ROSE ST	BUCHANAN ST

5	SCOTT ST	GOLDEN GATE AVE
5	WILMOT ST	STEINER ST
5	OFARRELL ST	HOLLIS ST
5	POLK ST	ELM ST
5	PIERCE ST	HAYES ST
5	WALLER ST	ASHBURY ST
5	PIERCE ST	OFARRELL ST
5	OAK ST	FILLMORE ST
5	GROVE ST	CLAYTON ST
5	OAK ST	BUCHANAN ST
5	SUTTER ST	OCTAVIA ST
5	EARL GAGE JR ST	BUCHANAN ST
5	HAYES ST	CLAYTON ST
5	LILY ST	BUCHANAN ST
5	VAN NESS AVE	ELM ST
5	ROSE ST	LAGUNA ST
5	PINE ST	OCTAVIA ST
5	SCOTT ST	ELM ST
5	TURK ST	POLK ST
5	HOLLIS ST	ELLIS ST
5	STEINER ST	HAYES ST
5	VAN NESS AVE	TURK ST
5	PINE ST	LAGUNA ST
5	ZAMPA LN	GEARY BLVD
5	OAK ST	ASHBURY ST
5	WALLER ST	DOWNEY ST
5	HAYES ST	COLE ST
5	JONES ST	EDDY ST
5	GEARY BLVD	BUCHANAN ST
5	WAGNER ALY	EDDY ST
5	GROVE ST	COLE ST
5	OCTAVIA ST	AUSTIN ST
5	QUICKSTEP LN	ELLIS ST
5	WEBSTER ST	HICKORY ST
5	ELLIS ST	BEIDEMAN ST
5	PIERCE ST	GOLDEN GATE AVE
6	HICKORY ST	FRANKLIN ST
6	FOLSOM ST	11TH ST
6	CLEVELAND ST	7TH ST
6	SHERMAN ST	CLEVELAND ST
6	AVENUE E	13TH TI ST
6	HARRISON ST	7TH ST
6	JUNIPER ST	FOLSOM ST
6	GATEVIEW AVE	13TH TI ST
6	OAK ST	FRANKLIN ST
7	LURLINE ST	FUNSTON AVE
7	WESTGATE DR	KENWOOD WAY
7	VERDUN WAY	CLAREMONT BLVD

7	VERDUN WAY	LENOX WAY
7	SAN FERNANDO WAY	DARIEN WAY
7	STONECREST DR	BROADMOOR DR
7	CHURCH PARKING LOT	CHURCH ACCESS RD
7	STERN GROVE CT	19TH AVE
7	ROSSMOOR DR	ELMHURST DR
7	MYRA WAY	AVOCA ALY
7	SEQUOIA WAY	BELLA VISTA WAY
7	GREENWOOD AVE	COLON AVE
7	WEST PORTAL AVE	15TH AVE
7	TARAVAL ST	12TH AVE
7	MAGELLAN AVE	12TH AVE
7	FOERSTER ST	FLOOD AVE
7	PANORAMA DR	CLARENDON AVE
7	WAITHMAN WAY	ULLOA ST
7	UNNAMED 124	CHURCH PARKING LOT
7	HEARST AVE	EDNA ST
7	MERCED AVE	LAGUNA HONDA BLVD
7	THOMAS MORE WAY	SAN FRANCISCO GOLF CLUB RD
7	JUDAH ST	14TH AVE
7	VICENTE ST	17TH AVE
7	ULLOA ST	LAGUNA HONDA BLVD
7	WILDWOOD WAY	PLYMOUTH AVE
7	OAK PARK DR	CLARENDON AVE
7	WOODSIDE AVE	VASQUEZ AVE
7	IRVING ST	18TH AVE
7	SAN RAFAEL WAY	DARIEN WAY
7	TARAVAL ST	CLAREMONT BLVD
7	SYDNEY WAY	FOWLER AVE
7	IRVING ST	6TH AVE
7	ULLOA ST	18TH AVE
7	12TH AVE	END: 1-49 BLOCK
7	WARREN DR	ASHWOOD LN
7	OCEAN AVE	EUCALYPTUS DR
7	SLOAT BLVD	CRANLEIGH DR
7	WINSTON DR	LAKE MERCED BLVD
7	ROCKDALE DR	OMAR WAY
7	HAZELWOOD AVE	GREENWOOD AVE
7	CLARENDON AVE	ASHWOOD LN
7	FLOOD AVE	EDNA ST
7	OMAR WAY	MYRA WAY
7	SEQUOIA WAY	OMAR WAY
7	UPLAND DR	APTOS AVE
7	GLADIOLUS LN	ELMHURST DR
7	WAITHMAN WAY	PORTOLA DR
7	SAN FERNANDO WAY	OCEAN AVE
7	RIVERA ST	14TH AVE
7	SLOAT BLVD	ARDENWOOD WAY

7	JUDAH ST	6TH AVE
7	VALDEZ AVE	GREENWOOD AVE
7	KIRKHAM ST	FUNSTON AVE
7	HEARST AVE	FOERSTER ST
7	SLOAT BLVD	BEACHMONT DR
7	JUNIPERO SERRA BLVD	DARIEN WAY
7	IRVING ST	14TH AVE
7	TARAVAL ST	FUNSTON AVE
7	JUDSON AVE	HAZELWOOD AVE
7	UPLAND DR	SAN ALESO AVE
7	SLOAT BLVD	AVON WAY
7	IRVING ST	17TH AVE
7	TARAVAL ST	LENOX WAY
7	ROSSMOOR DR	19TH AVE
7	ULLOA ST	17TH AVE
7	KIRKHAM ST	12TH AVE
7	TAPIA DR	ARBALLO DR
7	JOOST AVE	BROMPTON AVE
7	BELLA VISTA WAY	AVOCA ALY
7	IRVING ST	7TH AVE
7	WARREN DR	OAK PARK DR
7	CLAREMONT BLVD	ALLSTON WAY
7	CHURCH PARKING LOT	CHURCH ACCESS RD
7	CHURCH PARKING LOT	CHURCH ACCESS RD
7	SANTIAGO ST	14TH AVE
7	IRVING ST	FUNSTON AVE
7	VICENTE ST	18TH AVE
7	JUDAH ST	7TH AVE
7	JUDAH ST	FUNSTON AVE
7	ROSSMOOR DR	JUNIPERO SERRA BLVD
7	SLOAT BLVD	LAGUNITAS DR
7	PORTOLA DR	LAGUNA HONDA BLVD
7	ROSSMOOR DR	ELMHURST DR
7	WESTGATE DR	UPLAND DR
7	PORTOLA DR	DEL SUR AVE
7	OAK PARK DR	FOREST KNOLLS DR
7	DORCAS WAY	BELLA VISTA WAY
7	ULLOA ST	SYDNEY WAY
7	STONECREST DR	JUNIPERO SERRA BLVD
7	JUDSON AVE	FRIDA KAHLO WAY
8	HAMERTON AVE	BOSWORTH ST
8	NOE ST	30TH ST
8	VICKSBURG ST	22ND ST
8	COLE ST	ALMA ST
8	DOUGLASS ST	ALVARADO ST
8	NOE ST	DAY ST
8	DOUGLASS ST	22ND ST
8	SHRADER ST	GRATTAN ST

8	SANCHEZ ST	22ND ST
8	FREDERICK ST	ASHBURY ST
8	CUVIER ST	BOSWORTH ST
8	DIAMOND ST	20TH ST
8	SHARON ST	16TH ST
8	IRON ALY	CORBETT AVE
8	CHENERY ST	30TH ST
8	RANDALL ST	CHENERY ST
8	GRAYSTONE TER	COPPER ALY
8	DIXIE ALY	BURNETT AVE
8	ELIZABETH ST	CASTRO ST
8	SANCHEZ ST	29TH ST
8	TURQUOISE WAY	QUARTZ WAY
8	TWIN PEAKS BLVD	PORTOLA DR
8	PEARL ST	MARKET ST
8	CASTRO ST	25TH ST
8	EUREKA ST	23RD ST
8	CHILTON AVE	BOSWORTH ST
8	MIRANDO WAY	CUVIER ST
8	SANCHEZ ST	HILL ST
8	CASTRO ST	24TH ST
8	WALLER ST	CENTRAL AVE
8	CHENERY ST	BURNSIDE AVE
8	EUREKA ST	22ND ST
8	NOE ST	CLIPPER ST
8	COLLINGWOOD ST	20TH ST
8	RANDALL ST	ARLINGTON ST
8	FAIR OAKS ST	22ND ST
8	NOE ST	25TH ST
8	COLLINGWOOD ST	18TH ST
8	OCTAVIA ST	MARKET ST
8	FREDERICK ST	DOWNEY ST
8	ELIZABETH ST	DIAMOND ST
8	SAN JOSE AVE	26TH ST
8	HILL ST	CHURCH ST
8	DOLORES ST	CHULA LN
8	CHURCH ST	CHULA LN
8	SAN JOSE AVE	RANDALL ST
8	DIAMOND ST	19TH ST
8	TURQUOISE WAY	AMETHYST WAY
8	DOUGLASS ST	23RD ST
8	LAIDLEY ST	30TH ST
8	VALLEY ST	CHURCH ST
8	ROOSEVELT WAY	14TH ST
8	COLLINGWOOD ST	19TH ST
8	DOLORES ST	22ND ST
8	FAIR OAKS ST	25TH ST
8	CHULA LN	ABBEY ST

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8	SAN JOSE AVE	JURI ST
8	PORTOLA DR	GLENVIEW DR
8	VALLEY ST	SANCHEZ ST
8	CHURCH ST	29TH ST
8	MORGAN ALY	CORBETT AVE
8	IRON ALY	GRAYSTONE TER
8	DOLORES ST	30TH ST
8	MARSILY ST	BOSWORTH ST
8	SAN JOSE AVE	25TH ST
8	CHATTANOOGA ST	22ND ST
8	HARLOW ST	16TH ST
8	ROMAIN ST	CORBETT AVE
8	GARDENSIDE DR	BURNETT AVE
8	DIXIE ALY	CORBETT AVE
8	CORBETT AVE	COPPER ALY
8	LAGUNA ST	HAIGHT ST
8	DEHON ST	16TH ST
8	GUERRERO ST	16TH ST
8	LANDERS ST	16TH ST
8	QUANE ST	22ND ST
9	GAVEN ST	BOYLSTON ST
9	WAYLAND ST	SOMERSET ST
9	SOUTH VAN NESS AVE	18TH ST
9	BRYANT ST	22ND ST
9	OGDEN AVE	BANKS ST
9	SILVER AVE	AMHERST ST
9	PATTON ST	HIGHLAND AVE
9	SANTA MARINA ST	GLADYS ST
9	WAYLAND ST	HOLYOKE ST
9	CAMBRIDGE ST	BACON ST
9	PATTON ST	APPLETON AVE
9	FLORIDA ST	25TH ST
9	SILLIMAN ST	CAMBRIDGE ST
9	WOOLSEY ST	GOETTINGEN ST
9	SHOTWELL ST	18TH ST
9	SANTA MARINA ST	ELSIE ST
9	MINNA ST	15TH ST
9	TREAT AVE	MISTRAL ST
9	SHOTWELL ST	23RD ST
9	TULANE ST	PRINCETON ST
9	FLORIDA ST	24TH ST
9	HWY 101 S OFF RAMP	ANDREW ST
9	SOMERSET ST	BACON ST
9	SANTA MARINA ST	PROSPECT AVE
9	CAPP ST	16TH ST
9	STONEMAN ST	FOLSOM ST
9	HOLYOKE ST	DWIGHT ST
9	VALENCIA ST	DUBOCE AVE

9	SHOTWELL ST	PRECITA AVE
9	HOLLY PARK CIR	APPLETON AVE
9	MISTRAL ST	HARRISON ST
9	WOOLSEY ST	SOMERSET ST
9	GAVEN ST	BOWDOIN ST
9	OSAGE ALY	25TH ST
9	CAPP ST	ADAIR ST
9	YALE ST	SILLIMAN ST
9	SILVER AVE	CAMBRIDGE ST
9	CAMBRIDGE ST	BURROWS ST
9	ALABAMA ST	25TH ST
9	YALE ST	SILVER AVE
9	FELTON ST	AMHERST ST
9	OSAGE ALY	26TH ST
9	MISSION ST	15TH ST
9	HOLLY PARK CIR	HIGHLAND AVE
9	HAMILTON ST	DWIGHT ST
9	GUERRERO ST	CLINTON PARK
9	GLADYS ST	APPLETON AVE
9	UTAH ST	25TH ST
9	HARRISON ST	CESAR CHAVEZ ST
9	SOMERSET ST	KAREN CT
9	HWY 101 S OFF RAMP	ANDREW ST
9	CAPP ST	23RD ST
9	GIRARD ST	BURROWS ST
9	TREAT AVE	PRECITA AVE
9	SOUTH VAN NESS AVE	23RD ST
9	ORANGE ALY	25TH ST
9	FELTON ST	CAMBRIDGE ST
9	VALENCIA ST	BROSNAN ST
9	SOUTH VAN NESS AVE	24TH ST
9	SOUTH VAN NESS AVE	17TH ST
9	OLMSTEAD ST	BOWDOIN ST
9	MISSION ST	26TH ST
9	BURROWS ST	AMHERST ST
9	BACON ST	AMHERST ST
9	PRENTISS ST	OGDEN AVE
9	PRECITA AVE	HARRISON ST
9	MANSELL ST	BOWDOIN ST
9	GOETTINGEN ST	BACON ST
9	CAPP ST	16TH ST
9	DWIGHT ST	BOWDOIN ST
9	BURROWS ST	BRUSSELS ST
9	YALE ST	FELTON ST
9	PIOCHE ST	CAMBRIDGE ST
9	MISSION ST	25TH ST
9	OLMSTEAD ST	GOETTINGEN ST
9	GAISER CT	START: 1-99 BLOCK

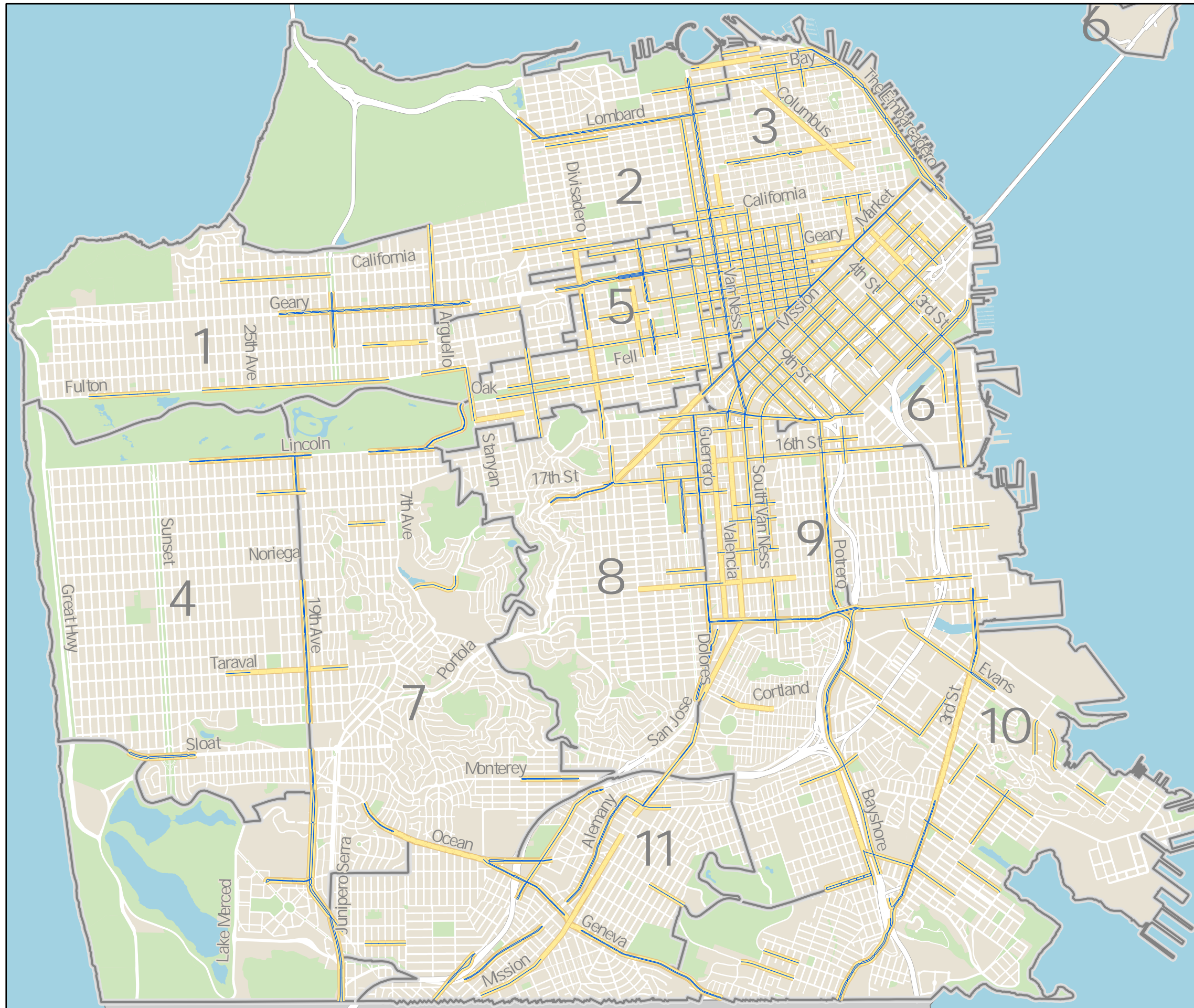
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9	FOLSOM ST	CESAR CHAVEZ ST
9	SOMERSET ST	BURROWS ST
9	BARTLETT ST	23RD ST
9	BARTLETT ST	22ND ST
9	SWEENEY ST	PRINCETON ST
9	SWEENEY ST	CAMBRIDGE ST
10	TOMASO CT	CORA ST
10	ELLIOT ST	CAMPBELL AVE
10	SILVER AVE	CONKLING ST
10	INGERSON AVE	GILROY ST
10	WILLIE B KENNEDY DR	GARNETT TER
10	INGALLS ST	HARBOR RD
10	MANSELL ST	BRAZIL AVE
10	SHAFTER AVE	SELBY ST
10	WILDE AVE	DELTA ST
10	GILMAN AVE	ARELIIOUS WALKER DR
10	SAN BRUNO AVE	25TH ST
10	WISCONSIN ST	CAROLINA ST
10	RAYMOND AVE	ELLIOT ST
10	WISCONSIN ST	23RD ST
10	MISSOURI ST	19TH ST
10	POMONA ST	BAY VIEW ST
10	FLORA ST	BAY VIEW ST
10	SCHWERIN ST	LELAND AVE
10	SELBY ST	HELENA ST
10	SUNNYDALE AVE	SUNNYDALE AVE
10	NEWCOMB AVE	MENDELL ST
10	CORAL RD	CAROLINA ST
10	QUESADA AVE	KEITH ST
10	SAWYER ST	RAYMOND AVE
10	LELAND AVE	DELTA ST
10	YELLOW CAB ACCESS ROAD	MISSOURI ST
10	GILMAN AVE	GIANTS DR
10	SELBY ST	REVERE AVE
10	INGERSON AVE	GRIFFITH ST
10	TOPEKA AVE	SILVER AVE
10	SILVER AVE	SANTA FE AVE
10	SUNNYDALE AVE	RUTLAND ST
10	TEXAS ST	20TH ST
10	NEWCOMB AVE	KEITH ST
10	INGERSON AVE	HAWES ST
10	HOLLISTER AVE	HAWES ST
10	MISSOURI ST	20TH ST
10	CAROLINA ST	19TH ST
10	WATERVILLE ST	CONKLING ST
10	VISITACION AVE	DELTA ST
10	KANSAS ST	18TH ST
10	TEXAS ST	19TH ST

10	ARKANSAS ST	18TH ST
10	WILLIE B KENNEDY DR	HUDSON AVE
10	MARIPOSA ST	CAROLINA ST
10	JENNINGS ST	JAMESTOWN AVE
10	GARLINGTON CT	COMMER CT
10	THOMAS AVE	SELBY ST
10	OAKDALE AVE	MENDELL ST
10	OAKDALE AVE	KEITH ST
10	PERSIA AVE	MANSELL ST
10	WILDE AVE	ERVINE ST
10	OSCEOLA LN	LA SALLE AVE
10	CORAL RD	CAROLINA ST
10	SUNNYDALE AVE	PEABODY ST
10	WHITNEY YOUNG CIR	HUDSON AVE
10	DE HARO ST	19TH ST
10	SANTOS ST	BROOKDALE AVE
10	OSCEOLA LN	LA SALLE AVE
10	REVERE AVE	RANKIN ST
10	BROOKDALE AVE	BLYTHDALE AVE
10	HARKNESS AVE	DELTA ST
10	INGERSON AVE	GIANTS DR
10	DE HARO ST	18TH ST
10	NEWCOMB AVE	LA SALLE AVE
10	LILLIAN ST	BEATRICE LN
10	CAROLINA ST	CAROLINA ST
10	KANSAS ST	19TH ST
10	GRIFFITH ST	GILMAN AVE
10	REVERE AVE	KEITH ST
10	HAMILTON ST	DELTA ST
10	TEDDY AVE	ELLIOT ST
10	KEY AVE	JENNINGS ST
10	MANSELL ST	DARTMOUTH ST
10	THORNTON AVE	FLORA ST
10	LA SALLE AVE	GARLINGTON CT
10	THORNTON AVE	POMONA ST
10	ELLIOT ST	ARLETA AVE
10	WHITNEY YOUNG CIR	NEWCOMB AVE
10	CAMPBELL AVE	CAMPBELL AVE
10	THORNTON AVE	CERES ST
10	WISCONSIN ST	CONNECTICUT ST
10	INGERSON AVE	CORONADO ST
10	CAROLINA ST	18TH ST
11	ROEMER WAY	BRUNSWICK ST
11	FARALLONES ST	CAPITOL AVE
11	OTSEGO AVE	ONEIDA AVE
11	EDGAR AVE	BRUCE AVE
11	WINDING WAY	NAYLOR ST
11	SARGENT ST	ARCH ST

11	VICTORIA ST	SARGENT ST
11	WHITTIER ST	CASSANDRA CT
11	PARIS ST	AVALON AVE
11	MORSE ST	LOWELL ST
11	VERNON ST	SARGENT ST
11	ONEIDA AVE	CAYUGA AVE
11	LISBON ST	EXCELSIOR AVE
11	WHITTIER ST	BRUNSWICK ST
11	SARGENT ST	RAMSELL ST
11	LA GRANDE AVE	BRAZIL AVE
11	PRAGUE ST	NAYLOR ST
11	PLYMOUTH AVE	BROAD ST
11	SENECA AVE	DELANO AVE
11	MISSION ST	FRANCIS ST
11	ONONDAGA AVE	CAYUGA AVE
11	MOSCOW ST	BRAZIL AVE
11	LOWELL ST	BRUNSWICK ST
11	SANTA ROSA AVE	MISSION ST
11	WANDA ST	ONONDAGA AVE
11	VERNON ST	SHIELDS ST
11	VIENNA ST	AMAZON AVE
11	OTSEGO AVE	ONONDAGA AVE
11	MADRID ST	EXCELSIOR AVE
11	WHIPPLE ST	MORSE ST
11	DE MONTFORT AVE	ASHTON AVE
11	NIAGARA AVE	EDGAR AVE
11	CUVIER ST	CAYUGA AVE
11	TARA ST	START: 1-99 BLOCK
11	NIAGARA AVE	HOWTH ST
11	WINDING WAY	CORDOVA ST
11	WHITTIER ST	CRESCIO CT
11	PICO AVE	ASHTON AVE
11	JULES AVE	DE MONTFORT AVE
11	NAPLES ST	ITALY AVE
11	BRAZIL AVE	MID:BLOCK
11	BRAZIL AVE	ATHENS ST
11	SHIELDS ST	RAMSELL ST
11	NAPLES ST	AMAZON AVE
11	PLYMOUTH AVE	FARALLONES ST
11	WILLIAR AVE	NIAGARA AVE
11	ONEIDA AVE	DELANO AVE
11	CAYUGA AVE	BALHI CT
11	SHIELDS ST	ARCH ST
11	LISBON ST	AVALON AVE
11	MADRID ST	AVALON AVE
11	JUNIOR TER	CAYUGA AVE
11	PARIS ST	EXCELSIOR AVE
11	PRAGUE ST	CORDOVA ST

11	LONDON ST	AVALON AVE
11	LA GRANDE AVE	DUBLIN ST
11	VICTORIA ST	SHIELDS ST
11	SUNBEAM LN	CAYUGA AVE
11	SENECA AVE	CAYUGA AVE



Potential Speed Limit Reduction

Eligible streets for potential speed limit reduction

August 2024

Street segments in San Francisco that may be eligible for potential speed limit reduction using resources from this funding request. Qualifying street segments are safety corridors, located on the Vision Zero High Injury Network. Street segments excluded include prior speed limit reduction in business activity districts.

LEGEND

- Eligible speed safety corridors
- Vision Zero High Injury Network
- Supervisor districts



0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

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Potential Speed Limit Reduction Locations

District	Street Name	From	To
1	BALBOA ST	02ND AVE	03RD AVE
1	BALBOA ST	07TH AVE	10TH AVE
1	CALIFORNIA ST	PARK PRESIDIO BLVD	27TH AVE
1	FULTON ST	STANYAN ST	03RD AVE
1	FULTON ST	07TH AVE	30TH AVE
1	FULTON ST	34TH AVE	44TH AVE
1	GEARY BLVD	ARGUELLO BLVD	20TH AVE
1	PARK PRESIDIO BLVD	CLEMENT ST	BALBOA ST
1	STANYAN ST	FULTON ST	HAYES ST
1/2	ANZA ST	MASONIC AVE	SPRUCE ST
1/2	ARGUELLO BLVD	FINLEY RD	GEARY BLVD
1/2	MASONIC AVE	MCALLISTER ST	FULTON ST
1/5	STANYAN ST	HAYES ST	OAK ACCESS RD
2	BAY ST	HYDE ST	OCTAVIA ST
2	BEACH ST	POLK ST	BEACH ST
2	BUSH ST	VAN NESS AVE	GOUGH ST
2	CALIFORNIA ST	SCOTT ST	WALNUT ST
2	CALIFORNIA ST	VAN NESS AVE	OCTAVIA ST
2	EDDY ST	VAN NESS AVE	GOUGH ST
2	FRANKLIN ST	GOLDEN GATE AVE	BLACKSTONE CT
2	GEARY BLVD	PARKER AVE	ARGUELLO BLVD
2	GEARY BLVD	DIVISADERO ST	BAKER ST
2	GEARY ST	GEARY BLVD	GEARY BLVD
2	GOUGH ST	EDDY ST	POST ST
2	GREENWICH ST	FILLMORE ST	BRODERICK ST
2	LOMBARD ST	VAN NESS AVE	BAKER ST
2	OFARRELL ST	VAN NESS AVE	FRANKLIN ST
2	PINE ST	SCOTT ST	BRODERICK ST
2	POST ST	VAN NESS AVE	GOUGH ST
2	RICHARDSON AVE	LOMBARD ST	HWY 101 NORTHBOUND
2	SACRAMENTO ST	VAN NESS AVE	FRANKLIN ST
2	TURK ST	VAN NESS AVE	GOUGH ST
2	VAN NESS AVE	CHESTNUT ST	NORTH POINT ST
2/3	VAN NESS AVE	GEARY BLVD	CHESTNUT ST
2/5	BUSH ST	STEINER ST	SCOTT ST
2/5	BUSH ST	GOUGH ST	OCTAVIA ST
2/5	EDDY ST	GOUGH ST	LAGUNA ST
2/5	GOUGH ST	GOLDEN GATE AVE	EDDY ST
2/5	LAGUNA ST	EDDY ST	POST ST
2/5	PINE ST	STEINER ST	SCOTT ST
2/5	VAN NESS AVE	GOLDEN GATE AVE	GEARY BLVD
3	BAY ST	THE EMBARCADERO	HYDE ST
3	BEACH ST	GRANT AVE	TAYLOR ST
3	BROADWAY	POWELL ST	LARKIN ST
3	BROADWAY	BATTERY ST	MONTGOMERY ST

3	BUSH ST	MASON ST	VAN NESS AVE
3	CALIFORNIA ST	HYDE ST	VAN NESS AVE
3	CALIFORNIA ST	SANSOME ST	STOCKTON ST
3	EDDY ST	CYRIL MAGNIN ST	MASON ST
3	GEARY ST	MASON ST	TAYLOR ST
3	HYDE ST	GEARY ST	SACRAMENTO ST
3	JEFFERSON ST	JONES ST	HYDE ST
3	JONES ST	GEARY ST	BUSH ST
3	KEARNY ST	PINE ST	CALIFORNIA ST
3	LARKIN ST	GEARY ST	CALIFORNIA ST
3	LEAVENWORTH ST	GEARY ST	BUSH ST
3	LOMBARD ST	POLK ST	VAN NESS AVE
3	MASON ST	LOMBARD ST	NORTH POINT ST
3	MASON ST	OFARRELL ST	PINE ST
3	MONTGOMERY ST	MARKET ST	CALIFORNIA ST
3	NORTH POINT ST	POWELL ST	JONES ST
3	POLK ST	GEARY ST	SUTTER ST
3	POST ST	JONES ST	VAN NESS AVE
3	SACRAMENTO ST	LARKIN ST	VAN NESS AVE
3	STOCKTON ST	CHESTNUT ST	STOCKTON ST
3	TAYLOR ST	GEARY ST	BUSH ST
3	THE EMBARCADERO	MISSION ST	BEACH ST
3/5	GEARY ST	TAYLOR ST	GEARY BLVD
3/5	MASON ST	MARKET ST	ELLIS ST
3/5	OFARRELL ST	MASON ST	TAYLOR ST
3/5	TAYLOR ST	OFARRELL ST	GEARY ST
3/6	MARKET ST	STEUART ST	MASON ST
4	JUDAH ST	19TH AVE	24TH AVE
4	LINCOLN WAY	19TH AVE	32ND AVE
4	SLOAT BLVD	LAKESHORE PLZ	39TH AVE
4	TARAVAL ST	26TH AVE	29TH AVE
4/7	19TH AVE	CROSSOVER DR	JUDAH ST
4/7	19TH AVE	ORTEGA ST	WAWONA ST
4/7	19TH AVE	SLOAT BLVD	WINSTON DR
4/7	SLOAT BLVD	39TH AVE	41ST AVE
5	BUSH ST	OCTAVIA ST	STEINER ST
5	DIVISADERO ST	GOLDEN GATE AVE	OFARRELL ST
5	DIVISADERO ST	CASTRO ST	HAIGHT ST
5	EDDY ST	LAGUNA ST	WEBSTER ST
5	EDDY ST	MASON ST	VAN NESS AVE
5	ELLIS ST	MASON ST	LARKIN ST
5	FELL ST	BAKER ST	CLAYTON ST
5	FILLMORE ST	HAYES ST	MCALLISTER ST
5	FRANKLIN ST	FULTON ST	GOLDEN GATE AVE
5	FULTON ST	LAGUNA ST	BRODERICK ST
5	GEARY BLVD	LAGUNA ST	DIVISADERO ST
5	GOLDEN GATE AVE	06TH ST	POLK ST
5	GOUGH ST	LILY ST	GOLDEN GATE AVE

5	GROVE ST	DR CARLTON B GOODLETT PL	OCTAVIA ST
5	HYDE ST	08TH ST	GEARY ST
5	JONES ST	MARKET ST	GEARY ST
5	LAGUNA ST	POST ST	BUSH ST
5	LAGUNA ST	BIRCH ST	EDDY ST
5	LARKIN ST	GROVE ST	GEARY ST
5	LEAVENWORTH ST	UNITED NATIONS PLZ	GEARY ST
5	MASON ST	ELLIS ST	OFARRELL ST
5	MASONIC AVE	FULTON ST	WALLER ST
5	MCALLISTER ST	MARKET ST	GOUGH ST
5	OAK ST	STEINER ST	COLE ST
5	OAK ST	GOUGH ST	BUCHANAN ST
5	OFARRELL ST	TAYLOR ST	VAN NESS AVE
5	PAGE ST	LAGUNA ST	FILLMORE ST
5	POLK ST	DR CARLTON B GOODLETT PL	GEARY ST
5	STANYAN ST	OAK ACCESS RD	HAIGHT ST
5	TAYLOR ST	06TH ST	OFARRELL ST
5	VAN NESS AVE	GROVE ST	GOLDEN GATE AVE
5	WEBSTER ST	EDDY ST	PINE ST
5	WEBSTER ST	MARKET ST	GOLDEN GATE AVE
5/6	MARKET ST	TURK ST	08TH ST
5/6	VAN NESS AVE	FELL ST	GROVE ST
5/7	KEZAR DR	JOHN F KENNEDY DR	03RD AVE
5/7	LINCOLN WAY	02ND AVE	04TH AVE
5/8	MASONIC AVE	WALLER ST	FREDERICK ST
6	01ST ST	MARKET ST	01ST ST
6	02ND ST	FOLSOM ST	TOWNSEND ST
6	03RD ST	MARKET ST	MARIPOSA ST
6	04TH ST	CLEMENTINA ST	MISSION BAY BLVD NORTH
6	05TH ST	MARKET ST	TOWNSEND ST
6	06TH ST	MARKET ST	BRANNAN ST
6	07TH ST	MARKET ST	TOWNSEND ST
6	08TH ST	MARKET ST	DIVISADERO ST
6	09TH ST	MARKET ST	DIVISADERO ST
6	10TH ST	MARKET ST	BRANNAN ST
6	11TH ST	MARKET ST	BRYANT ST
6	13TH ST	BRYANT ST	HARRISON ST
6	15TH ST	RHODE ISLAND ST	POTRERO AVE
6	BRYANT ST	02ND ST	HARRIET ST
6	DIVISION ST	DE HARO ST	10TH ST
6	FOLSOM ST	03RD ST	MABINI ST
6	FOLSOM ST	04TH ST	HOWARD ST
6	FREMONT ST	FOLSOM ST	HARRISON ST
6	GOUGH ST	MARKET ST	LILY ST
6	HARRISON ST	THE EMBARCADERO	08TH ST
6	KING ST	THE EMBARCADERO	05TH ST
6	LARKIN ST	09TH ST	GROVE ST
6	MARKET ST	01ST ST	HWY 101 NORTHBOUND

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6	MISSION ST	BEALE ST	01ST ST
6	MISSION ST	03RD ST	13TH ST
6	NATOMA ST	05TH ST	07TH ST
6	SOUTH VAN NESS AVE	MARKET ST	13TH ST
6	THE EMBARCADERO	HOWARD ST	MISSION ST
6	TOWNSEND ST	CLYDE ST	DIVISION ST
6	VAN NESS AVE	MARKET ST	FELL ST
6	VERMONT ST	ALAMEDA ST	16TH ST
6/10	16TH ST	MISSOURI ST	POTRERO AVE
6/9	13TH ST	HARRISON ST	OTIS ST
6/9	DIVISION ST	10TH ST	11TH ST
6/9	DUBOCE AVE	13TH ST	STEVENSON ST
6/9	POTRERO AVE	10TH ST	16TH ST
7	19TH AVE	WINSTON DR	JUNIPERO SERRA BLVD
7	CLARENDON AVE	ASHWOOD LN	LAGUNA HONDA BLVD
7	HOLLOWAY AVE	19TH AVE	FONT BLVD
7	JUDAH ST	18TH AVE	19TH AVE
7	JUNIPERO SERRA BLVD	JUNIPERO SERRA BLVD ON RAMP	JUNIPERO SERRA BLVD
7	LAWTON ST	AUTO DR	FUNSTON AVE
7	LINCOLN WAY	17TH AVE	19TH AVE
7	LINCOLN WAY	04TH AVE	10TH AVE
7	MONTEREY BLVD	BADEN ST	EDNA ST
7	OCEAN AVE	VICTORIA ST	SAN BENITO WAY
7	TARAVAL ST	14TH AVE	17TH AVE
7/11	JUNIPERO SERRA BLVD	19TH AVE	JUNIPERO SERRA BLVD OFF RAMP
7/11	OCEAN AVE	I-280 N ON RAMP	GENEVA AVE
8	14TH ST	GUERRERO ST	CHURCH ST
8	16TH ST	GUERRERO ST	HARLOW ST
8	17TH ST	GUERRERO ST	17TH ST
8	18TH ST	GUERRERO ST	DOLORES ST
8	23RD ST	GUERRERO ST	NELLIE ST
8	24TH ST	GUERRERO ST	CHATTANOOGA ST
8	CASTRO ST	HENRY ST	17TH ST
8	CHURCH ST	16TH ST	HANCOCK ST
8	DIVISADERO ST	14TH ST	CASTRO ST
8	DOLORES ST	17TH ST	LIBERTY ST
8	DUBOCE AVE	GUERRERO ST	CHURCH ST
8	GUERRERO ST	24TH ST	CESAR CHAVEZ ST
8	MARKET ST	17TH ST	DANVERS ST
8/9	24TH ST	VALENCIA ST	GUERRERO ST
8/9	CESAR CHAVEZ ST	VALENCIA ST	GUERRERO ST
8/9	DUBOCE AVE	VALENCIA ST	GUERRERO ST
8/9	GUERRERO ST	DUBOCE AVE	DUNCAN ST
8/9	MISSION ST	HIGHLAND AVE	TRUMBULL ST
8/9	SAN JOSE AVE	28TH ST	RANDALL ST
9	14TH ST	SHOTWELL ST	GUERRERO ST
9	15TH ST	POTRERO ST	15TH ST
9	16TH ST	POTRERO ST	SOUTH VAN NESS AVE

9	17TH ST	VALENCIA ST	GUERRERO ST
9	18TH ST	SAN CARLOS ST	GUERRERO ST
9	19TH ST	TREAT AVE	MISSION ST
9	20TH ST	TREAT AVE	SAN CARLOS ST
9	22ND ST	TREAT AVE	SAN JOSE AVE
9	BAY SHORE BLVD	CESAR CHAVEZ ST	HWY 101 S OFF RAMP
9	CESAR CHAVEZ ST	BAY SHORE BLVD	VALENCIA AST
9	CORTLAND AVE	PROSPECT AVE	BONVIEW ST
9	DUBOCE AVE	STEVENSON ST	VALENCIA AST
9	FOLSOM ST	13TH ST	ENTERPRISE ST
9	FOLSOM ST	18TH ST	22ND ST
9	FOLSOM ST	24TH ST	BESSIE ST
9	MISSION ST	13TH ST	14TH ST
9	MISSION ST	BROOK ST	RANDALL ST
9	POTRERO AVE	25TH ST	BAY SHORE BLVD ON RAMP
9	SAN JOSE AVE	27TH ST	28TH ST
9	SILVER AVE	BOYLSTON ST	BAY SHORE BLVD
9	SOUTH VAN NESS AVE	13TH ST	23RD ST
9/10	BAY SHORE BLVD	HWY 101 S OFF RAMP	BAY SHORE BLVD
9/10	MANSELL ST	SAN BRUNO AVE	HAMILTON ST
9/10	PAUL AVE	BAY SHORE BLVD	SAN BRUNO AVE
9/10	POTRERO AVE	16TH ST	25TH ST
9/10	SAN BRUNO AVE	DWIGHT ST	HWY 101 S OFF RAMP
10	03RD ST	26TH ST	EVANS AVE
10	03RD ST	WILLIAMS AVE	KEITH ST
10	22ND ST	22ND ST	MINNESOTA ST
10	25TH ST	03RD ST	CONNECTICUT
10	ARMSTRONG AVE	JENNINGS ST	LANE ST
10	BAY SHORE BLVD	PAUL AVE	CRANE ST
10	BAY SHORE BLVD	HWY 101 N ON RAMP	BAY SHORE BLVD
10	CARROLL AVE	ARELIIOUS WALKER DR	INGALLS ST
10	CESAR CHAVEZ ST	MICHIGAN ST	HWY 101 N ON RAMP
10	EVANS AVE	MENDELL ST	MARIN ST
10	GENEVA AVE	CARTER ST	CARRIZAL ST
10	GILMAN AVE	HAWES ST	03RD ST
10	HUNTERS POINT BLVD	INNES AVE	EVANS AVE
10	INGALLS ST	OAKDALE AVE	YOSEMITE AVE
10	INNES AVE	EARL ST	EARL ST
10	LANE ST	LANE ST	SHAFTER AVE
10	MIDDLE POINT RD	EVANS AVE	INGALLS ST
10	OAKDALE AVE	INDUSTRIAL ST	BAY SHORE BLVD
10	PALOU AVE	GRIFFITH ST	SELBY ST
10	PAUL AVE	03RD ST	BAY SHORE BLVD
10	PHELPS ST	HUDSON AVE	PALOU AVE
10	SAN BRUNO AVE	HWY 101 S OFF RAMP	ORDWAY ST
10	SILVER AVE	BAY SHORE BLVD	LEDYARD ST
10	SUNNYDALE AVE	SCHWERIN ST	SANTOS ST
10	VERMONT ST	16TH ST	17TH ST

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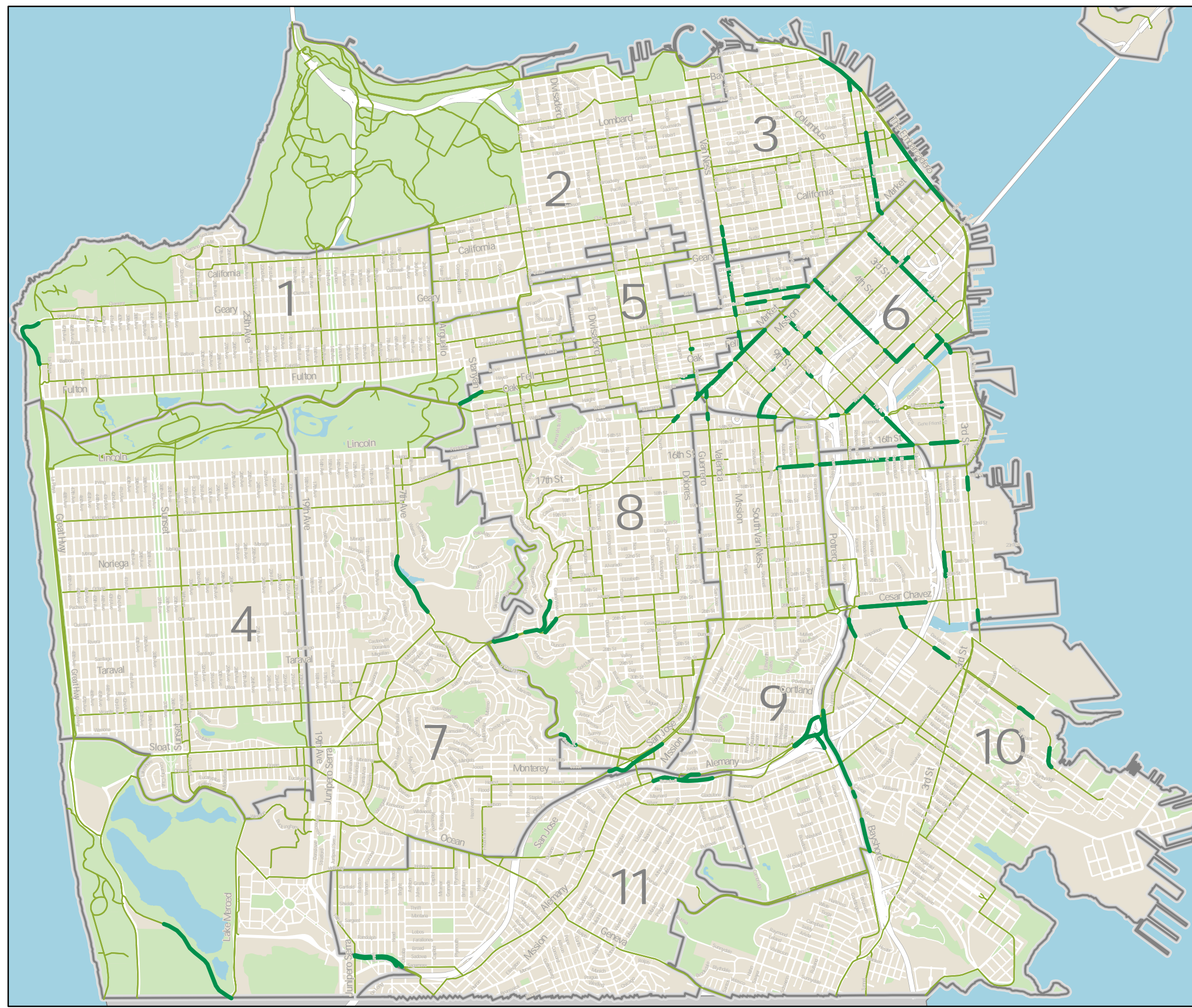
10	VISITACION AVE	SCHWERIN ST	HAHN ST
10/11	GENEVA AVE	BROOKDALE AVE	CARTER ST
10/11	PERSIA AVE	DUBLIN ST	MANSELL ST
11	19TH AVE	JUNIPERO SERRA BLVD	MONTICELLO ST
11	ALEMANY BLVD	SILVER AVE	SILVER AVE
11	ALEMANY BLVD	MOUNT VERNON AVE	SICKLES AVE
11	GENEVA AVE	OCEAN AVE	GLORIA CT
11	GENEVA AVE	PARIS ST	BROOKDALE AVE
11	MISSION ST	TRUMBULL ST	ACTON ST
11	OCEAN AVE	DELANO AVE	SAN JOSE AVE
11	PERSIA AVE	VIENNA ST	DUBLIN ST
11	RANDOLPH ST	ORIZABA AVE	VERNON ST
11	SAN JOSE AVE	THERESA ST	SAN JOSE AVE
11	SAN JOSE AVE	BROAD ST	GOETHE ST
11	SILVER AVE	CAMELLIA AVE	CRAUT ST

Potential Bikeway Hardening

Eligible bikeways for potential hardening

August 2024

Locations along the San Francisco bicycle network where delineators are currently present and may be eligible for potential bikeway hardening upgrades using resources from this funding request. Locations excluded include bikeways that currently feature concrete medians, k-rail, and parking and loading.



Legend

- █ Protected bikeways currently using only delineators
- █ Bike network
- Supervisor Districts

0.2 miles

Scale 1:46,211

Date Saved: 8/23/2024

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



Potential Bikeway Hardening Locations

District	Street Name	From	To
1	GREAT HWY HWY	POINT LOBOS AV	BALBOA ST
1	POINT LOBOS AVE	MERRIE WY	GREAT HWY
1	JOHN F KENNEDY DR	UNNAMED #133	KEZAR DR
3	POLK ST	PINE ST	BUSH ST
3	POLK ST	FERN ST	GEARY ST
3	SANSOME ST	LOMBARD	THE EMBARCADERO
3	THE EMBARCADERO	KEARNY ST	BATTERY ST
3	THE EMBARCADERO	BROADWAY	MISSION ST
3	BUSH ST	BATTERY ST	MARKET ST
3	BATTERY ST	VALLEJO ST	BUSH ST
5	POLK ST	GEARY ST	ELM ST
5	POLK ST	GOLDEN GATE AVE	MC CALLISTER ST
5	GOLDEN GATE AVE	LARKIN ST	CONTINUUM ALY
5	GOLDEN GATE AVE	JONES ST	MARKET ST
5	PAGE ST	OCTAVIA ST	LAGUNA ST
5	TURK ST	LARKIN ST	MARKET ST
5	FELL ST	SHRADER ST	STANYAN ST
5	JOHN F KENNEDY DR	STANYAN ST	UNNAMED #133
5	HAYES ST	OCTAVIA BLVD NB	OCTAVIA BLVD SB
6	FOLSOM ST	11TH ST	NORFOLK ST
6	THE EMBARCADERO	HOWARD ST	MISSION ST
6	2ND ST	STEVENSON ST	HOWARD ST
6	2ND ST	TEHAMA ST	BRANNAN ST
6	FOLSOM ST	ESSEX ST	2ND ST
6	5TH ST	MARKET ST	WELSH ST
6	5TH ST	BRANNAN ST	TOWNSEND ST
6	TOWNSEND ST	4TH ST	5TH ST
6	BERRY ST	3RD ST	4TH ST
6	3RD ST	KING ST	BERRY ST
6	3RD ST	CHANNEL ST	TERRY FRANCOIS ST
6	4TH ST	MISSION BAY BLVD	MISSION BAY BLVD
6	7TH ST	STEVENSON ST	MINNA ST
6	HOWARD ST	MOSS ST	7TH ST
6	7TH ST	FOLSOM ST	CLEVELAND ST
6	TOWNSEND ST	7TH ST	8TH ST
6	7TH ST	TOWNSEND ST	CHANNEL ST
6	7TH ST	HOOPER ST	16TH ST
6	16TH ST	OWENS ST	3RD ST
6	DIVISION ST	SAN BRUNO AV	VERMONT ST
6	8TH ST	NATOMA ST	HOWARD ST
6	8TH ST	HERON ST	HARRISON ST
6	HOWARD ST	WASHBURN ST	DORE ST
6	POLK ST	GROVE ST	MARKET ST
6	FOLSOM ST	11TH ST	13TH ST
6	13TH ST	FOLSOM ST	HARRISON ST

6	VALENCIA ST	MARKET ST	MC COPPIN ST
6	PAGE ST	FRANKLIN ST	MARKET ST
6	MARKET ST	OCTAVIA BLVD	GOUGH ST
6	MARKET ST	GOUGH ST	SOUTH VAN NESS AV
6	MARKET ST	11TH ST	8TH ST
7	JOHN MUIR DR	SKYLINE BLVD	LAKE MERCED BLVD
7/11	BROTHERHOOD WAY	SAINT CHARLES	ORIZABA/BRIGHT
7	LAGUNA HONDA BLVD	7TH AVE	PLAZA ST
8	MARKET ST	VALENCIA ST	PEARL ST
8	MARKET ST	DUBOCE AV	DOLORES ST
8	OCTAVIA ST	MARKET ST	WALLER ST
8	PORTOLA DR	GLENVIEW DR	TWIN PEAKS BLVD
8	PORTOLA DR	MARKET ST	SUNVIEW
8	CLIPPER ST	CLIPPER TERR	PORTOLA/DUNCAN
8	BOSWORTH ST	ELK ST	BOSWORTH ST
8	SAN JOSE AVE ON RAMP	MONTEREY BLVD	SAINT MARYS AV
9	VALENCIA ST	DUBOCE AV	CLINTON PARK
9	13TH ST	FOLSOM ST	HARRISON ST
9	17TH ST	HAMPSHIRE ST	HARRISON ST
9	INDUSTRIAL ST/ALEMANY	I-280 CONNECTOR	101-ON-RAMP
9	SAN BRUNO AVE	ALEMANY BLVD	RICKARD ST
9	BAYSHORE BLVD	HELENA ST	AUGUSTA ST
9	ALEMANY BLVD	PUTNAM ST	INDUSTRIAL ST OFF RAMP
9/11	ALEMANY BLVD	ALEMANY BLVD	CONGDON ST
10	16TH ST	DAGGETT ST	MISSOURI ST
10	17TH ST	POTRERO AV	MISSISSIPPI ST
10	ILLINOIS ST	18TH ST	19TH ST
10	INDIANA ST	23RD ST	25TH ST
10	CESAR CHAVEZ	KANSAS ST	MISSISSIPPI ST
10	BAY SHORE BLVD	MARIN ST	JERROLD AVE
10	JERROLD AVE	JERROLD AVE	BAY SHORE BLVD
10	EVANS AVE	TOLAND ST	MARIN ST
10	EVANS AVE	QUINT ST	RANKIN ST
10	EVANS AVE	JENNINGS ST	KEITH ST
10	HUNTERS POINT BLVD	HUDSON AV	INNES AV
10	BAYSHORE BLVD	INDUSTRIAL ST	THORNTON AV
10	BAYSHORE BLVD	QUINT ST	DONNER AV
10	BAYSHORE BLVD	FITZGERALD AVE	PAUL AV
11	ALEMANY BLVD	ROUSSEAU ST	STONYBROOK AVE



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)



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>RECOMMENDATION <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"> 1. Muni Metro East and 1399 Marin Improvements (Design) (\$1,153,450) 2. Muni Metro East and 1399 Marin Improvements (Construction) (\$5,398,369) <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"> 3. Fall Protection [increase locations from 7 to 9] (Construction) <p>SUMMARY</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"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: _Prop K SGA Amendment_
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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 ¹	Project Name (Sponsor) ²	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

¹ SGA stands for Standard Grant Agreement

² 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

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

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Muni Maintenance
Current PROP K Request:	\$6,551,819
Supervisory District	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.)

Is this project in an Equity Priority Community?	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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	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

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro East and 1399 Marin Improvements
Primary Sponsor:	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
Phases In Current Request Total:	\$6,551,819	\$0	\$699,500	\$7,251,319

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	

% Complete of Design:	10.0%
As of Date:	09/12/2024
Expected Useful Life:	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%
TOTAL PHASE	\$ 341,550	

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%
TOTAL PHASE	\$ 811,900	

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$6,551,819	Total PROP K Recommended	\$6,551,819

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

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

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

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

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. 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

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro East and 1399 Marin Improvements
Primary Sponsor:	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
Name:	Paul Bignardi	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
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ATTACHMENT 3
San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

Proposed scope amendment **179**
(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			Apr-Jun Jan-March	2026 ¹⁸
Project Completion (means last eligible expenditure)			Jul-Sep April-June	2026 ¹⁹

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	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ -	\$ 11,950,000

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	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640

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)	\$ -	\$ -		
Total:	\$ 13,986,640	\$ 11,950,000	\$ -	

% 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				
TOTAL CONSTRUCTION PHASE	\$ 11,941,100		\$ 189,665	\$ 4,160,451	\$ 7,590,481

TOTAL CONSTRUCTION PHASE (rounded)	\$ 11,950,000
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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				
TOTAL CONSTRUCTION PHASE	\$ 11,941,100		\$ 252,000	\$ 4,338,600	\$ 7,350,000

TOTAL CONSTRUCTION PHASE (rounded)	\$ 11,950,000
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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
	TOTAL	\$ 7,350,000

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)
	Total:	\$ 11,950,000	

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			\$11,950,000

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

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Faris Salfiti

Joel Goldberg

Title: Project Manager

Manager, CPM

Phone: 415-749-2457

401-701-4499

Email: faris.salfiti@sfmta.com

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 ⁷	PLAN/CER, PA&ED	Programmed	\$0					\$0		
SFMTA	Implementation of Various Facility Plans ^{5,7}	PS&E, CON	Programmed	\$0					\$0		
SFMTA	Burke Avenue Facility Renovation ⁵	PS&E	Allocated		\$3,930,000				\$3,930,000		
SFMTA	Burke Avenue Facility Renovation ⁵	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 ^{1,7}	PLAN/CER, PA&ED	Programmed	\$0					\$0		
SFMTA	Muni Metro East (MME) Phase II ¹	PA&ED	Allocated	\$2,598,500					\$2,598,500		
SFMTA	Muni Metro East (MME) Phase II ⁶	PA&ED	Deobligated	(\$500,000)					(\$500,000)		
SFMTA	Muni Metro East (MME) Phase II ⁶	PS&E	Allocated			\$1,500,000			\$1,500,000		
SFMTA	Woods Renovation Hoists and Bays ^{2,4,7}	PLAN/CER	Programmed	\$0					\$0		
SFMTA	Fall Protection Systems - Presidio Division ⁴	CON	Allocated		\$706,397				\$706,397		
SFMTA	Fall Protection ⁷	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 ³	PS&E	Allocated		\$400,000				\$400,000		
SFMTA	Fall Protection ²	PLAN/CER, PS&E	Allocated	\$2,160,777					\$2,160,777		
SFMTA	Fall Protection ²	PLAN/CER	Deobligated	(\$124,137)					(\$124,137)		
Programmed in 5YPP				\$4,985,140	\$5,506,397	\$13,450,000	\$0	\$0	\$23,941,537		
Total Allocated and Pending in 5YPP				\$4,759,277	\$5,506,397	\$13,450,000	\$0	\$0	\$23,715,674		
Total Deobligated in 5YPP				(\$624,137)	\$0	\$0	\$0	\$0	(\$624,137)		
Total Unallocated in 5YPP				\$850,000	\$0	\$0	\$0	\$0	\$850,000		
Total Programmed in 2014 Strategic Plan				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000		
Deobligated from Prior 5YPP Cycles **				\$7,151,673					\$7,151,673		
Cumulative Remaining Programming Capacity				\$19,443,534	\$13,937,137	\$487,137	\$487,137	\$487,137	\$487,137		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 100%;">Programmed</td> </tr> <tr> <td style="width: 100%;">Pending Allocation/Appropriation</td> </tr> <tr> <td style="width: 100%;">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

- ¹ 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.
- ² 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.
- ³ 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.
- ⁴ 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.
- ⁵ 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.
- ⁶ 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.
- ⁷ 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>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Authorize the Executive Director and other authorized representatives to: <ul style="list-style-type: none"> ○ Enter into an Amended and Restated Revolving Credit Agreement with U.S. Bank National Association (U.S. Bank) for \$185 million ○ Borrow up to \$65 million that was previously authorized ○ Execute associated documents ○ Take all necessary related actions ○ Negotiate terms and conditions <p>SUMMARY</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"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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>	
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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 ³	Bank Credit Ratings (Moody's / Standard & Poor's/Fitch)
		Estimated All-In Cost of Borrowing (Full Utilization) ¹	Unutilized Cost	Estimated All-In Cost of Borrowing (Partial Utilization) ²	Estimated All-In Cost of Borrowing ¹	
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.

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.

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.

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

4. Terms and Conditions of Revolving Credit Agreement

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

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

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

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.

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

Survival:	This proposal does not constitute a Facility Document and shall not survive the execution and delivery of the definitive Facility Documents.
Material Adverse Change:	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.
Proposal Expiration:	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:	<i>Year</i>	<i>Moody's</i>	<i>Outlook</i>	<i>S&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]						
Facility Type	Revolving Line of Credit						
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"> • 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 ██████████. • 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. 																																
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" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #e0f0ff;"> <th style="text-align: center;">Rating Level</th> <th style="text-align: center;">Applicable Spread</th> <th style="text-align: center;">Unutilized Fee</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Aa2/AA and above</td> <td style="text-align: center;">██████████</td> <td style="text-align: center;">██████████</td> </tr> <tr> <td style="text-align: center;">Aa3/AA-</td> <td style="text-align: center;">██████████</td> <td style="text-align: center;">██████████</td> </tr> <tr> <td style="text-align: center;">A1/A+</td> <td style="text-align: center;">██████████</td> <td style="text-align: center;">██████████</td> </tr> <tr> <td style="text-align: center;">A2/A</td> <td style="text-align: center;">██████████</td> <td style="text-align: center;">██████████</td> </tr> <tr> <td style="text-align: center;">A3/A-</td> <td style="text-align: center;">██████████</td> <td style="text-align: center;">██████████</td> </tr> <tr> <td style="text-align: center;">Baa1/BBB+</td> <td style="text-align: center;">██████████</td> <td style="text-align: center;">██████████</td> </tr> <tr> <td style="text-align: center;">Baa2/BBB</td> <td style="text-align: center;">██████████</td> <td style="text-align: center;">██████████</td> </tr> <tr> <td style="text-align: center;">Below Baa2/BBB*</td> <td style="text-align: center;">Default</td> <td style="text-align: center;">Default</td> </tr> <tr> <td style="text-align: center;">WD/NR*</td> <td style="text-align: center;">Default</td> <td style="text-align: center;">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	██████████	██████████																															
Aa3/AA-	██████████	██████████																															
A1/A+	██████████	██████████																															
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Baa2/BBB	██████████	██████████																															
Below Baa2/BBB*	Default	Default																															
WD/NR*	Default	Default																															
Base Rate/Bank Rate	<p>The greatest of:</p> <ul style="list-style-type: none"> (i) The Bank’s Prime Rate plus 1.0%; (ii) Federal Funds Rate plus 2.0%; and (iii) 6.5%. 																																
Term Loan Rate	<ul style="list-style-type: none"> • 1-30 days, Base Rate • 31-90 days, Base Rate + 1.00% 																																

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"> • 91 days plus, Base Rate + 2.00%
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

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

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.



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