



## Agenda

### **COMMUNITY ADVISORY COMMITTEE Meeting Notice**

**DATE:** Wednesday, October 23, 2024, 6:00 p.m.

**LOCATION:** Hearing Room, Transportation Authority Offices

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**MEMBERS:** Kat Siegal (Chair), Najuawanda Daniels (Vice Chair), Sara Barz, Phoebe Ford, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Sharon Ng, and Rachael Ortega

#### **Remote Access to Information and Participation**

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

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. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order
2. Chair’s Report – **INFORMATION**

### Consent Agenda

3. Approve the Minutes of the September 25, 2024 Meeting – **ACTION\*** **5**
4. Adopt a Motion of Support to Approve a Two Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,103,000 for Technical Services for the San Francisco Freeway Network Management Study – **ACTION\*** **15**
5. State and Federal Legislation Update – **INFORMATION\*** **31**

### End of Consent Agenda

6. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract to TY Lin International in an Amount Not to Exceed \$4,350,000 for Design and Engineering Services and California Department of Transportation Right-of-Way Approval of the Yerba Buena Island Multi-use Path Project for Segments 1 and 2; and Approve a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$1,150,000 for 35% Design and Engineering Services for the Yerba Buena Island Multi-use Path Project for Segments 3 and 4 – **ACTION\*** **35**
7. Adopt a Motion of Support to Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for \$5.5 million in Funding Assigned to the Metropolitan Transportation Commission and Committing Any Necessary Matching Funds and Stating Assurance to Complete the West Side Bridges Seismic Retrofit Project (WSB Project) for Retaining Walls to Accommodate the Yerba Buena Island Multi-Use Path (YBI MUP Project); and Program \$4.5 million in Senate Bill 1 Local Partnership Program Formulaic Funds, with Conditions, to a Project of the Bay Area Toll Authority’s (BATA’s) Choice in Exchange for \$4.5 million in BATA Funds for the WSB Project for Retaining Walls to Accommodate the YBI MUP Project – **ACTION\*** **51**
8. Adopt a Motion of Support to Allocate \$3,350,000 in Prop L Funds, with Conditions, and Appropriate \$750,000 in Prop AA Funds, with Conditions, for Two Requests – **ACTION\*** **65**  
 Projects: SFMTA: 13th Street Safety (\$3,350,000 Prop L). SFCTA: Yerba Buena Island Multi-Use Path - Transit Lane (\$750,000 Prop AA).
9. Adopt a Motion of Support to Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests – **ACTION\*** **103**  
 Projects: SFMTA: Bus Transit Signal Priority (\$2,649,000). SFCTA: Bayview Street Safety and Truck Relief Study (\$139,890).

- 10. Adopt a Motion of Support to Adopt the District 1 Multimodal Transportation Plan Final Report – **ACTION\*** **139**
- 11. SFMTA Mid-Valencia Bikeway Project Update – **INFORMATION\*** **143**

### Other Items

- 12. 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.

- 13. Public Comment

- 14. Adjournment

\*Additional Materials

### Next Meeting: November 20, 2024

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# MINUTES

## **Community Advisory Committee**

Wednesday, September 25, 2024

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

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

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

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

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

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

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

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

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

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

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



join the CAC.

There was no public comment.

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

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Members Barz and Margarita (2)

Abstention: CAC Member Ng (1)

## **Consent Agenda**

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

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

There was no public comment on the Consent Agenda.

## **End of Consent Agenda**

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

The item was approved by the following vote:

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

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

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

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

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

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

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

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





facilities were being added.

Jeffrey Jackson, SFMTA stated that he would follow up.

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

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

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

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

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

The item was approved by the following vote:

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

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

Item 8 was called after Item 9.

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

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

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

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

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



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

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

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

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

There was no public comment.

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

The item was approved by the following vote:

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



forward due to opposition from state legislators.

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

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

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

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

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

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

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

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

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

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

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



## **Other Items**

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

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

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

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

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

There was no public comment.

### **11. Public Comment**

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

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

### **12. Adjournment**

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

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# Memorandum

## AGENDA ITEM 4

**DATE:** October 16, 2024

**TO:** Transportation Authority Board

**FROM:** Rachel Hiatt - Deputy Director for Planning

**SUBJECT:** 11/19/24 Board Meeting: Approve a Two Year Professional Services Contract with HNTB Corporation in an Amount Not to Exceed \$1,103,000 for Technical Services for the San Francisco Freeway Network Management Study

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Approve a two-year professional services contract with HNTB Corporation (HNTB) in an amount not to exceed \$1,103,000 for technical services for the San Francisco Freeway Network Management Study.</li> <li>• Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions.</li> </ul> <p><b>SUMMARY</b></p> <p>The San Francisco Freeway Network Management Study (Study) responds to the Board’s feedback to reconsider pricing as a tool to improve the overall efficiency of the city’s freeway network and reduce vehicle miles traveled within San Francisco. This Study will take a comprehensive look at San Francisco's Freeway Network (US-101, I-280, I-80, and Central Freeway) and use new travel data to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled. The Study will result in designs and financial and operational analysis for a set of managed lane alternatives on freeway segments in San Francisco, as well as program alternatives to increase transportation options, reduce transportation barriers, and ensure affordability for travelers.</p> <p>We issued a Request for Proposals (RFP) on August 26, 2024</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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<p>seeking technical services for the Study. We received two proposals by the due date of September 27, 2024. Following evaluation of proposals and interviews, the selection panel, comprised of staff from Transportation Authority and Metropolitan Transportation Commission (MTC), recommends contract award to HNTB.</p>	
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**BACKGROUND**

In July, 2024, the Board adopted the 2023 Prop L 5-Year Prioritization Program for Managed Lanes and Express Bus, and appropriated \$1,000,000 in Prop L funds for the SF Freeway Network Management Study (Project). With these actions, we redirected our efforts studying the Northbound I-280 Express Lanes and Bus Project, following community outreach in winter 2023, into the San Francisco Freeway Network Management Study.

The scope of the San Francisco Freeway Network Management study was shaped by findings from technical analysis and feedback from the community, our Community Advisory Committee (CAC), and MTC’s Next Generation Freeway Study. The Study will take a comprehensive look at San Francisco's Freeway Network and use new travel data to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled.

The Study will consider managed lane alternatives, including priced lane and priced facility options, for freeways within San Francisco (Central Freeway, I-80, U.S. 101, I-280) with the goals of reducing vehicle miles traveled, increasing person throughput, and improving transit reliability. The Study will consider a facility design that does not increase overall capacity, and programs to reduce transportation barriers, ensure equitable access along the corridor, and maintain affordability. It will recommend a managed lanes program, including priced lanes on priority freeway segments, consisting of facility design, operations plan, and complementary programs to reduce drive alone trips.

The Study will help advance regional transportation goals and San Francisco’s freeway management strategies, while maintaining safety and access for all travelers, and fill a gap in the Bay Area carpool/Express Lane network.





## **DISCUSSION**

We are seeking consultant services to support the Study, which will:

- Conduct a high-level screening to identify priority managed lane segments for future study;
- Complete existing conditions analysis of the freeway mainline, ramps, and adjacent corridors;
- Develop managed lane concepts combining physical design with program alternatives to increase transportation options, reduce transportation barriers, and ensure affordability along managed lane segments; and
- Identify up to two preferred managed lane segments and associated programmatic elements for future study.

The tasks (also provided in Attachment 1, Scope of Services) and estimated milestone schedule are listed below:

### **Estimated Project Milestone Schedule**

<b>Task</b>	<b>Completion</b>
Task 1: Project management	Ongoing (Fall 2024 - Fall 2026)
Task 2: Managed lane segment screening	Spring 2025
Task 3: Purpose statement and goals * Includes round 1 of outreach	Summer 2025
Task 4: Existing conditions analysis	Spring 2025
Task 5: Analysis *Includes rounds 2 and 3 of outreach	Winter 2025 - Winter 2026
Task 6: Community and stakeholder outreach	Ongoing (Spring 2025 - Spring 2026)
Task 7: Technical Advisory Committee	Ongoing (Spring 2025 - Fall 2026)
Task 8: Draft and Final Plan	Spring 2026 - Spring 2027

The Study is anticipated to be implemented in two parts.

Part 1 includes an overall scan of the freeway network, identification of up to five priority segments for further study, and development of a purpose statement and goals. This part is expected to take approximately 8 months. We will present the findings from Part 1 to the Board for review and direction before proceeding with the remaining tasks.



Part 2 will advance the priority segments identified in Part 1 into detailed planning and outreach to develop conceptual designs, operations, and complementary programs to improve transit, encourage carpooling, improve transportation options, and maintain affordability.

**Procurement Process.** We issued an RFP for technical services for the San Francisco Freeway Network Management Study on August 26, 2024. We hosted a pre-proposal conference on September 5, 2024, which provided opportunities for small businesses and larger firms to meet and form partnerships. Fifteen firms registered for the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers; Nichi Bei, San Francisco Chronicle, San Francisco Examiner, Small Business Exchange, and Sing Tao. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce, and small business councils.

By the due date of September 27, 2024, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority MTC staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with both teams on October 10, 2024. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: HNTB. The HNTB team distinguished itself based on having extensive, national experience in feasibility, design, governance; and ongoing oversight on similar managed lane programs; as well as strong experience in using creative design and emerging technologies to design and optimize freeway corridors. We established a Disadvantaged Business Enterprise (DBE) goal of 11% for this contract. Proposals from both teams exceeded the DBE goal. The HNTB team includes 14% DBE participation from Civic Edge Consulting, a women-owned firm.

## **FINANCIAL IMPACT**

The contract amount will be funded with a Caltrans Planning Grant funds, with matching funds from Prop L sales tax funds, appropriated through Resolution 25-03. This contract is contingent upon execution of a funding agreement with MTC for the Caltrans Planning Grant funds, anticipated in November 2024. We will include this year's activities in the Fiscal Year 2024/25 mid-year budget amendment and



sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

### **CAC POSITION**

The CAC will consider this item at its October 23, 2024 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Scope of Services

## **Attachment 1**

### **Scope of Services**

#### **Task 1: Project management**

A dedicated project manager from the consultant will be the single point of contact for the project and available to Transportation Authority for coordination.

The consultant will perform project management responsibilities throughout the project timeline, including leading project meetings, submitting monthly invoices and progress reports, and developing a revised work plan.

##### Task 1a: Project meetings

The consultant will prepare and conduct a project kick-off meeting and lead bi-weekly project team meetings. The consultant will be responsible for creating and distributing the agenda and sending out notes and action items after meetings.

##### Task 1b: On-going project management

The consultant will work with Transportation Authority staff to develop a revised work plan, including a refined scope, schedule, and budget. The consultant will maintain the work plan throughout the project as needed. The consultant is responsible for communicating any budgetary or scheduling issues to the project team as they are identified. Similarly, the consultant will communicate if a task request is outside of the original work plan scope.

The consultant will develop and maintain a risk and mitigations matrix to serve as a living document to determine risk levels throughout the Project.

##### *Deliverables:*

1. *Kick-off meeting agenda, materials, and notes*
2. *Bi-weekly project meeting agenda, materials, and notes*
3. *Project reporting and invoices by task*
4. *Revised work plan, including refined scope, schedule, and budget*
5. *Risk and mitigation matrix*

#### **Task 2: Managed Lane segment screening**

In this task, the consultant will support the Transportation Authority in conducting an initial feasibility assessment of implementing managed lanes on the freeway network in San Francisco. This task includes identifying potential individual or combinations of managed lane segments (i.e., the four segments of 101 and 280 north and south of the Alemany

Interchange; I-80; and Central Freeway), defining segment alternatives that use a combination of occupancy and pricing freeway management strategies; documenting the design and operational feasibility of managed lanes on specific freeway segments and/or combinations of segments, developing evaluation criteria, and selecting up to five segments for further study in following tasks. We anticipate that managed lane segments considered will include HOV lanes; single-lane pricing alternatives; and all-lane pricing alternatives.

A working group will be established during this task composed of community representatives and Transportation Authority Community Advisory Committee members; the group will convene up to 3 times during this task to advise the project team on the analysis process, findings, and ultimate selection of segments for further study.

#### Subtask 2a: Feasibility screening for potential managed lane segments

The consultant will review existing striping and freeway design, available data, and prior phases of work to identify which freeway segments can support a physical design for managed lanes that does not require increasing capacity and/or the physical footprint of the freeway infrastructure. As part of this subtask, the consultant will obtain drawings, striping plans, and other relevant documents from Caltrans or other agencies to conduct the initial screening for freeway segments that can support managed lanes. The consultant will identify areas of the freeway network that present challenges to creating a continuous managed lane and that will need a detailed review to determine feasibility. For these locations, sketch-level drawings will be prepared to document the challenges and/or feasibility of creating continuous managed lanes. As needed, the consultant will also document infrastructure changes that would be required to implement single- or all-lane pricing designs.

In parallel, Transportation Authority staff will conduct travel modeling for the freeway network in San Francisco to evaluate impacts of different managed lane scenarios. The consultant will assist with finalizing scenarios to be considered in travel modeling, including identifying the opening and future years for analysis, providing geometric design and pricing structure alternatives, and assumptions for transit service on managed lane segments. The consultant will work with Transportation Authority staff to define travel model performance measure outputs.

The consultant will document the findings from this subtask in a memo detailing which segments can and cannot support managed lanes, reasons why managed lanes is/is not feasible, and changes required for feasible design/operation.

#### Subtask 2b: Priority segment selection

To select priority segments for further study, the consultant will develop evaluation criteria (e.g., vehicle miles traveled, travel time, etc.), based on the study goals (see Task 3) and San Francisco's transportation goals, to assess findings from feasibility design and operational screening. These evaluation criteria will also be used in later tasks. The technical work

outlined in Subtask 2a will be used to evaluate segments against these criteria and select up to five priority segments for further design and study.

The deliverable for this subtask is a Priority Segment Selection Memo documenting the design and operational feasibility findings, evaluation criteria, and segment selection process and findings.

*Deliverables:*

1. *Sketch-level drawings to demonstrate feasibility of managed lanes on freeway segments*
2. *Draft and final Priority Segment Selection memo*
3. *Attendance and support at up to three working group meetings*

### **Task 3: Purpose statement and goals**

The consultant will develop a purpose statement, project goals, and objectives to guide the screening process, concept/program development, and evaluation, drawing on existing plans including ConnectSF, San Francisco Transportation Plan (SFTP) 2050, Streets and Freeways Study, the Climate Action Plan, and the 101 Mobility Action Plan, and any other relevant plans or past studies.

This task will be primarily developed as part of Phase 1 of the project. However, round 1 of outreach will confirm the goals with the public, and slight revisions may be required (see Task 5 for more detail on outreach tasks).

The consultant will refine the purpose statement, project goals, and objectives, considering input from the Technical Advisory Committee (TAC) and feedback from round 1 of outreach (see Task 5).

*Deliverable:*

1. *Draft and final memo documenting purpose statement, project goals, and objectives*

### **Task 4: Existing conditions analysis**

In this task, the consultant will finalize evaluation metrics and criteria and summarize existing conditions data collection and analysis in an existing conditions report.

#### **Subtask 4a: Finalize evaluation metrics and criteria**

The consultant will finalize evaluation metrics and criteria building off of criteria identified in Task 2b and the study purpose statement and goals in Task 3. Evaluation metrics and criteria may also build off of the 101/280 Managed Lane Project 1, Streets and Freeways Strategy Analysis, other studies, and projects (e.g., SFTP 2050) and input from the TAC.

#### Subtask 4b: Data analysis and existing conditions

Transportation Authority staff will use updated household travel survey diary data to create traveler profiles for all freeway segments in the San Francisco freeway network. The consultant will support analysis by collecting and analyzing traffic counts on ramps, freeway mainline, and freeway adjacent corridors for all freeway segments. INRIX-based visualizations of low-speed segments will be used to provide information on queueing at ramps. The consultant will summarize data for Transportation Authority staff to validate travel model outputs and INRIX data.

In this subtask, the consultant will also analyze and produce relevant graphics of crash data, greenhouse gas and other emissions/pollutant data, and other data on freeway mainline and adjacent corridors. To support the existing conditions analysis, the consultant may also analyze data from “big data” sources (e.g., Streetlight, Replica) to conduct origin-destination analysis and pre/post pandemic travel pattern analysis. In the proposal, the consultant should also note any relevant experience in calculating greenhouse gas and other emission and pollutant exposure and propose other recommended data to complete this task.

#### Subtask 4c: Draft existing conditions report

The consultant, with support from the Transportation Authority, will prepare an existing-conditions report to document findings from the analysis. The existing-conditions report will include traveler profiles, findings from data collection and analysis, and an appendix to document the data sources and analysis process. The existing conditions will also integrate the screening and priority segment selection findings from Task 2.

#### *Deliverables:*

1. *Draft and final evaluation metrics and criteria*
2. *Data collection and analysis*
3. *Draft and final existing conditions report*

### **Task 5: Analysis**

The analysis task will include the development and evaluation of concepts.

#### Subtask 5a: Geometric Design / 5% Engineering Drawings

The consultant will develop 5% designs for the up to 5 segments selected in Task 2. These drawings should be reader-friendly, as a version of drawings will be used during round 2 of public outreach. The consultant will also conduct a preliminary financial and operational analysis to provide system and operational elements to share the overall cost/revenue estimate for each alternative.

The consultant will prepare concept fact sheets summarizing key features, benefits, trade-offs, constraints, and risks of each design. The conceptual drawings, preliminary cost estimates, and fact sheets will be used to inform outreach materials for round 2 of outreach (see Task 6 for more details).

*Deliverables:*

1. *Reader-friendly conceptual drawings for up to 5 alternatives*
2. *Concept fact sheets for up to 5 alternatives*
3. *Planning-level cost and revenue estimates for up to 5 alternatives*
4. *Draft and final memo summarizing design alternatives*

Subtask 5b: Program Alternatives

In this subtask, the consultant will develop program alternatives to increase transportation options, reduce transportation barriers, and ensure affordability along managed lane segments. Program alternatives will be tied to managed lane segments and presented to the public during round 2 of outreach (see Task 6 for more details). Program alternatives should vary in cost and scope to align with changes in revenue projections and overall project costs, with a goal to have toll revenues cover costs of the recommended programs.

Subtask 5b.1: Develop program alternatives

The consultant will develop five sets of complementary programs that support goals such as mode shift, barrier reduction, and ensure affordability along managed lane corridors. These programs should include low- and high-cost options and include examples from TDM strategies and policies, equity and affordability programs, public transit improvements, and other appropriate programs. The consultant should prepare high-level planning, implementation, and operating costs for each program alternative.

Subtask 5b.2: Pair program alternatives with managed lane segments

Using the program alternatives developed in Subtask 5b.1, the consultant will identify which program alternatives will be most effective for each of the up to five managed lane segments selected in Task 2. The consultant will document reasons for pairing program alternatives with managed lane segments in a memo. This memo should also include an overview of each program alternative's features, costs, and considerations for implementation and operation. The consultant will also prepare a public-facing overview of program alternatives and managed lane segments, including key features, benefits, trade-offs, constraints, risks, and costs of both program alternatives and managed lanes, to be used in public outreach round 2 (see Task 6 for more information).

*Deliverables:*

1. *Draft and final memo describing up to five program alternatives and processes for pairing program alternatives and managed lane segments*



2. *Public-facing overview of managed lane concepts (i.e., program alternatives and managed lane segments)*

#### Subtask 5c: Alternatives Evaluation

In this task, the consultant will refine the definition of the priority managed lane alternatives and evaluate the managed lane alternatives against project goals, metrics, and evaluation criteria; and use input from public outreach and the TAC to select up to two segments for further study.

##### Subtask 5c.1: Develop evaluation framework

This task builds on the metrics used in Task 2, evaluation criteria identified in Task 4, and feedback from round 1 of public outreach. The consultant will refine evaluation criteria and develop an evaluation framework that can be used to compare managed lane alternatives against each other and against project goals and objectives defined in Task 3. The consultant will document the evaluation framework in a memo.

##### Subtask 5c.2: Select three segments

The consultant will use the evaluation framework to evaluate how each of the up to five managed lane alternative design concepts (managed lane segment plus associated program alternatives) performs in relation to the program goals and objectives defined in Task 3. Using feedback from round 2 of public outreach and feedback from the TAC, the consultant will work with Transportation Authority staff to refine the definition of the managed lane alternatives and select three segments to bring to round 3 of public outreach. The evaluation process and outcome will be summarized in a memo. The consultant will also prepare a summary of the evaluation process and outcome to support round 3 of public outreach.

##### *Deliverables:*

1. *Draft and final memo of evaluation framework, process, and outcomes*
2. *Selection of 3 managed lanes alternatives and programmatic elements*
3. *Summary of evaluation process and outcome for outreach round 3*

#### **Task 6: Community and stakeholder outreach**

In this task, the consultant will develop an outreach plan and lead stakeholder and community outreach.

##### Subtask 6a: Develop outreach plan

The consultant will work with Transportation Authority staff to develop an outreach plan that outlines how the project team will engage with the public to select the ultimate recommendation for a managed lane program. The outreach plan will define goals of each outreach round, key messaging, outreach methods, timeline of outreach activities, materials required to support outreach activities, and roles and responsibilities of Transportation Authority and consultant staff. The outreach plan will also identify community groups to engage in the outreach process.

#### Subtask 6b: Outreach activities and materials

This study includes three rounds of outreach. For each round of outreach, the consultant will coordinate and implement outreach activities and develop supporting materials per the outreach plan developed in Subtask 6a. The consultant will also be responsible for managing promotion via local newspapers and social media, providing translation, attending/staffing outreach events, and preparing outreach summaries. Outreach activities may include but are not limited to: listening sessions and meetings with community groups, public events (e.g., open houses, town halls, workshops, pop up events, etc.), surveys, focus groups, and online and social media engagement tools. All outreach will be conducted in multiple languages and will include in-person and online outreach events. The consultant will purchase and distribute up to 6 gift cards as incentives for participants who win a raffle for engaging with outreach.

At the conclusion of outreach events for each outreach round, the consultant will analyze data (e.g., survey data, community meeting notes, focus group notes, etc.) and summarize main findings in a memo.

The three outreach rounds are described in more detail below.

#### Round 1: goals, objectives, evaluation metrics, and travel needs

The first round of outreach will include surveys and in-person events to establish goals, evaluation metrics, and needs and challenges for travel on freeways within/through San Francisco. The consultant will develop materials based on Task 3 to support this round of outreach.

#### Round 2: feedback on initial priority managed lane segments

The second round of outreach will focus on the corridor design and pricing strategies. In this second round, travel model results showing congestion and affordability impacts of managed lanes as well as high-level costs for managed lanes and program alternatives will be shared with the public to have informed discussions about benefits, costs, and trade-offs of managed lanes concepts. The goals of round two would be to gain insights to determine preferred pricing, roadway design elements, and programmatic elements to guide revisions to concepts and initial planning for related transportation programs, which would be brought to the third round of outreach. The consultant will draw on materials and summaries developed from Task 4 (travel model findings including pricing options, congestion impacts, and revenue generation), Task 5a (conceptual drawings, preliminary cost estimates, and fact sheets summarizing benefits and trade-offs) and Task 5b (description of program alternatives and implementation and operating costs) to support this round of outreach.

Round 3: selection of priority segments for further design

The third round of outreach would bring forward revised design and pricing concepts for up to 3 managed lane segments and associated programmatic elements that reflect findings from the previous round of outreach and program scenarios to complement scenarios. The outreach round would focus on defining various programs, including relative level of importance between programmatic elements (e.g., Transportation Demand Management, transit service, etc.). The consultant and Transportation Authority staff will use findings from this round of outreach to select up to 2 priority managed lane segments for final recommendation and further design. The consultant will use materials/summaries from Task 5c to support this round of outreach.

The outreach process may also include a statistically significant survey effort to understand preferences, concerns, and level of support for a managed lanes program, representing all supervisorial districts in San Francisco.

Note that the Transportation Authority will finalize all outreach materials according to Transportation Authority design guidelines and will print all large format outreach materials.

*Deliverables:*

- 1. Draft and final outreach plan*
- 2. Materials to support each outreach round*
- 3. Draft and final memos summarizing findings from each outreach round*

### **Task 7: Technical Advisory Committee (TAC)**

Transportation Authority staff will convene a TAC to collect feedback on the outreach process, technical analysis, design alternatives, and programmatic elements. The TAC will also provide lessons learned from other Bay Area managed lane projects. The TAC will be made up of representatives from San Francisco Municipal Transportation Agency, San

Francisco Planning Department, Department of Public Works, Metropolitan Transportation Commission, San Mateo (City/County Association of Governments and San Mateo County Transportation Authority), and Caltrans (District 4 and HQ). The TAC is estimated to meet up to six times throughout the project.

The consultant will assist Transportation Authority staff to identify and contact members of the TAC, plan, and schedule TAC meetings, develop meeting agendas and meeting materials, lead TAC meetings with support from Transportation Authority staff, and send out meeting notes and action items after the meeting.

*Deliverables:*

1. *Materials to support each outreach TAC meeting*

### **Task 8: Draft and Final Plan - Detailed financial analysis and toll system operation analysis**

In this task, the consultant will further refine analysis and design from Task 5 to support the evaluation and next phases of design for up to 2 managed lane segments selected after round 3 of public outreach.

#### **Subtask 8a: Financial and toll system operational analysis**

The consultant will refine the financial and operational analysis conducted in Task 5 for the two leading managed lane concepts based on feedback from round 2 and round 3 of public outreach on pricing concepts, feedback from the TAC, and considerations for regional context and potential future conditions. This analysis will identify operational costs and potential for net revenue and cost recovery and outline recommendations for managed lanes pricing structure, equity/affordability programs, and transportation alternative improvements. These recommendations should include considerations for adjustments in future phases of more detailed planning and implementation and considerations for potential future conditions (e.g., transit funding, etc.). The analysis will outline the operations of the corridor including, but not limited to, payment collection, enforcement, and planning level cost estimates to build and operate the program. The cost analysis will also consider how revenues from managed lanes segments will be used to fund the associated programmatic elements of each managed lanes concept.

The consultant will also outline leading options for payment collection and enforcement based on regional context including the benefits and tradeoffs, risks, and policy requirements for each option.

#### **Subtask 8b: Funding and implementation plan**

Building off of the implementation and operational costs and revenue assumptions for the preferred managed lanes concept(s), the consultant will work with Transportation Authority staff to identify potential funding sources and define next steps for implementation, including

lead agencies, potential risks, and coordinating agencies. The implementation plan will also include an institutional analysis of governance options for any recommended designs.

The consultant will document the options and recommendations from the financial and operational analysis and funding and implementation plan in a memo.

(Optional) Subtask 8c: Detailed design

In this optional subtask, up to 2 preferred design(s) identified from Task 5 and round 3 of public outreach will be advanced to 10% design.

*Deliverables:*

1. *Draft and final financial and operational analysis and funding and implementation plan memo*
2. *(Optional) 10% design of leading managed lane concept(s)*

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**AGENDA ITEM 5**

**State Legislation - October 2024**

(Updated October 1, 2024)

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

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

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

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

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

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



## AGENDA ITEM 5

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





**AGENDA ITEM 5**

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

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

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# Memorandum

## AGENDA ITEM 6

**DATE:** October 15, 2024

**TO:** Transportation Authority Board

**FROM:** Carl Holmes - Deputy Director for Capital Projects

**SUBJECT:** 11/19/24 Board Meeting: Approve a Two-Year Professional Services Contract to TY Lin International in an Amount Not to Exceed \$4,350,000 for Design and Engineering Services and California Department of Transportation Right-of-Way Approval of the Yerba Buena Island Multi-use Path Project for Segments 1 and 2; and Approve a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$1,150,000 for 35% Design and Engineering Services for the Yerba Buena Island Multi-use Path Project for Segments 3 and 4

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Approve a two-year professional service contract with TY Lin International (TY Lin) in an amount not to exceed \$4,350,000 for design and engineering services and California Department of Transportation (Caltrans) right-of-way approval of the Yerba Buena Island Multi-use Path Project (Project) for Segments 1 and 2.</li> <li>• Approve a two-year professional service contract with WMH Corporation (WMH) in an amount not to exceed \$1,150,000 for 35% design and engineering services of the (Project) for Segments 3 and 4</li> <li>• Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions</li> </ul> <p><b>SUMMARY</b></p> <p>We are recommending final approval of this item on its first read because of the time sensitivity of this request. The Project will install a Class I Multi-use Path from the existing Bay Bridge East Span Yerba Buena Island (YBI) bike landing to Treasure Island Ferry Terminal via Hillcrest Road and Treasure Island Road. The Project is on an accelerated design schedule. The project team anticipates starting design in January 2025 in</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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order to start construction in the first half of 2026 while Treasure Island Road and Hillcrest Road are closed due to ongoing construction of the West Side Bridges Seismic Retrofit Project and the Hillcrest Road Improvement Project. The Treasure Island Development Authority (TIDA) has requested that the Transportation Authority lead and manage project development efforts for the Project given our prior management experience on YBI.

We issued a Request for Proposal (RFP) on June 18, 2024, seeking consultant support to provide design and engineering services for the Project. We received two proposals by the due date of July 19, 2024. Following evaluation of proposals and interviews, the selection panel, comprised of staff from TIDA, Bay Area Toll Authority (BATA) and Transportation Authority, recommends award of the Segments 1 and 2 contract to TY Lin and award of the Segments 3 and 4 contract to WMH.

## **BACKGROUND**

The 2.2-mile path along the eastern span of the San Francisco Oakland Bay Bridge (SFOBB) allows bicyclists and pedestrians to access the YBI Bike Landing/Vista Point from the City of Emeryville. In 2022, TIDA, in coordination with the Water Emergency Transportation Authority, began ferry service at the new Ferry Terminal on Treasure Island. The Transportation Authority seeks to develop a safe and accessible bicycle and pedestrian connection between the current YBI Bike Landing/Vista Point and the new ferry terminal via Treasure Island Road and Hillcrest Road. These facilities will be Class 1 multi-use paths, which must be coordinated with proposed improvements on the islands including Bay Bridge West Span Bay Skyway Project, West Side Bridges Project, Hillcrest Road Improvement Project, and Treasure Island Ferry Terminal Project. This project will ultimately enable bicycle/pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco, and will also allow Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.

Attachment 1 provides a map of the project area. The first segment extends from the Bay Bridge East Span YBI Bike Landing to the intersection of Hillcrest Road and Forest Road. The second segment is within the limits of the Hillcrest Road Improvement Project from the intersection of Hillcrest Road and Forest Road to the West Side Bridges Project. The third segment is within the limits of the West Side

Bridges Seismic Retrofit Project which will reconstruct or retrofit bridge structures along Treasure Island Road. The fourth segment is located between the West Side Bridges Seismic Retrofit Project and the Treasure Island Road and Macalla Road intersection.

The Project will require close coordination and consultation with all stakeholders including TIDA, San Francisco Public Works, San Francisco Municipal Transportation Agency, San Francisco Public Utilities Commission, BATA, Caltrans and the United States Coast Guard.

## **DISCUSSION**

The Project will install a Class I multi-use path from the YBI bike landing to the Treasure Island Ferry Terminal. The planned width of the multi-use path will vary from 12-feet to 16-feet. The first segment may involve the design of a single spiral loop that will help users traverse up the slope on Southgate Road. The segment may also include bike landings and possibly be located above or below grade. The Project may substitute the spiral loop with a Class I multiuse path viaduct or switchback structure. The second segment will upgrade the Hillcrest Road Improvement Project Class II bike path into a Class I multi-use path and make provisions for a future connection point to the Bay Bridge West Span Skyway Project. The third segment will upgrade the West Side Bridges Project Class II bike path into a Class I multi-use path. The fourth segment will install a Class I multi-use path and make provisions for a future transit-only lane from the Treasure Island Road and Macalla Road intersection to the I-80 SFOBB West Span westbound on-ramp. All segments may involve active transportation design, roadway design, structural engineering, geotechnical engineering, or traffic design.

The design phase is anticipated to take two years to complete. The preliminary construction estimate for the project is \$85.6 million which includes construction capital costs, construction management and inspection services. Subject to securing funding for the construction phase, construction could begin in Summer 2026.

**Procurement Process.** We issued an RFP for design and engineering services for the YBI Multi-use Path Project on June 18, 2024. We hosted a virtual pre-proposal conference on June 26, 2024, which provided opportunities for small businesses and larger firms to meet and form partnerships. Forty firms registered for the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: El Reportero, Nichi Bei,

San Francisco Bay View, San Francisco Chronicle, San Francisco Examiner, Small Business Exchange, and Sing Tao. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of July 19, 2024, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority, TIDA, and BATA staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with both teams during the week of August 5, 2024. Based on the competitive process defined in the RFP, the panel recommends that the Board award the Segments 1 and 2 contract to TY Lin Corporation, as the team distinguished itself based on having a better understanding of project objectives and challenges, specifically around the Bay Bridge East Span bike/ped connections from Oakland to YBI, active transportation expertise, and the planned spiral loop structure. The panel recommends that the Board award the Segments 3 and 4 contract to WMH Corporation, as the team demonstrated clear understanding of project structural and geotechnical challenges along the West Side Bridges Project and project objective of extending the roadway and retaining wall to the Treasure Island Road and Macalla Road intersection. All segments may involve coordination among both teams.

We established a Disadvantaged Business Enterprise (DBE) goal of 22% for this contract. The combined DBE participation for both firms is 22%. The TY Lin team includes DBE participation from multiple firms, including Circlepoint, a Hispanic and women-owned firm; Diablo Engineering Group, a women-owned firm; Parikh Consultants, an Asian-Pacific-owned firm; and Procura 360, a Hispanic-owned firm. The WMH team includes DBE participation from multiple firms, including Earth Mechanics Inc., an Asian-subcontinent-owned firm; MGE Engineering, an Asian-Pacific-owned firm; and Bennet + Y&C, a women-owned firm.

The Project will seek additional funding of \$1,500,000 to complete the transit lane scope in Segments 3 and 4. This funding will come from a concurrent Prop AA appropriation request in the amount of \$750,000 (under a separate agenda item at this same meeting) and from BATA in the amount of \$750,000. After the aforementioned funds are secured, we will return to the Board (anticipated in early 2025) to amend the WMH design phase contract from 35% design plans for \$1,150,000 to final design plans for a total of \$2,650,000.

**FINANCIAL IMPACT**

The contracts will be funded with state Active Transportation Program grant funds and federal Congestion Mitigation and Air Quality grants funds. Both grant funds are administered by Caltrans and were awarded to the Transportation Authority in April 2024. The adopted Fiscal Year 2024/25 budget and work program includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contracts.

**CAC POSITION**

The CAC will consider this item at its October 23, 2024, meeting.

**SUPPLEMENTAL MATERIALS**

- Attachment 1 - Project Map
- Attachment 2 - Scope of Services

# 40 YBI Construction Projects

ATTACHMENT 1

**Macalla Road Reconstruction (TICD)**  
(2019 - 2023)

**YBI Multi-Use Path (SFCTA)**  
(2026 - 2028)

**Forest Road Detour (TICD)**  
(2022 - 2023)

**YBI WB Ramps**  
Opened October 2016

**Pier E2 & Torpedo Building (2024 - 2025)**

**YBI Vista Point**  
Opened May 2017

**I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)**  
(2020 - 2023)

**West Side Bridges Project (SFCTA)**  
(2023 - 2026)

**Hillcrest Road Improvement Project (SFCTA)**  
(2024 - 2027)





## **Attachment 2**

### **Scope of Services**

The project development process for the YBI Multi-Use Path Project (Project) will consist of preliminary engineering; City and County of San Francisco permitting, and Caltrans encroachment permit; necessary right of way mapping, acquisition of easements and right of way agreements and/or certifications; final project design, preparation of Plans, Specifications/Special Provisions and Estimate (PS&E); and environmental and/or resource agency permits/ agreements/ certifications.

#### **TASK 1 - DESIGN PROJECT MANAGEMENT**

- 1.1 General Project Management - The Contractors will perform the following project management tasks and activities:
  - a) Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, TIDA, SFPW, MTA, PUC, SF Planning, and Caltrans standards and policies.
  - b) Coordinate all design staff and any subcontractors to assure the free and timely flow of information for each task activity.
  - c) Ensure compliance with codes and standards, as acceptable to TIDA, SFPW, SFMTA, SFPUC, SF Planning and Caltrans, and as approved by the Transportation Authority. An example would be the use of City and County San Francisco standards for arterials, local roads, utilities, retaining walls, and signage on City and County San Francisco right-of-way and Caltrans' standards in Caltrans' right-of-way.
  - d) Ensure that all documents requiring City and County of San Francisco (TIDA, SFPW, SFMTA, SFPUC, and SF Planning) oversight review are prepared in accordance with City and County of San Francisco standards, guidelines, and procedures.
  - e) Ensure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
  - f) Prepare a detailed Critical Path Method (CPM) schedule within two weeks after the Notice to Proceed and submit an updated electronic file schedule on a monthly basis to Transportation Authority staff.

- g) Prepare agendas and minutes for project team meetings.
  - h) Prepare and submit correspondences and memorandums.
- 1.2 Project Administration - The Contractors will perform the following project administrative duties:
- a) Prepare and submit monthly progress reports in the format directed by the Transportation Authority that will identify work performed on each task the preceding month. Percent complete compared to percentages billed for each task will be shown. Narratives will also compare progress in meeting the CPM schedule and will contain proposals for addressing any schedule issues.
  - b) Prepare a monthly summary of total charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
  - c) Provide monthly reporting indicating the amount of Disadvantaged Business Enterprise (DBE) firm participation based upon current billing and total billed to date.
  - d) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subcontractor charges. Detailed support documentation for all contractor direct expenses and subcontractor charges will be attached.
- 1.3 Quality Assurance/Quality Control (QA/QC) - The Contractors will establish and implement a QA/QC procedure for activities undertaken by staff and by subcontractors. The QA/QC procedure set forth for the Project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery." The QA/QC process for this project will consist of the following minimum reviews:
- a) Discipline Review - Each responsible discipline leader will perform technical checking.
  - b) Peer Review/Coordination Checking - Coordination and independent checking activities will be performed by a separate group of engineers who have the capability to identify and evaluate coordination problems and to initiate, recommend, or provide solutions.

- c) Constructability Review - A constructability review will be performed at major milestones.

1.4 Agency Coordination - The Transportation Authority will manage the work of the Contractors. Contractors will coordinate with agencies as required for project development. Coordination effort will include the following organizations:

- a) TIDA
- b) SFPW
- c) PUC
- d) MTA
- e) SF Planning
- f) Caltrans
- g) Affected utility companies
- h) Regulatory agencies
- i) USCG
- j) BATA/MTC
- k) TICD (TI/YBI master developer)
- l) SFAC
- m) Other stakeholders as necessary

1.5 Progress Meetings and Reporting - The Contractors will attend, and conduct as necessary, the following meetings:

- a) Project Kick-Off meeting with Transportation Authority, TIDA, SFPW, SFMTA, SFPUC, BATA/MTC, Caltrans, and USCG to identify the issues to be resolved, and to review the project scope of work.
- b) Technical workshop meetings with Transportation Authority, TIDA, SFPW, SFMTA, SFPUC, BATA/MTC, USCG, Caltrans and other agencies to resolve identified issues.
- c) Design coordination meetings with in-house design team, subcontractor, West Side Bridges project team, Hillcrest Road Improvement project team, BATA/MTC, and USCG.

- d) Regular monthly Project Development Team (PDT) Meetings. The Contractors will conduct each of these meetings. The Transportation Authority and TIDA will determine the location for the meetings. Required activities include the following:
  - i. Preparation and distribution of the agenda for the PDT meetings.
  - ii. Preparation and submittal of Status of Submittals Register.
  - iii. Preparation and distribution of meeting minutes, with action items clearly indicated, within five (5) days after each PDT Meeting.
- e) Public meeting(s) and hearing(s) to present preliminary alternatives and obtain public input in coordination with the Transportation Authority, TIDA, SFPW, SFMTA, SFPUC, SF Planning, and BATA/MTC.
- f) Public hearing(s) as part of potential environmental process consistent with City and County of San Francisco environmental process, Caltrans Local Assistance Procedures Manual and federal NEPA guidelines.

## **TASK 2 - RIGHT-OF-WAY ENGINEERING, ENVIRONMENTAL DOCUMENT**

Task 2 consists of all potential right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit and USCG easements if necessary. Caltrans encroachment permit may be necessary for Project segments 1, 2, and 3. Task 2 environmental scope includes potential Project environmental revalidation resulting from changes during design phase.

Deliverables:

- All right-of-way engineering deliverables (Hard Copy, Appraisal Maps, Plat Maps, Legal Descriptions, etc.) prepared in accordance with City and County of San Francisco, USCG, and Caltrans standards
- Caltrans Encroachment Permit
- Right-of-Way approvals including acquisition of temporary or permanent easements, and agreements with the following, but not limited to: Caltrans, USCG, TIDA, and SFPW.
- Environmental Revalidation and any necessary documents

## **TASK 3 - PROJECT ENGINEERING AND DESIGN**

The project development process for the Project will consist of preliminary engineering as needed, the final design, and preparation of PS&E. The Transportation Authority maintains the right to amend the contract of the Contractors to continue with each task or subtasks.

Final design shall consist generally of the preparation of plans, specifications, and estimates in accordance with current City and County of San Francisco and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the project. In addition, the Contractors shall be responsible for the preparation, submittal, and approval of all accompanying documents (i.e., various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, SFPW permits and requirements, SFMTA permits and requirements, SFPUC permits and requirements, and Caltrans District Office Engineer/Headquarters Office Engineer permits and requirements). Below are the tasks that are anticipated to be performed, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

### 3.1 PS&E (35% Submittal)

Deliverables:

- 35% Plans including typical cross sections
- Structures Type Selection Report
- Geometric Approval Drawings including design exceptions if necessary
- Electrical conduits, and other substructures
- Survey
- QA/QC documentation

### 3.2 PS&E (65% Submittal)

Deliverables:

- 65% Plans (including roadway, retaining wall, and joint trench)
- Geotechnical Materials Report
- Electrical conduits, and other substructures
- Foundation Report
- Hydraulics Report
- All necessary City and County of San Francisco permits
- Draft Agreements and Permits (Caltrans and utility providers, etc.)
- Draft Storm Water Pollution Prevention Plan (SWPPP)
- Draft Construction Cost Estimate

- Electronic copy of plans, design, reports, draft permits, and draft agreements
- Traffic Management Plan
- Constructability Review
- Public Information Meeting Documents
- QA/QC documentation

### 3.3 PS&E (95% Submittal)

Deliverables:

- 95% Plans
- Draft Final SWPPP
- Construction Cost Estimate
- Constructability Review
- Draft Agreements and Permits (City and County of SF, Caltrans, and utility providers, etc.)
- Electronic copy of plans, design, reports, draft permits, and draft agreements
- QA/QC documentation

### 3.4 PS&E (100% Submittal)

Deliverables:

- 100% Plans including all final Construction Details and Erosion Control Plans
- Final SWPPP
- Fully Edited Draft Final Special Provisions in Caltrans format if necessary.
- Draft Final Construction Cost Estimate
- Bid-ability Review
- Final Agreements and Permits
- Electronic copy of plans, design, reports, draft permits, and draft agreements
- QA/QC documentation

### 3.5 Final PS&E

Deliverables:

- Final Contract Plans
- Final Reports, modified as necessary
- Final Agreements and Permits
- Final Special Provisions if necessary
- Final Construction Cost Estimate
- Resident Engineer's Files and Survey Files
- Permits (including all SFPW, SFMTA, SFPUC, and Caltrans permits), Agreements, Mitigation Reports
- Project Files
- Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions
- QA/QC documentation

#### **TASK 4 - BID SUPPORT**

The task consists of providing bid support to the construction management team throughout the bid process. Below are the tasks that are to be performed by the Design Contractors, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

Deliverables:

- Bid Documents for Project Advertisement - this includes preparation of final bid plans and specs, including all supplemental information that becomes part of the bid package, such as permits
- Attend Pre-Bid Meeting - this includes responding to inquiries at the meeting, following up with responses, and related coordination to resolve any issues
- Respond to Bidder Inquiries - this includes responding to inquiries both before, during and after the Pre-Bid Meeting, performed to meet deadlines established by the Transportation Authority for response to Bidder Inquiries.
- Addenda - Based on both Bidder inquiries and the Transportation Authority's direction, create necessary Addendum packages, which include plans and specifications as well as other written memoranda, to incorporate necessary

changes into the contract after advertising. This work must be performed to meet deadlines established by the Transportation Authority.

### **TASK 5 - DESIGN SERVICES DURING CONSTRUCTION (OPTIONAL)**

The optional task consists of providing design services to the construction management team during Project construction. This task also includes attending coordination meetings with the construction management team and addressing key design issues, construction risks as it relates to design intents, and items for the construction management team to be aware of. Below are the tasks that are funded to be performed, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

Deliverables:

- Attend construction meetings
- Participate in final walkthrough and development of punch lists
- Respond to Requests for Information (RFI), which includes clarifying or providing revisions or additional detail where necessary on the plans and specifications. Response to RFIs shall be timely in order to avoid construction delays and claims
- Revisions to the contract plans as a result of responses to RFIs or as a result of executed change orders
- Review and respond to all submittals within the period allocated in the contract documents
- Review any proposed substitutions, if any, for conformance to plans and specifications
- Review and make recommendations on any proposed changes to the Project during construction
- Prepare As-builts. Final As-builts will be submitted electronically, in PDF and CAD format. As-Builts will be provided within 180 days of completion of the project.

If the Transportation Authority determines in its sole and absolute discretion that the Contractors have satisfactorily performed the required scope of services described and funding is available, the Transportation Authority may authorize the Contractors to perform optional Task 4 for Bid Support and Task 5 for Design Services During Construction.

**Project schedule\*:** The Transportation Authority desires to adhere to the milestone schedule shown below for the Contractors. The schedule is intended to include adequate time for review and comments by the appropriate participating agencies.



- Notice to Proceed (NTP): November 2024
- 35% PS&E January 2025 and all Task 3.1 deliverables
- 65% PS&E April 2025 and all Task 3.2 deliverables
- 95% PS&E October 2025 and all Task 3.3 deliverables
- City and County of San Francisco Permits and Agreements, Caltrans Encroachment Permit and ROW Easement December 2025
- 100% PS&E January 2026 and all Task 3.4 deliverables
- Final PS&E February 2026 and all Task 3.5 deliverables

\* Project schedule is subject to change

Preparation of the preliminary engineering, potential environmental document, City and County SF permits and approvals, and Caltrans encroachment permit shall commence immediately following receipt of a NTP from the Transportation Authority. The Contractors shall be responsible for all work necessary to obtain all City and County of San Francisco (SFPW, SFMTA, SFPUC, SF Planning, SFAC, TIDA) permits and approvals, Caltrans encroachment permit and right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.

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## Memorandum

### AGENDA ITEM 7

**DATE:** October 16, 2024

**TO:** Transportation Authority Board

**FROM:** Carl Holmes - Deputy Director for Capital Projects  
Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 11/19/2024 Board Meeting: Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for \$5.5 million in Funding Assigned to the Metropolitan Transportation Commission and Committing Any Necessary Matching Funds and Stating Assurance to Complete the West Side Bridges Seismic Retrofit Project (WSB Project) for Retaining Walls to Accommodate the Yerba Buena Island Multi-Use Path (YBI MUP Project); and Program \$4.5 million in Senate Bill 1 Local Partnership Program Formulaic Funds, with Conditions, to a Project of the Bay Area Toll Authority's (BATA's) Choice in Exchange for \$4.5 million in BATA Funds for the WSB Project for Retaining Walls to Accommodate the YBI MUP Project

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Adopt a Resolution of Local Support authorizing the Executive Director to file an application for \$5.5 million in funding assigned to the Metropolitan Transportation Commission (MTC) and committing any necessary matching funds and stating assurance to complete the WSB Project for retaining walls to accommodate the YBI MUP Project.</li> <li>• Approve a fund exchange for \$4.5 million in Senate Bill (SB) 1 Local Partnership Program (LPP) funds programmed to a project of BATA's choice for \$4.5 million in BATA funds for the WSB Project for retaining walls to accommodate the YBI MUP Project.</li> <li>• Program \$4.5 million in San Francisco's share of SB 1 LPP Formulaic funds to a project of BATA's choice, with conditions.</li> </ul> <p><b>SUMMARY</b> We are recommending final approval of this item on its first read because of the time sensitivity of this request. The Resolution of Local Support must be approved by the time of MTC programming of the \$5.5 million in funds, expected in December. The \$4.5 million in LPP Formulaic funds must be programmed</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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before MTC will take action to program the \$4.5 million in BATA funds, expected in January. The Transportation Authority's WSB Project is under construction to replace or retrofit eight existing bridge structures along Treasure Island Road to meet current state seismic safety standards and construct a westbound Class II bike lane. The Transportation Authority is seeking \$10 million to construct two larger retaining walls to create a wider roadway width to accommodate the future YBI MUP Project, a bi-directional Class I path that will connect Treasure Island to the Bay Bridge East Span Path. If these retaining walls are not constructed now, the WSB Project will construct smaller retaining walls that will be demolished and reconstructed by the future YBI MUP Project. In October 2024, the Mayor's Office submitted a request to the MTC for San Francisco's \$38.5 million award from the Housing Incentive Pool (HIP) program, which included \$5.5 million for the WSB Project for retaining walls to accommodate the YBI MUP Project (Attachment 1). MTC requires the Transportation Authority adopt a Resolution of Local Support for the project to file an application for HIP funding. To fully fund the cost of the larger retaining walls, we are recommending that the Board program \$4.5 million in San Francisco's SB 1 LPP Formulaic funds to a project of the BATA's choice in exchange for \$4.5 million in BATA funds for the retaining walls. The WSB Project cannot accept LPP funds directly because its construction contract has already been awarded, which is not allowed under the LPP guidelines. Our recommendation is conditioned upon MTC Commission approval of the \$4.5 million in BATA funds for the WSB Project, which is expected in January 2025. There are two other items on this agenda that are related to the YBI MUP, including award of the contract for design services, and appropriating \$750,000 in Prop AA funds for the transit lane scope of the design contract.

## **BACKGROUND**

**MTC's HIP Program** is a regional funding program that is a competitive "race to the top" incentive program that rewards local jurisdictions for producing or preserving housing units that are affordable to very low-, low-, and moderate-income households within designated Priority Development Areas and Transit Priority Areas. In March 2024, MTC awarded \$71 million to the top 15 jurisdictions based on their affordable housing production and preservation performance between 2018 and 2022, with the majority of the funds, \$38.5 million, going to San Francisco. On October 2, 2024, the Mayor's Office submitted San Francisco's HIP project list to MTC. The list includes \$5.5 million for the Transportation Authority's WSB Project for retaining walls to accommodate the YBI MUP Project. MTC requires the Transportation Authority to adopt a Resolution of Local Support for the project to file an application for HIP funding, and commit any necessary matching funds, and state



assurance to complete the project. The Resolution of Local Support is required before MTC Commission approval of the HIP funds for the WSB Project, which is expected on December 18, 2024.

The **WSB Project**, which broke ground in June 2023, will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure. Additionally, one structure will be seismically retrofitted and requires a column relocation. The WSB Project will also implement a westbound Class II bike lane. The original scope of the WSB Project included the two taller retaining walls that would accommodate the future YBI MUP Project; these walls were included in the environmental clearance and in the design contract. However, these two larger walls were scaled back due to lack of available funding. Instead, the construction contract currently includes two smaller interim walls that would have to be demolished and reconstructed by the future YBI MUP Project. We expect the WSB Project will be completed in 2026.

The Transportation Authority is also leading the **YBI MUP Project**, a 1.2 mile bi-directional pedestrian and bicycle facility that will extend from the existing Bay Bridge East Span bicycle landing to the new Treasure Island Ferry Terminal, along Hillcrest and Treasure Island roads. The YBI MUP is adjacent to four YBI roadway projects:

- Segment 1 - Southgate Project
- Segment 2 - Hillcrest Road Improvements Project
- Segment 3 - WSB Project
- Segment 4 - Treasure Island Road and Transit Lane

Attachment 2 contains a map showing the relative locations of the WSB and YBI MUP projects on YBI.

**SB 1 Local Partnership Program - Formulaic Funds.** The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation. The CTC's program guidelines allocate 60% of the program funds through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The LPP Formulaic Program has broad project eligibility criteria for capital projects. Funds can be used for most project phases (i.e., environmental, right-of-way, design, construction) and require a dollar-for-dollar local match. The LPP Formulaic Program will only fund projects, or segments of projects, which are fully funded and have independent utility.

For this funding cycle covering Fiscal Years (FYs) 2023/24 - 2024/25, we will receive \$8.758 million based on Prop K/L, Prop AA, and the TNC Tax revenues as well as a one-time \$5 million bump from LPP incentive funds to reward San Francisco for passing Prop L in November 2022. LPP Formulaic program projects are identified at the local level, but the CTC ultimately programs and allocates the funds, which are subject to strict timely use of funds



requirements. For this funding cycle, we have until April 2026 to program LPP Formulaic funds.

## **DISCUSSION**

The Transportation Authority is seeking \$10 million to construct the two larger retaining walls as part of the WSB Project to accommodate the future YBI MUP Project. Building these walls now will save an additional \$10 million in future demolition costs, increase construction efficiencies, and reduce future construction impacts. To fully fund this scope, we are seeking \$5.5 million in HIP funds from MTC and \$4.5 million in SB 1 LPP Formulaic funds through a fund exchange with flexible BATA funds that can be used for change orders on the existing WSB Project construction contract. The scope of the retaining walls is fully designed and environmentally cleared.

The existing budget for the WSB Project (all phases) is \$126 million and is made up of a mix of funds, including Federal Highway Bridge Program, Federal Rebuilding American Infrastructure with Sustainability and Equity Grant, Federal earmark funds, State Prop 1B Local Bridge Seismic Program, Transportation Authority and BATA LPP Formulaic funds, BATA, Treasure Island Development Authority and Transportation Authority Prop K funds. The \$10 million for additional retaining wall scope would bring the total budget to \$136 million through a mix of Federal Surface Transportation Program funds (HIP program) and BATA funds.

The Board has taken previous action to increase construction efficiencies on YBI and deliver YBI MUP scope early. This included a series of actions in November 2023 to program LPP Formulaic funds, allocate Prop K funds, and approve two fund exchanges that together secured \$7.5 million in additional funds needed to incorporate the MUP Segment 2 accommodations into the Hillcrest Road Improvement Project, which is now under construction. Today's recommended actions would similarly help secure the funds needed to incorporate the MUP Segment 3 accommodations into the WSB Project.

**Recommended LPP Formulaic Program Project Priorities.** After considering LPP guidelines and the near-term timeline for WSB Project construction, we recommend programming, with conditions, \$4.5 million of the \$8.758 million in LPP Formulaic funds available to a project of BATA's choice, which will likely be a Caltrans bridge project. We will work with BATA and Caltrans to ensure the chosen project can readily meet the strict requirements of the LPP formula program. Programming the \$4.5 million in San Francisco LPP funds is conditioned upon MTC Commission approval of \$4.5 million in BATA funds for the WSB Project for retaining walls to accommodate the YBI MUP Project, which is expected at the January 2025 meeting. BATA supports this recommendation.

Our previously approved and proposed project priorities for the LPP Formulaic funds are summarized in Attachment 3. We anticipate returning to the Board in 2025 with recommendations for programming the remaining LPP formula funds to other projects. We have until April 2026 to program the remaining \$1.657 million in LPP formula funds for this cycle. The WSB Project and YBI MUP Project are Board adopted priorities in our Annual Work Program and Prop L 5 Year Prioritization Programs.



**Next Steps.** We expect that the MTC Commission will program \$5.5 million in HIP funds to the WSB Project at its December 2024 meeting and the \$4.5 million LPP Formula/BATA fund exchange at its January 2025 meeting. After BATA and Caltrans determine an appropriate project to receive LPP Formulaic funds, we will work together to submit the LPP project nomination to the CTC.

## **FINANCIAL IMPACT**

The recommended actions would enable the Transportation Authority to seek \$5.5 million in federal HIP funds and \$4.5 million in local BATA funds for the WSB Project to accommodate the future YBI MUP Project. These funds would be reflected in the mid-year FY 2024/25 budget revision and in future year budgets to correspond to anticipated project cash flows. After the aforementioned funds are secured, we will return to the Board (anticipated in early 2025) to amend the existing WSB construction contract to allow the funds to be used via change orders.

## **CAC POSITION**

The CAC will consider this item at its October 23, 2024 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Westside Bridges Retrofit Project HIP Project Information Form
- Attachment 2 - Yerba Buena Island Projects Maps
- Attachment 3 - Proposed LPP Formulaic Program Priorities


**Housing Incentive Pool (HIP)**
*Project Information Form*

Project Information	
<b>Project Name</b>	
<b>Project Sponsor</b>	
<b>Contact Name</b>	
<b>Contact Phone</b>	
<b>Contact Email</b>	
<b>Project Location</b> <i>Attach project map, if available</i>	Describe the project location, including city/county and street names of project limits:
<b>Project Scope</b> <i>All scope elements must be eligible with HIP funding sources (see below)</i>	Briefly describe all scope elements and activities to be funded using HIP funds:
Eligibility	
<b>Federal Fund Eligibility</b> <i>Project must be eligible for federal funds; select at least one</i>	<p>Project is eligible for the following HIP federal fund source(s):</p> <p><input type="checkbox"/> Surface Transportation Block Grant (STP) Program (see <a href="#">FHWA fact sheet</a> and <a href="#">23 USC § 133</a>)</p> <p><input type="checkbox"/> Congestion Mitigation &amp; Air Quality Improvement (CMAQ) Program (see <a href="#">FHWA fact sheet</a> and <a href="#">23 USC § 149</a>)</p> <p><i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations with this form, using the <a href="#">template</a> provided by MTC.</i></p>
<b>OBAG 2 Eligibility</b> <i>Project must be eligible for OBAG 2 funds; select to confirm</i>	<p>Project is eligible for MTC's One Bay Area Grant (OBAG 2) program (MTC Resolution No. 4202) which restricts or prohibits the following activities: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance (see MTC's <a href="#">OBAG 2 webpage</a>).</p> <p><input type="checkbox"/> Project is eligible for OBAG 2 funds.</p>
<b>Complete Streets Policy</b> <i>Project must comply with policy; select at least one</i>	<p>Sponsor will comply with MTC's Complete Streets policy (MTC Resolution No. 4493), including completion and submission of a Complete Streets checklist for this project, if applicable (see MTC's <a href="#">Complete Streets webpage</a>).</p> <p><input type="checkbox"/> Sponsor/project will comply with MTC's Complete Streets policy.</p> <p><input type="checkbox"/> Existing project is already compliant with MTC's Complete Streets policy (including prior sponsor submission of a Complete Streets checklist, if applicable)</p>





**Housing Incentive Pool (HIP)**

*Project Information Form*

<p><b>Regional Project Delivery Policy</b> <i>Project must comply with policy; select to confirm</i></p>	<p>Sponsor will comply with MTC’s Regional Project Delivery Policy (MTC Resolution No. 3606), including adoption of a Resolution of Local support for this project using the <a href="#">template</a> provided by MTC (see MTC’s <a href="#">Regional Project Delivery webpage</a>).</p> <p><input type="checkbox"/> Sponsor/project will comply with MTC’s Regional Project Delivery Policy, including adoption of a Resolution of Local Support.</p>
<p><b>State Housing Law</b> <i>Sponsor must comply with policies; select to confirm</i></p>	<p>To qualify for HIP funding, sponsors must be compliant with state housing laws related to Surplus Lands, Accessory Dwelling Units, Density Bonuses, and Housing Elements. Sponsor acknowledges the following related deadlines and requirements:</p> <p><input type="checkbox"/> General plan Housing Element adoption and certification by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) by December 31, 2024 and at the time of HIP programming in the Transportation Improvement Program (TIP).</p> <p><input type="checkbox"/> Certification by council or board resolution of compliance with the other three laws related to Surplus Lands, Accessory Dwelling Units, and Density Bonuses, using the <a href="#">template</a> provided by MTC, by December 31, 2024.</p>
<p><b>Readiness &amp; Deliverability</b></p>	
<p><b>Obligation Deadline</b> <i>Select to confirm</i></p>	<p>The obligation deadline for HIP funds is January 31, 2027.</p> <p><input type="checkbox"/> Sponsor will obligate all HIP funds for this project by January 31, 2027.</p>
<p><b>Readiness</b> <i>MTC will prioritize projects that are ready to deliver</i></p>	<p>Briefly describe the current project status and next steps, including the type and status of any required environmental and right-of-way (ROW) approvals:</p>
<p><b>Deliverability</b> <i>MTC will prioritize projects with minimal delivery risks, including projects fully funded through construction</i></p>	<p>Briefly describe any anticipated risks to the project funding plan and schedule and how the sponsor will mitigate and respond to those risks:</p>

**Housing Incentive Pool (HIP)**

*Project Information Form*



Needs & Benefits	
<p><b>Community Support</b>  <i>MTC will prioritize projects with demonstrated community support</i></p>	<p>Briefly describe any recent community feedback related to this project:</p>
<p><b>Plan and Policy Consistency</b>  <i>MTC will prioritize projects that support adopted plans and policies</i></p>	<p>Briefly describe how this project supports adopted plans and/or policies on the federal, state, regional, and/or local level:</p>
<p><b>Project Impacts</b>  <i>MTC will prioritize projects with positive community impacts and minimal burdens</i></p>	<p>Briefly describe anticipated project impacts, including benefits and burdens to potentially affected communities:</p>



**Housing Incentive Pool (HIP)**

Project Information Form

**Project Cost & Funding**

**HIP Grant Request:**

<b>Total Grant Request*</b>	
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*\*Grant requests must be at least \$250,000*

**Project Cost & Schedule:**

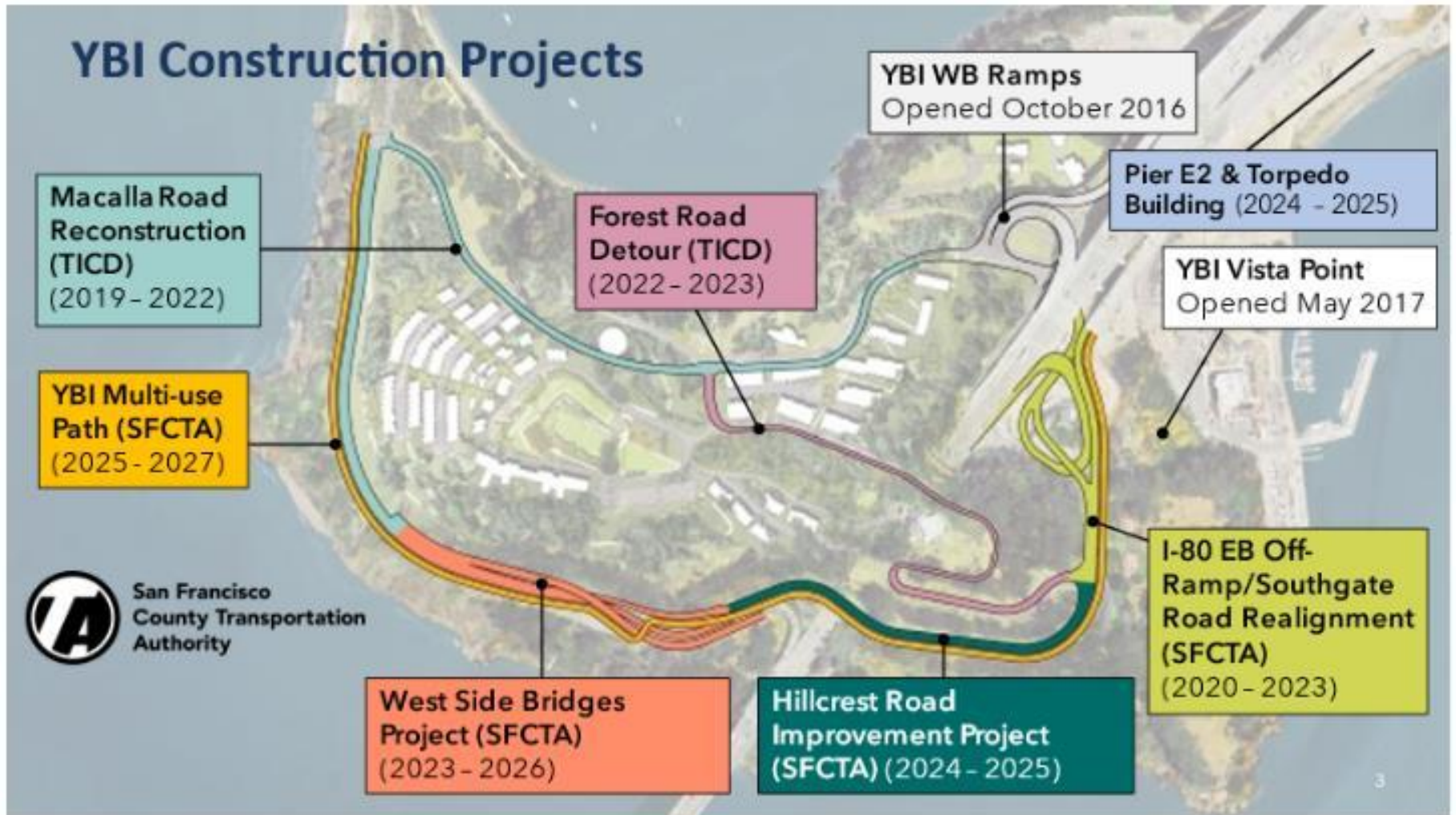
Federal Project Phase	Total Cost	Secured Funds		Unsecured Funds		Schedule <i>Phase start date (month/year)</i>
		Amount	Secured Fund Source(s)**	HIP Grant Request	Remaining Funds Needed	
Preliminary Engineering (PE)						
Right-of-Way (ROW)						
Construction (CON)						
Non-Infrastructure (NI)						
<b>Total</b>						

*\*\*Sponsors receiving STP or CMAQ funding must provide a local match of at least 11.47% of the total project cost*

**Scalability:**

<p><b>HIP Award Range and Scalability</b> <i>Optional section for scalable grant requests only</i></p>	<p>If applicable, indicate the minimum and maximum HIP grant award requested for this project and briefly describe how the project scope and/or funding plan could be adjusted to accommodate variable award amounts:</p>
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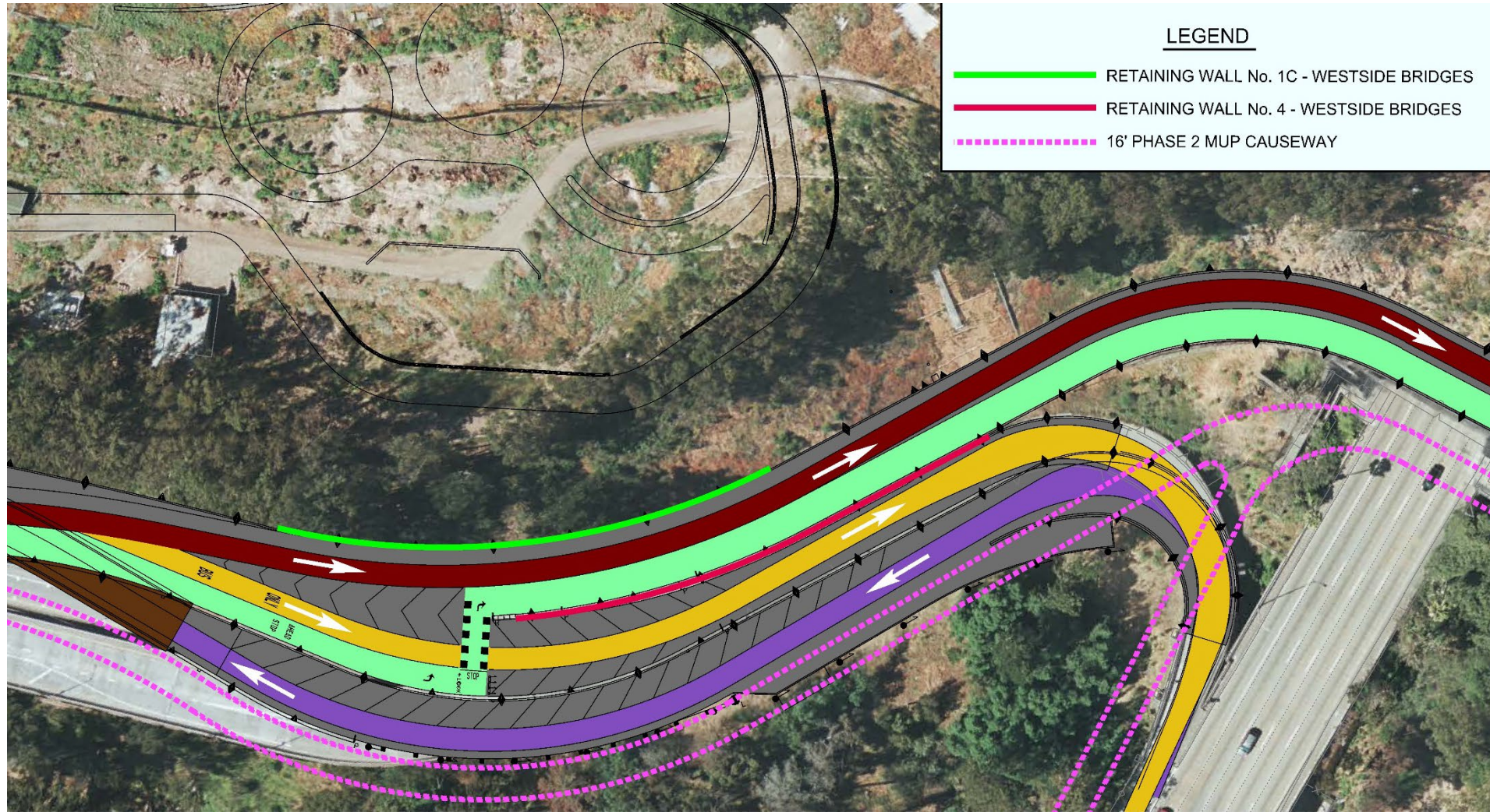
Yerba Buena Island Construction Projects



# Yerba Buena Island Multi-Use Pathway Segments



# West Side Bridges - Retaining Walls to Accommodate YBI MUP



**Attachment 3  
Proposed Local Partnership Program (LPP) Formulaic Program Priorities**

Fiscal Year	Sponsor <sup>1</sup>	Project Name	Project Description	Phase(s)	District(s)	Cost of Phase Requested	LPP-F Funds Requested	
<b>Previously Programmed (Resolution 24-19, approved 11.28.23)</b>								
23/24	SFCTA	Yerba Buena Island Hillcrest Road Improvements Project	This project will widen Hillcrest Road providing two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction West Side Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Path (Class I), the scope of the Hillcrest project is proposed to be expanded to include a wider shoulder area and a taller retaining wall built further into the hill.	Construction	6	\$ 33,500,000	\$ 2,600,000	
23/24	SFCTA	Yerba Buena Island Multi-Use Pathway (YBI MUP)	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority and Metropolitan Transportation Commission. The project area is a planned segment of the San Francisco Bay Trail.	Design	6	\$ 6,801,000	\$ 1,000	
<b>Proposed New Programming</b>								
24/25	TBD	West Side Bridges Seismic Retrofit Project - Retaining Walls to Accommodate YBI MUP (Fund Exchange)	SFCTA will work with the Bay Area Toll Authority (BATA) to identify and program LPP-F funds to a project of BATA's choice. In exchange, SFCTA will receive an equivalent amount in BATA funds for the West Side Bridges Project to construct retaining walls to accommodate the YBI MUP. The West Side Bridges Project will improve safety by seismically retrofitting or replacing eight existing bridge structures along Treasure Island Road to meet current state seismic safety standards and constructing a Class II westbound bicycle lane. The improvements are a connecting segment located between the under-construction Hillcrest Road Improvements Project and the future YBI MUP Segment 4. To accommodate the future YBI MUP (Class I), the scope of the West Side Bridges Project is proposed to be expanded to include a wider shoulder area and two taller retaining walls.	Construction	6	\$ 125,900,228	\$ 4,500,000	
						<b>Total</b>	<b>\$ 166,201,228</b>	<b>\$ 7,101,000</b>

Total LPP-F Funds Available \$ 8,758,000

LPP-F Funds Remaining to Program<sup>2</sup> \$ 1,657,000

<sup>1</sup> Sponsor abbreviation: the San Francisco County Transportation Authority (SFCTA).

<sup>2</sup> We anticipate returning to the Board in 2025 with recommendations for programming the remaining LPP Formulaic funds to other projects. We have until April 2026 to program the LPP Formulaic funds in this cycle. These funds require a dollar for dollar match.

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# Memorandum

## AGENDA ITEM 8

**DATE:** October 17, 2024

**TO:** Transportation Authority Board

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

**SUBJECT:** 11/19/2024 Board Meeting: Allocate \$3,350,000 in Prop L Funds, with Conditions, and Appropriate \$750,000 in Prop AA Funds, with Conditions, for Two Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$3,350,000 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>13<sup>th</sup> Street Safety (\$3,350,000)</li> </ol> <p>Appropriate \$750,000 in Prop AA funds, with conditions, for:</p> <ol style="list-style-type: none"> <li>Yerba Buena Island Multi-Use Path (YBI MUP) - Transit Lane (\$750,000)</li> </ol> <p><b>SUMMARY</b></p> <p>We are recommending final approval of this item on its first read because of the time sensitivity of these two requests. The SFMTA must award the construction contract for the 13th Street Safety project by December 2024 to meet the timely use of funds requirements for other discretionary grants on the project. Securing funds for the design phase of the YBI MUP - Transit Lane will allow the work to proceed under the YBI MUP design contract, which is the subject of a separate item on this agenda, and will leverage \$750,000 from the Bay Area Toll Authority to fully fund this scope. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic 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.

These requests are being presented to the Board for final approval on first read because they are time sensitive. The SFMTA's **13th Street Safety** project must meet the timely use of funds requirements for SB1 Local Partnership Program (LPP) - Formulaic funds on the project, which require the construction contract to be awarded within six months of the June 2024 allocation of LPP funds by the California Transportation Commission. SFMTA has advertised the construction contract and is requesting a waiver of Prop L policy that the Transportation Authority allocate funds prior to the advertising for any contracts necessitating the expenditure of the requested Prop L funds.

Requested Prop AA funds for the **YBI MUP - Transit Lane** will help to fully fund the design phase of the overall YBI MUP design contract, which will include the transit lane. The \$750,000 in Prop AA funds will be matched by \$750,000 from BATA to fully fund the \$1.5 million cost of transit lane design. After these funds are secured, we will return to the Board (anticipated in early 2025) to amend the recommended WMH YBI MUP design contract (the subject of a separate agenda item) to incorporate these funds and enable final design of the full project scope.

## FINANCIAL IMPACT

The recommended action would allocate \$3,350,000 in Prop L funds and appropriate \$750,000 in Prop AA funds. The allocation 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 and Prop AA 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 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 will consider this item at its October 23, 2024, meeting.

### **SUPPLEMENTAL MATERIALS**

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	18, 21	SFMTA	13th Street Safety	\$ 3,350,000		\$ 12,374,678	Safer and Complete Streets: 83%, Vision Zero Ramps: 71%	73%	Construction	6, 9
Prop AA	Transit	SFCTA	Yerba Buena Island Multi-Use Path - Transit Lane		\$ 750,000	\$ 8,301,000	NA	91%	Design	6
<b>TOTAL</b>				<b>\$ 3,350,000</b>	<b>\$ 750,000</b>	<b>\$ 20,675,678</b>				

Footnotes

- <sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- <sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency) and SFCTA (San Francisco County Transportation Authority)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
18, 21	SFMTA	13th Street Safety	\$ 3,350,000	\$ -	<p>The SFMTA, in partnership with San Francisco Public Works, will install a series of transportation improvements along the Vision Zero High Injury corridor of 13th Street and Duboce Avenue from Folsom Street to Valencia Street, where the Central Freeway is overhead for a large portion of the project area and freeway ramps can be directly accessed. The scope of work includes traffic signal upgrades, protected bikeways, curb modifications, accessibility upgrades, and a travel lane removal to make the corridor more safe, comfortable, and accessible for all road users. Elements of this project were recommended in the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study Phase II (2019). SFMTA expects the project will be open for use by late 2026.</p> <p>In October 2023, the Transportation Authority approved the Prop L 5-Year Prioritization Program (5YPP) for the Vision Zero Ramps program, which programmed \$1 million for the construction phase of this project. Since then, the cost of the SFMTA's scope of work has increased by approximately \$2.7 million due to the unique and complex location of the site under U.S. 101 which requires extensive coordination with Caltrans to meet design and safety standards. Construction contract bids also came in at least 14% over the engineer's estimate and construction support costs, particularly for traffic routing and security, are higher than originally anticipated. SFMTA was able to identify General Fund and Transportation Development Act funds to cover most of the cost increase, however lower than expected revenues from other sources have led to SFMTA's need to request an additional \$2.35 million from Prop L. The project is now being coordinated with an SFPW project to repave the full corridor compared to prior assumptions for paving areas limited to the new bikeway. The updated construction cost estimate and funding plan reflect SFPW's involvement.</p>
Transit	SFCTA	Yerba Buena Island Multi-Use Path - Transit Lane	\$ -	\$ 750,000	Requested funds will be used for design of a new 0.6 mile one-way transit-only lane along Treasure Island Road from Macalla Road to westbound I-80/Bay Bridge, including a dedicated transit-only on-ramp, as part of the larger 1.2 mile Yerba Buena Island Multi-Use Path project. The transit lane will benefit existing and future transit services from Treasure Island and the Ferry Terminal/Intermodal Transit Hub to San Francisco and the East Bay, as well as emergency vehicles. Staff expect the project will be open for use in 2029, subject to funding availability .
<b>TOTAL</b>			<b>\$3,350,000</b>	<b>\$750,000</b>	

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

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

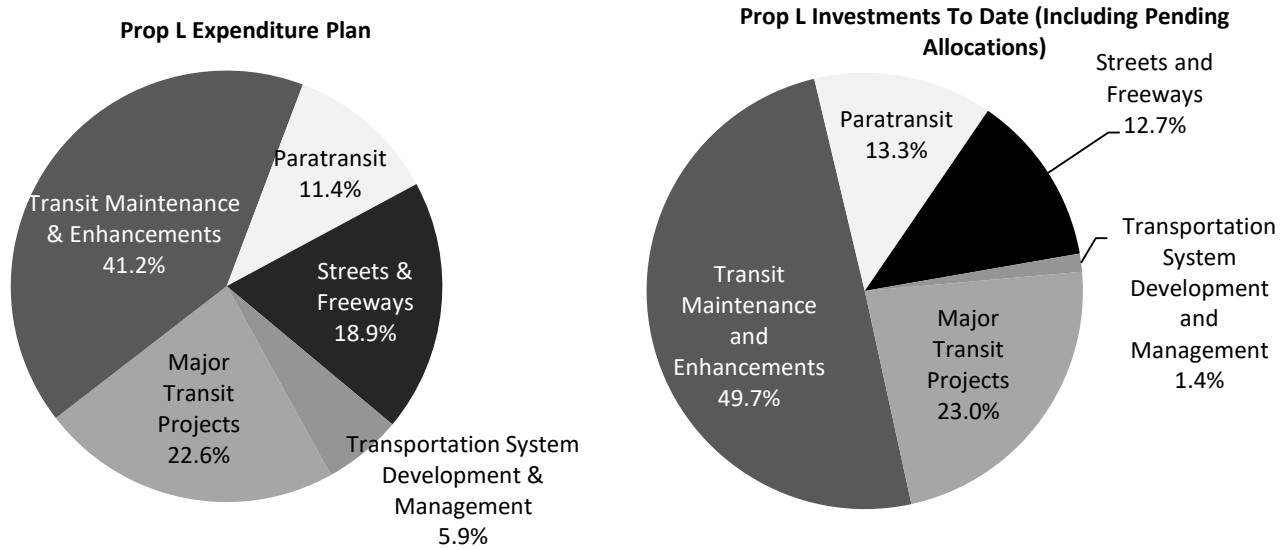
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
18, 21	SFMTA	13th Street Safety	\$ 3,350,000	\$ -	<b>Special Conditions:</b> Our recommendation is conditioned upon concurrent amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP) to add the subject project with \$2.35 million in funds reprogrammed from the Active Communities Plan Implementation Placeholder. Our recommendation is also conditioned upon a waiver to the Prop L policy that funds will be allocated prior to the advertising a construction contract necessitating the expenditure of Prop L funds. See attached allocation request form and 5YPP amendment for details.
Transit	SFCTA	Yerba Buena Island Multi-Use Path - Transit Lane	\$ -	\$ 750,000	<b>Special Condition:</b> Recommendation is conditioned upon concurrent amendment of the 2022 Prop AA 5-Year Project List (5YPP) for the Transit Reliability and Mobility Improvements category to add the subject project with \$750,000 from remaining programming capacity available from projects completed under budget. See attached allocation request form and 5YPP amendment for details.
<b>TOTAL</b>			<b>\$ 3,350,000</b>	<b>\$ 750,000</b>	

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

Attachment 4.  
Prop L Summary - FY2024/25

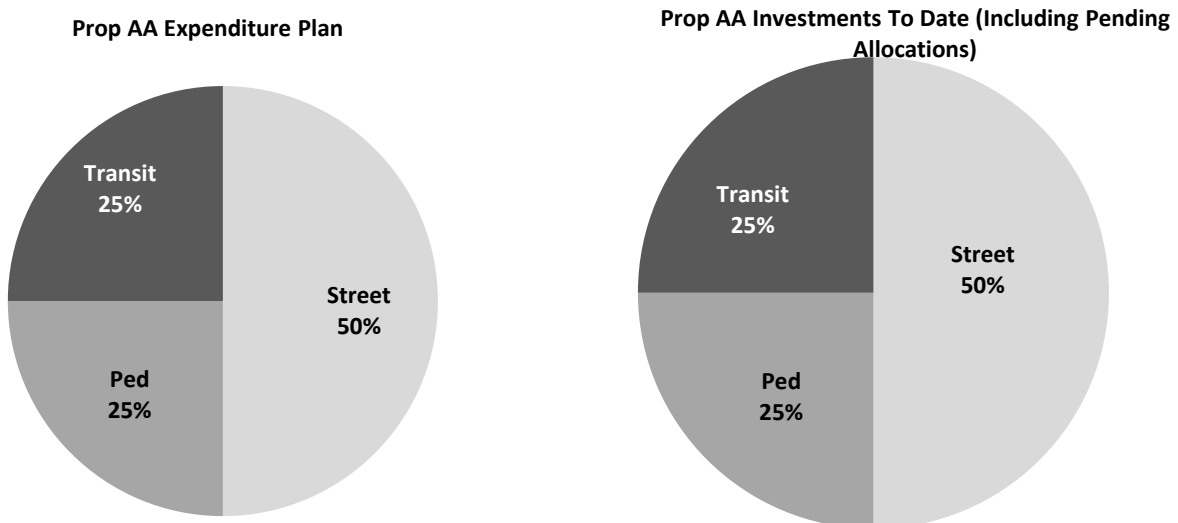
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 75,623,782	\$ 16,800,072	\$ 36,514,392	\$ 18,504,318	\$ 3,805,000	\$ -
Current Request(s)	\$ 3,350,000	\$ -	\$ 500,000	\$ 500,000	\$ 2,350,000	\$ -
New Total Allocations	\$ 78,973,782	\$ 16,800,072	\$ 37,014,392	\$ 19,004,318	\$ 6,155,000	\$ -

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 AA VEHICLE REGISTRATION FEE						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 2,460,572	\$ 1,516,343	\$ 708,172	\$ 236,057	\$ -	\$ -
Current Request(s)	\$ 750,000	\$ 375,000	\$ 375,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,210,572	\$ 1,891,343	\$ 1,083,172	\$ 236,057	\$ -	\$ -

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



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	13th Street Safety
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Safer and Complete Streets, Vision Zero Ramps
<b>Current PROP L Request:</b>	\$3,350,000
<b>Supervisory Districts</b>	District 06, District 09

## REQUEST

### Brief Project Description

The 13th Street Safety Project is located along the Vision Zero High Injury corridor of 13th Street and Duboce Avenue from Folsom Street to Valencia Street, where the Central Freeway is overhead for a large portion of the project area and freeway ramps can be directly accessed. In partnership with San Francisco Public Works, the SFMTA will install a series of transportation improvements that include traffic signal upgrades, protected bikeways, curb modifications, accessibility upgrades, and a travel lane removal to make the corridor more safe, comfortable, and accessible for all road users.

### Detailed Scope, Project Benefits and Community Outreach

This project aims to address traffic safety concerns while creating a more comfortable space for travel through the following changes on 13th Street and Duboce Avenue between Folsom Street and Valencia Street:

- Implementing traffic signal hardware and timing upgrades to improve its visibility and to improve traffic flow.
- Installing protected bikeways and bike signals in both directions to provide a safer and more comfortable place for people traveling by bike while filling in a critical gap in the San Francisco's bike network.
- Removing one vehicle traffic lane in each direction to encourage travel at safer speeds and provide space for active transportation improvements along the corridor.
- Reconfiguring on-street parking and loading to accommodate existing land uses and businesses needs and designating color curb space for loading activities.
- Installing or reconfiguring pedestrian safety improvements such as bulbouts and pedestrian refuges to increase visibility and create shorter crossings at intersections.
- Implementing accessibility upgrades throughout the corridor, including new accessible pedestrian signals, curb ramps with better detection, and minor sidewalk widening.
- Repaving the street to address pavement deterioration and provide a smoother traveling experience for those who use the roadway.

### Outreach

The SFMTA conducted extensive outreach with community stakeholders throughout the planning,



outreach, and conceptual design phases of the 13th Street Safety Project. Initial outreach, from fall 2021 to spring 2022, included public surveys to gather feedback on how people use the corridor and their perceptions of safety. Staff also visited businesses to understand loading and operational needs, while outreach expanded to include virtual engagement due to COVID-19. Meetings, presentations, and mailers were distributed to over 2,200 addresses, and a two-week virtual open house was held in spring 2022, attracting over 1,100 views. The open house provided details on proposed changes and offered multilingual access, allowing the public to submit feedback on improvements like curb extensions and protected bikeways.

Additional outreach included office hours, both virtual and in-person, where staff directly engaged with the public. The project team received over 80 survey responses, with most participants supporting the proposed safety improvements, though concerns about congestion and parking were raised. An engineering public hearing in August 2022 provided another platform for feedback, resulting in 54 comments, largely supportive but with calls for further pedestrian and cyclist protections. As a result of this extensive outreach, the project team adjusted design elements such as bike lane markings and traffic calming features to better align with community requests.

Elements of this project are recommendations from the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study Phase II (2019).

### **Project Costs**

In October 2023, the Transportation Authority approved the Prop L 5-Year Prioritization Program (5YPP) for the Vision Zero Ramps program, which programmed \$1 million for the construction phase of this project. Since then, the cost of the SFMTA's scope of work has increased by approximately \$2.7 million due to the unique and complex location of the site under U.S. 101 which requires extensive coordination with Caltrans to meet design and safety standards. Caltrans made additional requests after multiple rounds of review, such as the need for custom mounting hardware for the signals due to the freeway overhead, relocation of fence lines, and specific crash barriers near the off-ramp. SFMTA and Public Works had extensive coordination discussions with Caltrans. Additionally, construction contract bids also came in at least 14% over the engineer's estimate and construction support costs, particularly for traffic routing and security, are higher than originally anticipated. SFMTA was able to identify General Fund and Transportation Development Act funds to cover most of the cost increase, however lower than expected revenues from other sources have led to SFMTA's need to request an additional \$2.35 million from Prop L. The project is now being coordinated with an SFPW project to repave the full corridor compared to prior assumptions for paving areas limited to the new bikeway; the updated construction cost estimate and funding plan reflect SFPW's involvement.

SFMTA is committed to implementing the full scope of this project, as proposed, which includes signal upgrades at the critical intersections of Duboce Avenue and Mission Street, 13th Street at South Van Ness Avenue, and 13th Street at Folsom Street. Project costs are largely driven by the traffic signal upgrades, which are essential for implementing the protected bikeways. Without the signal upgrades, the separated bikeways cannot be realized. Reducing other project elements would result in only minimal cost savings, as the bulk of the expense comes from the signals and those signals are integral to enabling the rest of the improvements.

SFMTA acknowledges that Prop L policy is to request allocation of construction funds prior to advertisement of a construction contract and requests a waiver of this policy to meet the accelerated construction timeline necessitated by SHOPP and SB1 LPP grant deadlines.

### **Project Location**

13th Street and Duboce Avenue from Valencia Street to Folsom Street

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?	Greater than Programmed Amount
PROP L Amount	\$1,000,000.00

### Justification for Necessary Amendment

This request includes an amendment to the Safer and Complete Streets 5YPP to add the subject project with \$2.35 million in FY2024/25 funds from the Active Communities Plan Implementation Placeholder (now Biking and Rolling Plan) which is delayed. The 13th Street Safety project is ready to proceed to construction, and will provide near term safety and mobility benefits for this pivotal connection within San Francisco's bikeway network.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	13th Street Safety
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

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

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Apr-May-Jun	2024
Advertise Construction	Jul-Aug-Sep	2024		
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

SFMTA staff will perform community outreach prior to the start of construction to notify nearby residents, businesses, and other service providers. This outreach will include posted notices, mailers, and direct engagement with stakeholders to address concerns, gather feedback, and ensure clear communication about construction timelines, impacts, and alternative routes. Additionally, multilingual resources and materials will be provided to promote accessibility and inclusivity. During construction, staff will be available to address questions, provide updates, and respond to any issues that may arise. Regular communication will be maintained through site visits and online updates to minimize disruptions and keep stakeholders informed throughout the construction process.

The contract for construction of the project must be awarded by December 2024 to meet the timely use of funds requirements associated with the state SB1 Local Partnership Program funds.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	13th Street Safety
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$2,350,000	\$0	\$0	\$2,350,000
EP-221: Vision Zero Ramps	\$0	\$1,000,000	\$0	\$1,000,000
AHSC	\$0	\$0	\$1,813,100	\$1,813,100
Caltrans SHOPP	\$0	\$2,115,000	\$0	\$2,115,000
Prop B General Fund	\$0	\$1,585,703	\$0	\$1,585,703
SB1 Local Partnership Program Formula	\$0	\$550,000	\$0	\$550,000
SFPW Cost Share (RMRA)	\$0	\$1,186,713	\$0	\$1,186,713
TDA Article 3	\$0	\$942,286	\$831,876	\$1,774,162
<b>Phases In Current Request Total:</b>	<b>\$2,350,000</b>	<b>\$7,379,702</b>	<b>\$2,644,976</b>	<b>\$12,374,678</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$2,350,000	\$1,000,000	\$0	\$3,350,000
AHSC	\$0	\$0	\$2,300,000	\$2,300,000
Caltrans SHOPP	\$0	\$2,115,000	\$0	\$2,115,000
IPIIC Developer Fees	\$0	\$0	\$123,100	\$123,100
Prop B General Fund	\$0	\$1,585,703	\$778,000	\$2,363,703
SB1 Local Partnership Program Formula	\$0	\$550,000	\$0	\$550,000
SFPW Cost Share (RMRA)	\$0	\$1,186,713	\$0	\$1,186,713
TDA Article 3	\$0	\$942,286	\$831,876	\$1,774,162
<b>Funding Plan for Entire Project Total:</b>	<b>\$2,350,000</b>	<b>\$7,379,702</b>	<b>\$4,032,976</b>	<b>\$13,762,678</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$317,622		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,070,378		Actuals
Construction	\$12,374,678	\$3,350,000	Engineer's estimate at 100% design complete and based on actual bids received
Operations	\$0		
Total:	\$13,762,678	\$3,350,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	09/25/2024
<b>Expected Useful Life:</b>	30 Years

# 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: Construction Contract	\$ 7,898,150				\$ 7,898,150
Subtotal	\$ 7,898,150				\$ 7,898,150
2. DPW Repaving	\$ 1,078,830		\$ 1,078,830	-	
2. SFMTA shops	\$ 500,000			\$ 500,000	
3. Construction Management/Support	\$ 2,000,000	25%	\$ 1,750,000	\$ 250,000	
4. Contingency	\$ 897,698	11%	\$ 107,883	\$ 789,815	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 12,374,678</b>		<b>\$ 2,936,713</b>	<b>\$ 1,539,815</b>	<b>\$ 7,898,150</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	13th Street Safety
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$3,350,000	<b>Total PROP L Recommended</b>	\$3,350,000

<b>SGA Project Number:</b>		<b>Name:</b>	13th Street Safety
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	27.07%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-221	\$500,000	\$500,000	\$1,000,000

### 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. With the first QPR (due 1/15/25) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

### Special Conditions

1. The recommended allocation is conditioned upon a waiver to the Prop L policy that funds will be allocated prior to the advertising a construction contract necessitating the expenditure of Prop L funds. SFMTA advertised the contract on 7/26/2024.

<b>SGA Project Number:</b>		<b>Name:</b>	13th Street Safety
<b>Sponsor:</b>		<b>Expiration Date:</b>	12/31/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	27.07%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	Total
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PROP L EP-218	\$2,350,000	\$2,350,000
<b>Deliverables</b>		
<p>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.</p>		
<p>2. With the first QPR (due 1/15/2025) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.</p>		
<b>Special Conditions</b>		
<p>1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.</p>		
<p>2. The recommended allocation is conditioned upon a waiver to the Prop L policy that funds will be allocated prior to the advertising a construction contract necessitating the expenditure of Prop L funds. SFMTA advertised the contract on 7/26/2024.</p>		

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	72.93%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	75.66%



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	13th Street Safety
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$3,350,000
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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
<b>Name:</b>	Jennifer Wong	Joel C Goldberg
<b>Title:</b>	Transportation Planner	Grants Procurement Manager
<b>Phone:</b>	(415) 701-4551	555-5555
<b>Email:</b>	jennifer.wong@sfmta.com	joel.goldberg@sfmta.com

### Accessible Pedestrian Signals

Accessible pedestrian signals (APS) are pedestrian push buttons that communicate when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces. SFMTA's policy is to install APS at signalized intersections undergoing a major signal upgrade.



### Curb Ramps

Older curb ramps could be upgraded with yellow truncated domes to provide a tactile surface that is more visible and detectable. This serves people walking with a better warning about where there is a roadway crossing.



### Curb Extensions

Long intersection crossings can be shortened with curb extensions. Curb extensions from median islands can add extra protection for people waiting to cross the street. Curb extensions can also form bikeway channels that provide protected space for bicyclists to approach intersections.



### Sidewalk Widening

Due to the placement of freeway support columns and historic street widening, the sidewalk on the north side of 13th Street west of South Van Ness Avenue is inadequately wide. This project proposes to restore the sidewalk to a more sufficient width, in alignment with the rest of the block.

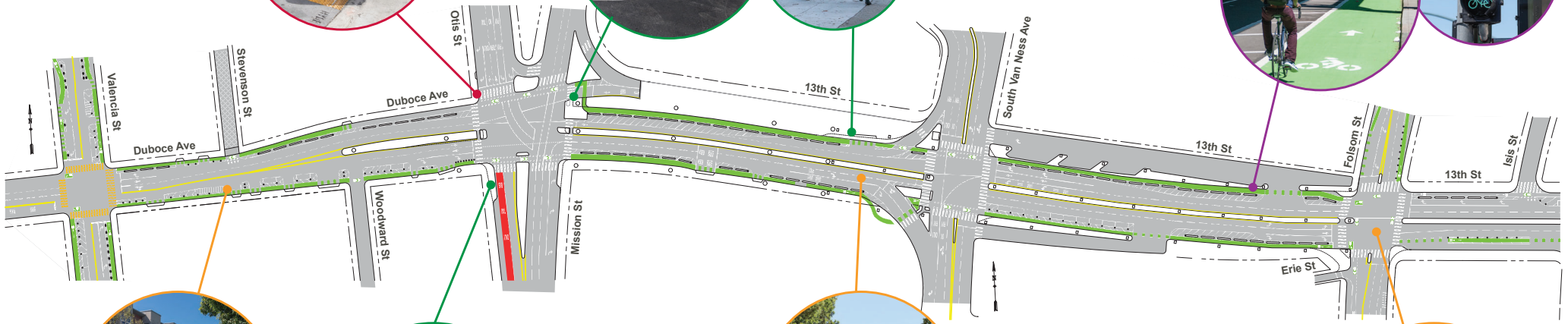


### Protected Bikeway

People traveling by bike along 13th Street currently do so in mixed traffic. This project proposes to install protected bikeways in both directions of 13th Street and Duboce Avenue between Valencia Street and Folsom Street. The new protected bikeway would close a gap in the city's bicycle network between Folsom Street and Valencia Street. A protected bikeway offers people biking a dedicated space physically separated from motorized traffic. The physical separation is reinforced using concrete medians, plastic delineators, or a row of on-street parking.

### Intersection Bikeway Improvements

This project proposes to pair protected bikeways with bike signals at intersections. Bike signals installed with bike-only signal phases clarify when bicyclists may enter an intersection and is usually paired with restricting conflicting vehicle movements. Also, bike boxes are dedicated spaces where bicyclists may wait before proceeding. Bike boxes with arrows are to facilitate turns onto a perpendicular route. Bike boxes are typically painted green as a visual cue for all road users to indicate where bicyclists can be expected.



### Parking and Loading Adjustments

This project proposes parking and loading changes to accommodate existing land uses and business needs. Color curbs can be used to designate space for commercial and passenger loading activities.



### Bulbouts

Bulbouts are one type of curb extension that is an expansion of the sidewalk at the corner of intersections. Bulbouts provide more sidewalk space for people waiting to cross the street, encourage drivers to turn more slowly at intersections, and make pedestrians more visible to all. This project proposes bulbouts at the 13th Street intersections with Mission Street and Folsom Street.



### Travel Lane Reduction

To accommodate a new protected bikeway, the number of travel lanes on 13th Street and Duboce Avenue will be reduced at certain locations. Lane reductions will allow a reallocation of roadway space to better serve the complex needs of 13th Street while also providing a better sense of safety for all users.

### Traffic Signal Upgrades

Existing traffic signals mounted near freeway columns may be replaced with larger sizes in order to improve its visibility to drivers. Traffic signal timing may be customized to accommodate traffic flow at different times of the day, week, and direction. Signal timing improvements will also be made to provide people with more time to walk across intersections.



Please let us know what you think! Email us at [13thStreetSafety@SFMTA.com](mailto:13thStreetSafety@SFMTA.com)

For more information about the 13th Street Safety Project, we invite you to visit: [SFMTA.com/13thStreetSafety](http://SFMTA.com/13thStreetSafety)

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# Proyecto de seguridad de la 13th Street

# MEJORAS PROPUESTAS

## Señales peatonales accesibles

Las señales peatonales accesibles (APS, en inglés) son botones para peatones que comunican cuándo cruzar la calle de una manera no visual, como tonos audibles, mensajes de voz y superficies de vibración. La política de SFMTA es instalar APS en las intersecciones con semáforos que estén experimentando una importante actualización de semáforos.



## Rampa de la acera

Las rampas en las aceras más antiguas podrían mejorarse con domos truncados amarillos para proporcionar una superficie táctil que sea más visible y detectable. Esto sirve a las personas que caminan con una mejor advertencia sobre dónde hay un cruce de calle.



## Extensión del bordillo

Los cruces largos en intersecciones se pueden acortar con extensiones del bordillo. Las extensiones del bordillo desde las islas de camellón pueden agregar protección adicional para las personas que esperan para cruzar la calle. Las extensiones de bordillo también pueden formar canales para bicicletas que brindan un espacio protegido para que los ciclistas se acerquen a las intersecciones.



## Ampliación de la acera

Debido a la ubicación de las columnas de soporte de la autopista y la histórica ampliación de la calle, la acera del lado norte de la 13th Street al oeste de la South Van Ness Avenue no tiene el ancho adecuado. Este proyecto propone restaurar la acera a un ancho más adecuado, en alineación con el resto de la manzana.



## Ciclo vías protegidas

Las personas que viajan en bicicleta por la 13th Street actualmente lo hacen en tráfico mixto. Este proyecto propone instalar ciclo vías protegidas en ambas direcciones de la 13th Street y la Duboce Avenue entre la Valencia Street y la Folsom Street. La nueva ciclo vía protegida cerraría un vacío en la red de ciclo vías de la ciudad entre la Folsom Street y la Valencia Street. Una ciclo vía protegida ofrece a los ciclistas un espacio dedicado físicamente separado del tráfico motorizado. La separación física se refuerza usando camellones de concreto, delineadores de plástico o una fila de estacionamiento en la calle.



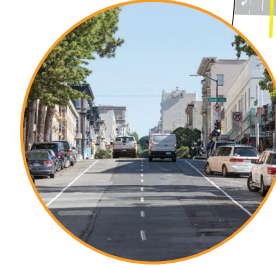
## Mejoras ciclo vías en intersecciones

Este proyecto propone el equipamiento de ciclo vías protegidas con señalamiento para bicicletas en las intersecciones. Los semáforos para bicicletas instalados con fases solo para bicicletas aclaran cuándo los ciclistas pueden ingresar a una intersección y, por lo general, se combinan con la restricción de movimientos de vehículos conflictivos. Las cajas para bicicletas son espacios exclusivos donde los ciclistas pueden esperar antes de continuar. Las cajas para bicicletas con flechas son para facilitar los giros hacia una ruta perpendicular. Las cajas para bicicletas generalmente están pintadas de verde como una señal visual para todos los usuarios de la vía para indicar dónde se puede esperar encontrar ciclistas.



## Ensanchamientos

Los ensanchamientos son un tipo de extensión del bordillo que es una expansión de la acera en la esquina de las intersecciones. Los ensanchamientos brindan más espacio en la acera para las personas que esperan para cruzar la calle, alientan a los conductores a girar más lentamente en las intersecciones y hacen que los peatones sean más visibles para todos. Este proyecto propone ensanchamientos en las intersecciones de la 13th Street con la Mission Street y la Folsom Street.



## Actualización de la señal

Los semáforos existentes montados cerca de las columnas de la autopista pueden reemplazarse con un tamaño más grande para mejorar su visibilidad para los conductores. La temporización de los semáforos se puede personalizar para adaptarse al flujo de tráfico en diferentes momentos del día, la semana y la dirección. Se realizarán mejoras en la temporización de los semáforos para brindar a las personas más tiempo para cruzar las intersecciones.



## Ajustes a los estacionamientos y áreas de carga

Este proyecto propone cambios en el estacionamiento y la carga para adecuarse a los usos de suelo existentes y a las necesidades comerciales. Se pueden utilizar bordillos de colores para designar espacios para actividades comerciales y de ascenso/descenso de pasajeros.



## Reducción de carriles de circulación

Para aceptar la nueva ciclo vía protegida, se reducirá en ciertos lugares la cantidad de carriles de circulación en la 13th Street y en la Duboce Avenue. La reducción de carriles permitirá una reasignación del espacio de la calzada para atender mejor las complejas necesidades de la 13th Street y, al mismo tiempo, brindar una mejor sensación de seguridad para todos los usuarios.



¡Díganos lo que piensa! Contáctenos en [13thStreetSafety@SFMTA.com](mailto:13thStreetSafety@SFMTA.com)

Para más información sobre este proyecto e inscribirse para recibir actualizaciones por correo electrónico, visite: [SFMTA.com/13thStreetSafety](https://www.sfmta.com/13thStreetSafety)

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**無障礙行人號誌**

無障礙行人號誌 (APS) 是行人使用按鈕，它以非視覺方式 (例如可以被聽到的音調、語音資訊和振動表面) 傳達行人穿越馬路的時機。SFMTA 的政策在進行重大號誌升級的信號化交叉路口增設 APS。

**路緣坡道**

升級老舊的路緣坡道，在特定區域鋪設黃色的點形導盲磚，以提供更明顯和可偵測到的觸覺道路表面。這對於行人具有更好的警示作用，提示這裡是一個道路交叉口。

**路緣延伸處**

使用路緣延伸處可以縮短較長的交叉路口。隔離島的路緣延伸處可以為等待穿越馬路的人們增加額外的保護。路緣延伸處也可以形成自行車通道，為靠近交叉路口的自行車騎士提供受保護的空間。

**人行道加寬**

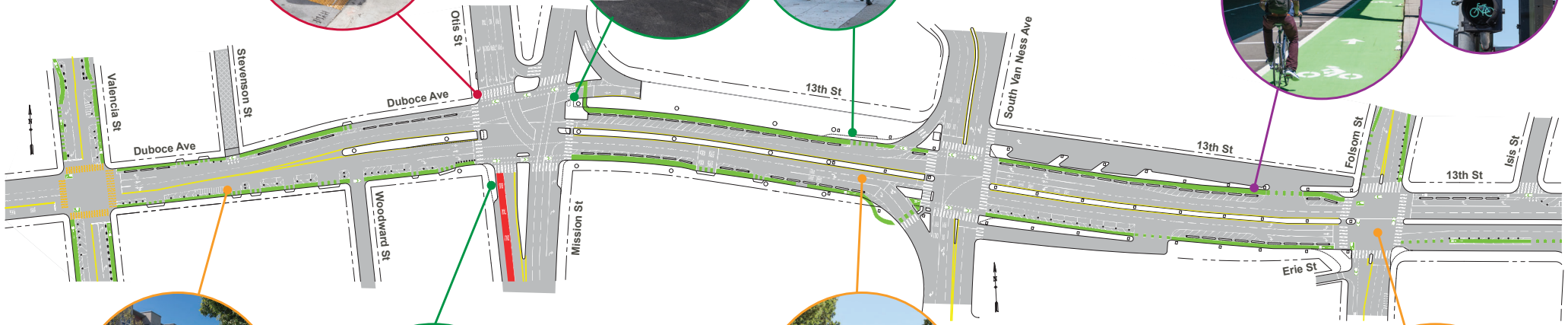
由於高速公路支撐柱的放置和歷史街區的拓寬，South Van Ness Avenue 以西 13th Street 北側的人行道不夠寬。本專案提議將人行道恢復至更充分的寬度，與街區的其餘部分保持一致。

**受保護的自行車道**

騎自行車沿 13th Street 出行的騎士目前只能在混合車流中騎行。本專案提議在 13th Street 和 Duboce Avenue 介於 Valencia Street 和 Folsom Street 之間路段的兩個行駛方向增設受保護的自行車道。新的受保護的自行車道將能彌補本市自行車網路介於 Folsom Street 和 Valencia Street 之間路段的空缺。受保護的自行車道為自行車騎士提供一個專用空間，在物理上與機動車車流分開。這種物理分隔可以使用混凝土隔離帶、塑膠反光錐或一排路邊停車位來加強。

**交叉路口的自行車道改善**

本專案提議將受保護的自行車道與交叉路口的自行車號誌配对。增設自行車專用號誌相位的自行車號誌，明確指出自行車騎士何時可以進入交叉路口，並且通常此時也禁止行車路線衝突的車輛行進。自行車等待區是自行車騎士在繼續騎行之前的專用等待空間。帶箭頭的自行車等待區方便在垂直路線上轉向。作為所有道路使用者的視覺提示，通常將自行車等待區塗成綠色，以指示騎士的預期騎行路線。

**延展路緣**

延展路緣是一類路緣延伸處，它是交叉路口轉角處的人行道擴展。延展路緣為等待穿越馬路的人們提供更多人行道空間，鼓勵駕駛人在交叉路口轉彎時放慢速度，並且使得行人更容易被所有人看到。本專案提議在 13th Street 與 Mission Street 和 Folsom Street 的交叉路口增設延展路緣。

**交通號誌升級**

將安裝在高速公路支撐柱附近的現有交通號誌更換為更大的尺寸，以提高對駕駛人的可見度。定制交通號誌時間以適應一天、一週和行車方向上不同時間的車流量。改善號誌時間，以便為人們提供更多時間穿過交叉路口。

**停車和裝載規則調整**

本專案提議變更停車和裝載區域，以適應現有的土地使用和業務需求。彩色路緣可作為商業和乘客裝載活動的專用空間。

**減少行車道**

為了容納新的受保護的自行車道，將減少 13th Street 和 Duboce Avenue 沿線某些位置的通行車道數量。藉由減少車道來重新分配道路空間，以更能夠滿足 13th Street 的複雜需求，同時也為所有使用者提供更好的安全感。



讓我們知道您的看法！請透過下列電子郵件地址聯繫我們：

[13thStreetSafety@SFMTA.com](mailto:13thStreetSafety@SFMTA.com)

如需有關本計劃的更多資訊，以及訂閱以電子郵件發送的最新消息，請上網瀏覽：

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## 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 November 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
<b>Subprogram: Capital Projects</b>									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation	4	TBD	Programmed	\$2,000,000				\$2,000,000
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	13th Street Safety Project	4	CON	Pending		\$2,350,000			\$2,350,000
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 (Prior)		\$352,000			\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue	3	PS&E	Pending (Prior)		\$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

## 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 November 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation <sup>1</sup>	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed			\$200,000			\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000
<b>Subprogram: Outreach and Education Projects</b>									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000

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 November 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
<b>Subprogram: New Traffic Signals</b>									
SFMTA	Contract 66 New Traffic Signals	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
<b>Total Programmed in 2023 5YPP</b>				\$7,488,000	\$16,185,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
<b>Total Allocated and Pending</b>				\$3,920,000	\$3,468,000	\$0	\$0	\$0	\$7,388,000
<b>Total Unallocated</b>				\$3,568,000	\$12,717,000	\$9,136,000	\$8,001,000	\$6,508,000	\$39,930,000
<b>Total Programmed in 2023 Strategic Plan</b>				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
<b>Deobligated Funds</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Cumulative Remaining Programming Capacity</b>				\$592,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- <sup>1</sup> 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY23/24 for design (Resolution 2024-041, 5/21/2024):  
 Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.  
 Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.  
 Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.
- <sup>2</sup> 5YPP amendment to fund School Traffic Calming Program with \$220,000 in FY23/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):  
 School Traffic Calming, FY23/24 Design: Reduced from \$220,000 to \$0 in FY23/24.  
 School Traffic Calming, FY23/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.  
 School Traffic Calming, FY23/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.
- <sup>3</sup> 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-XX, 10/XX/2024)  
 District 4 Street Improvements: Reduced placeholder FY23/24 programming line from \$700,000 to \$268,000  
 District 4 Street Improvements - Kirkham Street: Added project in FY24/25 programming line for \$352,000 for construction  
 District 4 Street Improvements - 41st Avenue: Added project in FY24/25 programming line for \$80,000 for design
- <sup>4</sup> 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-XX, 11/XX/2024)  
 Active Communities Plan Implementation: Reduced from \$4,350,000 to \$2,000,000 in FY2024/25  
 13th Street Safety Project: Project added with \$2,350,000 in FY2024/25 for construction.

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

## Safer and Complete Streets (EP 18)

## Cash Flow (Maximum Annual Reimbursement)

Pending November 2024 Board

Project Name	Phase	Fiscal Year					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
5th Street Corridor Improvements	CON				\$500,000	\$500,000	\$1,000,000
7th Ave Bikeway	PS&E		\$25,000	\$25,000			\$50,000
7th Ave Bikeway	CON			\$50,000	\$50,000		\$100,000
Active Communities Plan Implementation	4	TBD		\$0	\$0	\$0	\$2,000,000
Active Communities Plan Implementation	TBD					\$750,000	\$3,750,000
Active Communities Plan Implementation	TBD						\$3,750,000
Active Communities Plan Implementation	TBD						\$3,750,000
13th Street Safety Project	4	CON				\$2,350,000	\$2,350,000
Central Embarcadero Enhancement (OBAG Match)	PS&E	\$50,000	\$150,000				\$200,000
District 4 Street Improvements	3	CON		\$134,000	\$134,000		\$268,000
District 4 Street Improvements - Kirkham Street	3	CON		\$176,000	\$176,000		\$352,000
District 4 Street Improvements - 41st Avenue	3	PS&E		\$40,000	\$40,000		\$80,000
Golden Gate Greenway (Tenderloin)	1	PS&E	\$140,000				\$140,000
Golden Gate Greenway (Tenderloin)	1	CON		\$210,000	\$500,000	\$250,000	\$960,000
Howard Streetscape	CON			\$500,000	\$500,000	\$1,000,000	\$2,000,000
Market Octavia Living Alleys Phase 1B	CON				\$350,000	\$350,000	\$700,000
Page Slow Street	PS&E			\$200,000	\$207,000		\$407,000
Page Slow Street	CON					\$500,000	\$593,000
Safe Streets Evaluation Program	PLAN		\$250,000	\$200,000			\$450,000
Safe Streets Evaluation Program	PLAN				\$200,000	\$200,000	\$400,000
School Traffic Calming Program	2	PS&E	\$0	\$0			\$0
School Traffic Calming Program	2	PLAN	\$70,000	\$100,000	\$50,000		\$220,000
School Traffic Calming Program	2	CON	\$30,000	\$670,000	\$1,080,000		\$1,780,000
School Traffic Calming Program	PS&E			\$100,000	\$120,000		\$220,000
School Traffic Calming Program	CON				\$700,000	\$1,080,000	\$1,780,000
School Traffic Calming Program	PS&E				\$100,000	\$120,000	\$220,000
School Traffic Calming Program	CON					\$700,000	\$1,780,000
School Traffic Calming Program	PS&E					\$100,000	\$220,000
School Traffic Calming Program	CON						\$1,780,000
School Traffic Calming Program	PS&E						\$220,000



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

## Safer and Complete Streets (EP 18)

## Cash Flow (Maximum Annual Reimbursement)

Pending November 2024 Board

Project Name	Phase	Fiscal Year					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
School Traffic Calming Program	CON						\$1,780,000
Sickles Avenue Streetscape	CON		\$300,000	\$1,000,000			\$1,300,000
Slow Streets Implementation	CON		\$60,000	\$140,000			\$200,000
Slow Streets Implementation	CON			\$100,000	\$100,000		\$200,000
Slow Streets Implementation	CON				\$100,000	\$100,000	\$200,000
Slow Streets Implementation	CON					\$100,000	\$200,000
Slow Streets Implementation	CON						\$200,000
SoMa Arterial Traffic Calming	CON			\$120,000	\$520,000	\$360,000	\$1,000,000
Tenderloin Protected Intersections	CON				\$125,000	\$125,000	\$250,000
Valencia Street Bikeway Improvements	CON					\$500,000	\$1,000,000
Vision Zero Left Turn Reduction Program	CON		\$50,000	\$50,000			\$100,000
Vision Zero Left Turn Reduction Program	CON				\$50,000	\$50,000	\$100,000
Vision Zero Speed Limit Reduction	CON		\$100,000				\$100,000
Vision Zero Speed Limit Reduction	CON				\$100,000		\$100,000
Vision Zero Speed Limit Reduction	CON						\$100,000
Yerba Buena Island Multi-Use Path	CON				\$500,000	\$500,000	\$1,000,000
Bicycle Education and Outreach	CON		\$200,000				\$200,000
Bicycle Education and Outreach	CON			\$200,000			\$200,000
Bicycle Education and Outreach	CON				\$200,000		\$200,000
Bicycle Education and Outreach	CON					\$200,000	\$200,000
Bicycle Education and Outreach	CON						\$200,000
Safe Routes to School Non-Infrastructure	CON	\$100,000	\$130,000				\$230,000
Safe Routes to School Non-Infrastructure	CON		\$118,000	\$118,000			\$236,000
Safe Routes to School Non-Infrastructure	CON			\$122,000	\$121,000		\$243,000
Safe Routes to School Non-Infrastructure	CON				\$126,000	\$125,000	\$251,000
Safe Routes to School Non-Infrastructure	CON					\$129,000	\$258,000
Vision Zero Education and Communications: Speed Safety Cameras FY24	CON		\$50,000	\$100,000			\$150,000
Vision Zero Education and Communications FY25-28	CON			\$50,000	\$150,000		\$200,000
Vision Zero Education and Communications FY25-28	CON				\$50,000	\$150,000	\$200,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
 Safer and Complete Streets (EP 18)  
 Cash Flow (Maximum Annual Reimbursement)  
 Pending November 2024 Board

Project Name	Phase	Fiscal Year					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Contract 66 New Traffic Signals	CON		\$1,100,000	\$1,100,000	\$1,100,000		\$3,300,000
Contract 67 New Traffic Signals	PS&E		\$550,000	\$550,000			\$1,100,000
Skyline and Sloat Intersection Improvements	CON		\$600,000	\$200,000			\$800,000
Cash Flow Programmed in 2023 5YPP		\$150,000	\$4,273,000	\$6,255,000	\$7,599,000	\$10,239,000	\$47,318,000
Total Cash Flow Allocated and Pending		\$150,000	\$2,104,000	\$1,654,000	\$1,130,000	\$2,350,000	\$7,388,000
Total Cash Flow Unallocated		\$0	\$2,169,000	\$4,601,000	\$6,469,000	\$7,889,000	\$39,930,000
Total Cash Flow in 2023 Strategic Plan		\$150,000	\$4,273,000	\$6,805,000	\$8,099,000	\$9,189,000	\$47,318,000
Deobligated Funds		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$550,000	\$1,050,000	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Yerba Buena Island Multi-Use Path - Transit Lane
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP AA Expenditure Plans</b>	Prop AA Transit Projects
<b>Current PROP AA Request:</b>	\$750,000
<b>Supervisory District</b>	District 06

## REQUEST

### Brief Project Description

This project will design a 0.6 mile one-way transit-only lane along Treasure Island Road from Macalla Road to westbound I-80/Bay Bridge, including a dedicated transit-only on-ramp, as part of the larger 1.2 mile Yerba Buena Island Multi-Use Path project. The transit lane will benefit existing and proposed transit services from Treasure Island (TI) and the proposed TI Ferry Terminal/Intermodal Transit Hub to San Francisco and the Easy Bay, as well as emergency vehicles.

### Detailed Scope, Project Benefits and Community Outreach

This request will fund design of a new 0.6 mile transit-only lane for transit and emergency vehicles along Treasure Island Road. Buses coming from the TI Ferry Terminal/Intermodal Transit Hub will be able to access the transit lane at the intersection of Treasure Island Road & Macalla Road and continue to San Francisco via a dedicated transit-only ramp to westbound I-80/Bay Bridge or continue on Hillcrest Road to the eastbound general traffic I-80 Bay Bridge on-ramp toward the East Bay. Design includes road widening and associated retaining walls, storm water drainage, traffic signage, traffic striping, utility relocation/installation, and safety barriers along Treasure Island Road to accommodate transit lane. The transit lane is a mitigation measure as part of the 2011 Treasure Island EIR and supports the on-going construction of 8,000 new housing units on Treasure Island, 27% of which will be affordable.

## Project Location

Yerba Buena Island, along Treasure Island Road from Macalla Road to I-80/Bay Bridge

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

## Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount

## Justification for Necessary Amendment

This request includes an amendment to the 2022 Prop AA 5-Year Project List to add the subject project with \$750,000 in programming capacity available from projects completed under budget.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Yerba Buena Island Multi-Use Path - Transit Lane
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	EIR/EIS
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2019	Jan-Feb-Mar	2020
Environmental Studies (PA&ED)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2025
Right of Way	Jan-Feb-Mar	2025	Oct-Nov-Dec	2025
Design Engineering (PS&E)	Apr-May-Jun	2024	Oct-Nov-Dec	2025
Advertise Construction	Jan-Feb-Mar	2026		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2026		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2029
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2030

### SCHEDULE DETAILS

Outreach during the PS&E phase is currently on-going as part of the larger Multimodal Bay Skyway Project, of which the YBI Multi-Use Path Project (YBI MUP) is a component, with recent outreach in September 2024 at the SF Ferry Building Farmer's Market and TreasureFest, and planned outreach in October 2024 at the West Oakland Farmer's Market.

The transit transit lane scope was added to the YBI MUP project in Summer 2024, after the multi-use path scope already received NEPA clearance. NEPA clearance for the transit lane scope is on-going and expected early 2025. Both the YBI MUP and transit lane have CEQA clearance.

Award of the design contract for the YBI MUP, including transit lane, will be considered at the November SFCTA Board meeting. Prop AA and BATA design funds need to be allocated to the project so they can amended to the contract through SFCTA Board action in early 2025. These funds also need to be committed in order to show a fully funded design phase for a \$70M application for Multimodal Bay Skyway to the Solutions for Congested Corridors program, due November 2024. BATA programming action is expected in December 2024.

The YBI MUP is being coordinated with the West Side Bridges Seismic Retrofit Project and Hillcrest Road Improvement Project, both of which are currently in construction. Treasure Island Road is currently closed and will reopen when construction construction is completed. The YBI MUP project team will complete design of the multi-use path and the transit lane in order for the project to proceed to construction while Treasure Island Road is closed.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Yerba Buena Island Multi-Use Path - Transit Lane
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-703: Prop AA Transit Projects	\$750,000	\$0	\$0	\$750,000
ATP (Cycle 5)	\$0	\$0	\$3,800,000	\$3,800,000
Bay Area Toll Authority	\$750,000	\$0	\$0	\$750,000
LPP-F (SFCTA)	\$0	\$0	\$751,000	\$751,000
OBAG 3	\$0	\$0	\$2,250,000	\$2,250,000
<b>Phases In Current Request Total:</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$6,801,000</b>	<b>\$8,301,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$750,000	\$0	\$0	\$750,000
PROP L	\$0	\$1,000,000	\$0	\$1,000,000
ATP (Cycle 5)	\$0	\$0	\$3,800,000	\$3,800,000
Bay Area Toll Authority	\$750,000	\$0	\$0	\$750,000
ITIP	\$0	\$4,944,000	\$0	\$4,944,000
LPP-F (SFCTA)	\$0	\$0	\$1,001,000	\$1,001,000
OBAG 3	\$0	\$0	\$2,250,000	\$2,250,000
Priority Conservation Area	\$0	\$0	\$1,000,000	\$1,000,000
RM3 Safe Routes to Transit & Bay Trail	\$16,250,000	\$0	\$0	\$16,250,000
Solution for Congestion Corridors (Cycle 4)	\$38,406,000	\$0	\$0	\$38,406,000
TBD (ATP Cycle 7, RAISE)	\$25,000,000	\$0	\$0	\$25,000,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$81,156,000</b>	<b>\$5,944,000</b>	<b>\$8,051,000</b>	<b>\$95,151,000</b>

## COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000		Actual cost
Environmental Studies	\$100,000		Actual cost
Right of Way	\$0		
Design Engineering	\$8,301,000	\$750,000	Engineer's Estimate
Construction	\$85,600,000		Engineer's Estimate at 15% design
Operations	\$0		
Total:	\$94,251,000	\$750,000	

<b>% Complete of Design:</b>	15.0%
<b>As of Date:</b>	09/25/2024
<b>Expected Useful Life:</b>	50 Years



# San Francisco County Transportation Authority

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

YERBA BUENA ISLAND MULTI-USE PATH TRANSIT LANE - DESIGN

### MAJOR LINE ITEM BUDGET

#### SUMMARY BY MAJOR LINE ITEM - DESIGN

Budget Line Item	YBI MUP Design	Transit Lane Design	Totals	% of phase
1. Total Labor - SFCTA	\$ 450,000	\$ -	\$ 450,000	
2. Consultant	\$ 5,500,000	\$ 1,500,000	\$ 7,000,000	
3. Other Direct Costs *	\$ 130,000	\$ -	\$ 130,000	
4. Contingency	\$ 721,000	\$ -	\$ 721,000	10%
<b>TOTAL PHASE</b>	<b>\$ 6,801,000</b>	<b>\$ 1,500,000</b>	<b>\$ 8,301,000</b>	

\* e.g. Caltrans, PW, MTA, PUC, permit costs, environmental investigation, potholing

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Yerba Buena Island Multi-Use Path - Transit Lane
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP AA Requested:</b>	\$750,000	<b>Total PROP AA Recommended</b>	\$750,000

<b>SGA Project Number:</b>		<b>Name:</b>	Yerba Buena Island Multi-Use Path - Transit Lane
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	12/31/2026
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	9.04%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2024/25	FY2025/26	Total
PROP AA EP-703	\$375,000	\$375,000	\$750,000

**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, 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, 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. Recommendation is conditioned upon concurrent amendment of the 2022 Prop AA 5-Year Project List to add the Yerba Buena Island Multi-Use Path - Transit Lane Project with \$750,000 in FY2024/25 for the design phase. See attached Prop AA Five Year Project List for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	90.96%	No TNC TAX	No PROP L
Actual Leveraging - This Project	99.21%	No TNC TAX	98.95%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Yerba Buena Island Multi-Use Path - Transit Lane
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP AA Request:</b>	\$750,000
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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:
MT

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Mike Tan	Mike Pickford
<b>Title:</b>	Administrative Engineer	Principal Transportation Planner
<b>Phone:</b>	(415) 522-4826	(415) 522-4822
<b>Email:</b>	mike.tan@sfcta.org	mike.pickford@sfcta.org

2022 Prop AA 5-Year Project List (FY 2022/23 - FY 2026/27)  
 Programming and Allocations to Date  
 Pending November 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2022/23	2023/24	2024/25	2025/26	2026/27	
Street Repair and Reconstruction				Total Funds Available in Category					\$12,324,780
				\$2,686,679	\$2,409,525	\$2,409,525	\$2,409,525	\$2,409,525	\$12,324,780
SFPW	Hunters Point, Central Waterfront and Potrero Hill Area Streets Pavement Renovation	CON	Allocated	\$2,882,492					\$2,882,492
SFPW	8th St, Clay St and Levenworth St Pavement Renovation	CON	Allocated		\$2,360,572				\$2,360,572
SFPW	Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation	CON	Programmed			\$2,360,572			\$2,360,572
SFPW	Front St, Sansome St, 1st St and Montgomery St Pavement Renovation	CON	Programmed				\$1,860,572		\$1,860,572
SFPW	Fillmore St Pavement Renovation	CON	Programmed					\$2,360,572	\$2,360,572
									\$0
									\$0
Total Programmed in 2022 5YPP				\$2,882,492	\$2,360,572	\$2,360,572	\$1,860,572	\$2,360,572	\$11,824,780
Total Allocated and Pending				\$2,882,492	\$2,360,572	\$0	\$0	\$0	\$5,243,064
Total Unallocated				\$0	\$0	\$2,360,572	\$1,860,572	\$2,360,572	\$6,581,716
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				(\$195,813)	(\$146,860)	(\$97,906)	\$451,047	\$500,000	\$500,000

Pedestrian Safety				Total Funds Available in Category					\$5,423,915
SFPW	Japantown Buchanan Mall Improvements	PS&E	Allocated	\$100,000					\$100,000
SFPW	Japantown Buchanan Mall Improvements	CON	Programmed		\$400,000				\$400,000
SFPW	Oakdale Lighting Improvements Project Phase 1	PS&E	Allocated	\$324,000					\$324,000
SFPW	Oakdale Lighting Improvements Project Phase 1 <sup>2</sup>	CON	Allocated		\$1,200,000				\$1,200,000
SFPW	Oakdale Lighting Improvements Project Phase 1 <sup>2</sup>	CON	Programmed		\$450,000				\$450,000
SFPW	Innes Avenue Sidewalk Improvements	PS&E	Allocated	\$179,000					\$179,000
SFPW	Innes Avenue Sidewalk Improvements	CON	Programmed		\$672,000				\$672,000
SFMTA	Central Embarcadero Safety Project	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Howard Streetscape Pedestrian Safety Project	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Bayview Community Multimodal Corridor Project	CON	Programmed					\$598,915	\$598,915
Total Programmed in 2022 5YPP				\$603,000	\$4,722,000	\$0	\$0	\$598,915	\$5,923,915
Total Allocated and Pending				\$603,000	\$1,200,000	\$0	\$0	\$0	\$1,803,000
Total Unallocated				\$0	\$3,522,000	\$0	\$0	\$598,915	\$4,120,915
Deobligated Funds				\$106,070	\$38,948	\$90,720	\$0	\$0	\$235,738
Cumulative Remaining Programming Capacity				\$685,429	(\$2,937,234)	(\$1,786,125)	(\$725,737)	(\$264,263)	(\$264,263)

2022 Prop AA 5-Year Project List (FY 2022/23 - FY 2026/27)  
 Programming and Allocations to Date  
 Pending November 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2022/23	2023/24	2024/25	2025/26	2026/27	
Transit Reliability and Mobility Improvements			Total Funds Available in Category	\$1,251,540	\$1,122,433	\$1,122,433	\$1,122,433	\$1,122,433	\$5,741,270
SFMTA	M Ocean View Transit Reliability and Mobility Improvements	PS&E	Allocated	\$1,000,000					\$1,000,000
SFMTA	29 Sunset Transit Reliability and Mobility Improvements	1 PS&E	Programmed	\$0					\$0
SFMTA	29 Sunset Improvement Project (Phase 1)	1 PS&E	Allocated	\$1,000,000					\$1,000,000
BART	Elevator Modernization Project, Phase 1.3, Powell Street and Civic Center/UN Plaza Stations	CON	Programmed				\$3,441,270		\$3,441,270
TJPA	Salesforce Transit Center Wayfinding Phase 1	CON	Allocated	\$300,000					\$300,000
SFCTA	Yerba Buena Island Multi-Use Path - Transit Lane Project	3 PS&E	Pending			\$750,000			\$750,000
Total Programmed in 2022 5YPP				\$2,300,000	\$0	\$750,000	\$3,441,270	\$0	\$6,491,270
Total Allocated and Pending				\$2,300,000	\$0	\$750,000	\$0	\$0	\$3,050,000
Total Unallocated				\$0	\$0	\$0	\$3,441,270	\$0	\$3,441,270
Deobligated Funds				\$0	\$0	\$589,087	\$0	\$0	\$589,087
Cumulative Remaining Programming Capacity				(\$1,048,460)	\$73,972	\$1,035,492	(\$1,283,346)	(\$160,913)	(\$160,913)
Total Available Funds				\$5,120,578	\$4,592,347	\$4,592,347	\$4,592,347	\$4,592,347	\$23,489,965
Total Programmed				\$5,785,492	\$7,082,572	\$3,110,572	\$5,301,842	\$2,959,487	\$24,239,965
Cumulative Remaining Capacity				(\$558,844)	(\$3,010,121)	(\$848,540)	(\$1,558,035)	\$74,825	\$74,825

FOOTNOTES:

Allocated  Pending Allocation

- <sup>1</sup> To accommodate funding of 29 Sunset Improvement Project (Phase 1) (Resolution 2023-021-12/13/22)  
 29 Sunset Transit Reliability and Mobility Improvements: Reduced from \$1,000,000 to \$0  
 29 Sunset Improvement Project (Phase 1): Added project with \$1,000,000 for design in FY 2022/23
- <sup>2</sup> To fund Oakdale Lighting Improvements Project Phase 1 at requested amount  
 Oakdale Lighting Improvements Project Phase 1 (CON): Reduced initial programming of \$1,650,000 to \$1,200,000  
 Added second programming line of \$450,000
- <sup>3</sup> Yerba Buena Island Multi-Use Path - Transit Lane Project: project added with \$750,000 in FY2024/25 for design drawing programming from programwide de-obligated funds (Resolution 2025-xx)  
 Cumulative Remaining Capacity reduced from \$824,825 to \$74,825

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# Memorandum

## AGENDA ITEM 9

**DATE:** October 17, 2024

**TO:** Transportation Authority Board

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

**SUBJECT:** 11/19/2024 Board Meeting: Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,649,000 in Prop L funds to the San Francisco Municipal Transportation Agency for:</p> <ol style="list-style-type: none"> <li>1. Bus Transit Signal Priority (\$2,649,000)</li> </ol> <p>Appropriate \$139,890 in Prop L funds, with conditions, for:</p> <ol style="list-style-type: none"> <li>2. Bayview Street Safety and Truck Relief Study (\$139,890)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## DISCUSSION

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



attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

### **FINANCIAL IMPACT**

The recommended action would allocate \$2,649,000 and appropriate \$139,890 in Prop L funds. The allocation 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, appropriation and cash flow amounts that are the subject of this memorandum.

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 will consider this item at its October 23, 2024, meeting.

### **SUPPLEMENTAL MATERIALS**

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



Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	1, 17	SFMTA	Bus Transit Signal Priority	\$ 2,649,000	\$ 3,149,000	Muni Reliability and Efficiency Improvements: 90%, Traffic Signs and Signals Maintenance: 29%	16%	Construction	Citywide
Prop L	26	SFCTA	Bayview Street Safety and Truck Relief Study	\$ 139,890	\$ 665,000	78%	79%	Planning/ Conceptual Engineering	10
<b>TOTAL</b>				<b>\$ 2,788,890</b>	<b>\$ 3,814,000</b>				

Footnotes

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
1, 17	SFMTA	Bus Transit Signal Priority	\$ 2,649,000	Requested funds will be used to upgrade bus transit signal priority (TSP) equipment that is reaching the end of its useful life with newer wireless radios, network switches, and fiber optic with higher bandwidth that can support new cloud-based technologies. SFMTA will also use Prop L funds to field test off-the-shelf central management software and determine compatibility with existing TSP and traffic signal systems in preparation for future transition to a cloud-based TSP system, and install new closed-circuit cameras at strategic locations and upgraded components for variable message signs. See attached allocation request form for potential locations. SFMTA expects that the project will be open for use by June 2027.
26	SFCTA	Bayview Street Safety and Truck Relief Study	\$ 139,890	This study will identify recommended improvements to reduce conflicts between trucks and transit, pedestrian, bike, and vehicle traffic in the Bayview neighborhood. Recommendations will include safety improvements to reduce conflicts with large vehicles and policies and programs to reduce the use of large delivery vehicles by building on efforts to decarbonize deliveries and promote electric vehicle adoption for deliveries. The scope of work includes public and stakeholder engagement, and establishing a Technical Advisory Committee which will include representatives from the goods movement industry. SFCTA expects to present the final report to the Board for approval by June 2027.
<b>TOTAL</b>			<b>\$2,788,890</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
1, 17	SFMTA	Bus Transit Signal Priority	\$ 2,649,000	
Prop L	SFCTA	Bayview Street Safety and Truck Relief Study	\$ 139,890	<b>Special Conditions:</b> The recommended allocation is contingent upon amendment of the Equity Priority Transportation Program 5YPP. See attached 5YPP amendment for details.
<b>TOTAL</b>			<b>\$ 2,788,890</b>	

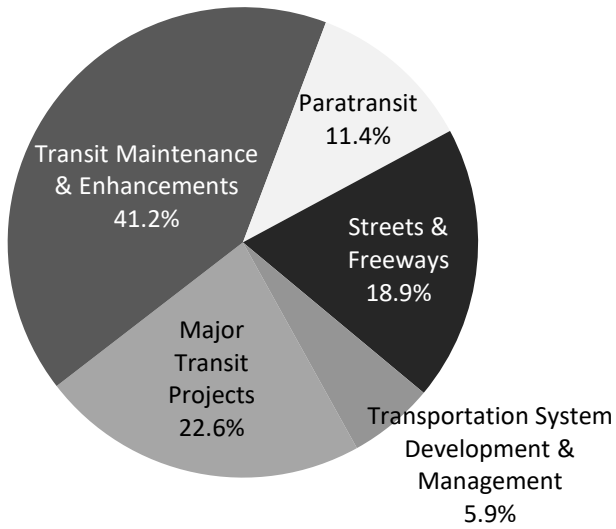
<sup>1</sup> See Attachment 1 for footnotes.

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

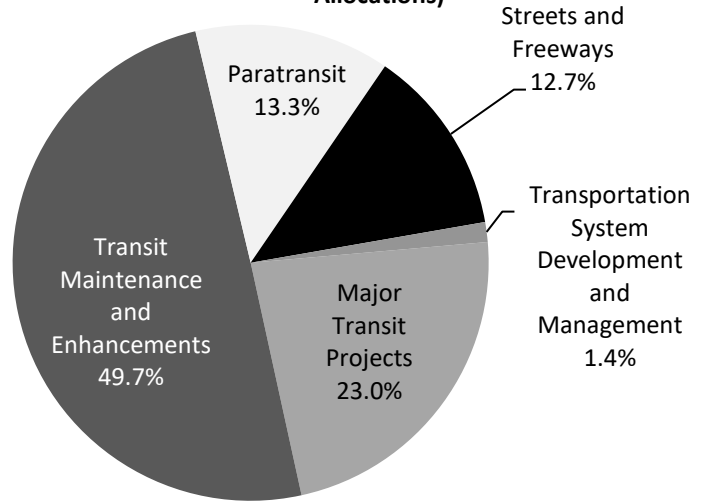
<b>PROP L SALES TAX</b>						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 75,623,782	\$ 16,800,072	\$ 36,514,392	\$ 18,504,318	\$ 3,805,000	\$ -
Current Request(s)	\$ 2,788,890	\$ 1,000,000	\$ 1,788,890	-	-	-
New Total Allocations	\$ 78,412,672	\$ 17,800,072	\$ 38,303,282	\$ 18,504,318	\$ 3,805,000	\$ -

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

**Prop L Expenditure Plan**



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



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bus Transit Signal Priority
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Muni Reliability and Efficiency Improvements, Traffic Signs and Signals Maintenance
<b>Current PROP L Request:</b>	\$2,649,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Upgrade bus transit signal priority (TSP) equipment that is reaching the end of its useful life with newer wireless radios, network switches, and fiber optic with higher bandwidth that can support new cloud-based technologies. Funds will also be used to upgrade traffic signal controller communications protocol in preparation for future testing of different cloud-based TSP systems, and to field test off-the-shelf central management software and determine compatibility with existing TSP and traffic signal systems. Scope also includes new closed-circuit cameras at strategic locations and upgraded components for variable message signs.

### Detailed Scope, Project Benefits and Community Outreach

The SFMTA's SFgo program manages the City's intelligent transportation system and is responsible for 1) transit signal priority (TSP) for Muni, and emergency vehicle preemption for San Francisco's Fire Department; 2) Variable Message Signs used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements; 3) Closed-circuit (CCTV) cameras installed at locations strategically selected to more efficiently monitor traffic and field conditions, and to support various SFMTA's daily operations, as well as emergency operations, planned and unplanned street events, and monitoring construction site activities; and 4) the traffic signal communication network which allows for remote two-way communication, and monitoring and operations of TSP, Variable Message Signs, and CCTV equipment, as well as remote monitoring of other traffic signal devices managed by SFMTA's Traffic Signal Shop.

TSP installations started citywide in 2012 with a goal of fully equipping every transit vehicle and every signalized intersection on a Muni bus route with TSP, approximately 600 intersections in all. To date SFMTA has equipped about 500 intersections with GPS-based TSP, including all the Muni Rapid route corridors. Also, 622 intersections are equipped with emergency vehicle preemption, 740 intersections are connected to the communication network (out of 1300 total signalized intersections), 197 intersections are equipped with CCTV cameras, and 26 variable message signs are located at strategic locations to broadcast information to the public.

The 2021 Value of TSP Report identified enabling or adding TSP to more intersections as an opportunity for SFMTA to further improve travel times across intersections. The report found that TSP provides improved travel times and reduced stop rates through 70% of the intersections with an average time savings of 3% for the segments observed. The report also identified other opportunities for improvement, such further evaluating timing setting at TSP enabled intersections to take advantage of the green extension. SFMTA staff has optimized intersections and updated our TSP guidelines in response to this recommendation and will continue to review and look for opportunities to provide the maximum green time possible for transit. Expansion of our current TSP system would then address the first recommendation included in the report, which is to install TSP at more intersections to improve travel time across intersections.

While SFMTA is planning the expansion of our TSP system, we are also working on transitioning our current GPS-based TSP system to new TSP technology. The transition is urgently needed because our current GPS-based TSP system will no longer be supported by the industry, including our current TSP vendor. A full cloud-based TSP system requires no equipment on transit buses or at the intersections, it draws real-time bus information from the on-board Automatic Vehicle Locations (AVL) system every one to two seconds. In comparison, GPS-based TSP systems, draw second-to-second real-time bus information from the TSP system's own on-board GPS equipment. For both TSP systems, the real-time bus data is then processed by the intersection traffic signal controller software to provide green lights to approaching buses. There are two significant constraints limiting our ability to transition directly from a GPS-based TSP system to a cloud-based system, and these are associated with SFMTA's AVL system and the traffic signal controller software protocol. Due to system constraints, SFMTA's incoming updated AVL will only be able to provide bus data every five seconds, not every second. Also, the existing traffic signal controller software uses a dated communications protocol that needs to be upgraded. To ensure that we maintain a fully operational TSP system while we transition to the new technology, SFMTA will conduct proof-of-concept pilot tests of hybrid and full cloud-based solutions.

SFMTA requests Prop L funds to upgrade the traffic signal controller communications protocol that can support cloud-based TSP, conduct proof-of-concept testing of different cloud-based TSP systems, and deployment of the new TSP system to all intersections currently equipped with TSP devices. Once a new TSP system is selected, Prop L funds will also be used to continue the expansion of TSP and communication equipment at intersections where recent projects just installed new traffic signals and at certain intersections that were not upgraded when the larger corridor was equipped with GPS-based TSP. Funds will also be used for SFMTA staff to field test multiple off-the-shelf central management software (CMS) technologies and determine compatibility with our systems. The CMS will be used to monitor and analyze TSP and ITS systems performance. New equipment to be purchased includes TSP intersection equipment, traffic signal controller equipment, and networking equipment.

SFMTA will use the funds requested from the Prop L Traffic Signs and Signal Maintenance program to upgrade and replace existing TSP related devices, including radios, controller equipment, networking equipment and CCTV equipment that is nearing the end of its useful life. Requested funds will also be used for network optimization at intersections already equipped with TSP radios and antennas to ensure that the full benefit of the capital improvement is achieved. The primary equipment to be repaired, replaced or covered by extended warranties through the requested allocation will be:

- Intersection-installed radios to communicate with the radios on the buses.
- Phase selector cards to be installed inside traffic signal controller cabinets. These are used to translate information from intersection TSP radios to traffic signal controllers.

- Wireless radios and switches to provide remote access to connect to TSP intersections to monitor activity and to pull maintenance logs. Cables, Ethernet cords, mounting brackets to install and connect TSP intersections equipment to the network.
- CCTV cameras to monitor traffic and field conditions that impact transit and TSP performance.
- Variable Message Signs used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements.

It is expected that, similar to GPS-based TSP, exact number of intersections with TSP installations or upgrades to a new TSP system will depend on the condition of the existing signal infrastructure (e.g., conduits, signal controllers, networking equipment). Installation costs vary from \$15,000 to \$80,000 per intersection. Factors affecting cost include need for updated controller firmware; controller cabinet must be upgraded to accommodate additional equipment; existing conduits in bad condition; there is already an existing TSP radio at an intersection but no wireless radio for a network connection; need for a fiber optic connection because the bandwidth of the wireless radio is limited by poor line-of-sight or distance. For newly signalized intersections, the cost of adding TSP will depend on the need for a fiber optic connection. Whenever possible, other capital resources will be used to minimize the costs for new TSP installations. See attached list of locations where SFMTA is planning to install new TSP equipment over the next few years pending further feasibility analysis.

Currently, SFMTA can monitor the impact of TSP on transit performance through two data sources – (1) via intersection controllers and (2) via TSP radios on buses. The first method allows SFMTA to remotely check into each network-connected traffic controller front panel screen to see the current signal timing by phase and whether TSP is enabled. The second method allows SFMTA to pull data logs on each bus to see how many TSP calls have been placed, at which intersections and what times. Through the logs, SFMTA can tell if equipment is properly functioning in each intersection and bus. Some TSP features will be available remotely for staff at the Transportation Management Center to monitor. For security reasons, access to the first method of viewing traffic signal controller displays will be limited to certain traffic engineers and electricians. The two methods mentioned above are very manual and time consuming. A new central management software would simplify the process by providing performance metrics and system status that would allow traffic engineers and electricians to identify locations where the equipment is not working properly or where TSP should be optimized.

## **Project Benefits**

1. Improved transit performance - TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles that are approaching the intersection. TSP improves the odds that a transit vehicle sees a green light or gets a shorter red light, thus reducing delays and improving transit reliability and travel times.
2. Updated traffic signal timing to latest standards – Signal timing will be updated with new installation of TSP equipment to reflect the latest standards for Yellows, All-Reds and pedestrian clearance.
3. Remote monitoring – Installed equipment will allow SFMTA to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when a bus made a call requesting TSP to the traffic signal controller and which bus number made the call.
4. Repair and replacement of network equipment that is nearing end-of-life will ensure continuous and reliable monitoring and communication with the TSP system.

5. A central management software to monitor and analyze TSP performance would allow engineers to optimize TSP timing and detection parameters more efficiently to improve transit travel speeds and reliability. As noted in the 2021 Value of TSP Report, to be able to prepare such report, TSP had to be disabled for 3 weeks on the entire bus fleet to gather TSP-on and TSP-off data along eight Muni routes. In addition, we currently do not have an efficient way to measure TSP performance overtime. We anticipate that the central management software will allow us to more efficiently monitor TSP's performance and customize data analytics.
6. The useful life of aging VMS signs will be extended by upgrading certain parts of the signs that are now obsolete and are reaching end of life. Parts to be upgraded include VMS controllers, power supplies and upgraded LED panels.

The subject request will fund equipment purchases, labor costs for signal timing engineering and equipment installation, and extended warranties for upgraded equipment to ensure continued manufacturer support. Whenever possible, repairs and replacement of TSP and network equipment will be coordinated with other projects or efforts to reduce time and costs.

Implementation – (1) SFMTA Signal Shop and ITS-SFgo will work with the traffic signal controller software vendor to upgrade the communications protocol to support cloud-based TSP, (2) SFMTA Signal Shop and ITS-SFgo will conduct cloud-based TSP and CMS proof-of-concept pilot tests, (3) SFMTA Streets Division will manage the issuance and administration of the purchase orders for TSP and network related equipment, CCTV cameras, VMS devices and other equipment, (4) perform as-needed traffic signal timing updates to optimize and update TSP and emergency preemption parameters, (5) SFMTA's Signal Shop will install new CCTV cameras and TSP intersection equipment, and (6) SFMTA's Signal Shop will also remotely monitor the equipment, perform intersection equipment replacement and work with SFMTA IT to configure and optimize network equipment, and ensure compatibility with the existing TSP system.

## Project Location

Citywide

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

## Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$2,649,000.00



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bus Transit Signal Priority
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

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

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			Jul-Aug-Sep	2008
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2025		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Apr-May-Jun	2028

## SCHEDULE DETAILS

August 2008: Obtained CEQA Categorical Exemption Determination from the City and County of San Francisco.

SFMTA will install TSP-related devices on an intersection by intersection rolling basis.

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bus Transit Signal Priority
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$0	\$1,500,000	\$0	\$1,500,000
EP-217: Traffic Signs and Signals Maintenance	\$0	\$1,149,000	\$0	\$1,149,000
AHSC Cycle 7	\$0	\$500,000	\$0	\$500,000
LCTOP	\$0	\$500,000	\$0	\$500,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$3,649,000</b>	<b>\$0</b>	<b>\$3,649,000</b>

### COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$3,649,000	\$2,649,000	Based on prior work
Operations	\$0		
Total:	\$3,649,000	\$2,649,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	09/25/2024
<b>Expected Useful Life:</b>	15 Years

### PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2024/25	FY2025/26	Fund Source Total
PROP L	Construction	\$1,000,000.00	\$1,649,000.00	\$2,649,000.00
	<b>Total:</b>	<b>\$1,000,000.00</b>	<b>\$1,649,000.00</b>	<b>\$2,649,000.00</b>

San Francisco County Transportation Authority  
 Prop L Allocation Request Form

Project Name: Bus Transit Signal Priority

**MAJOR LINE ITEM BUDGET**

**CONSTRUCTION**

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

Budget Line Item	Totals	% of contract	DT	SFMTA	Contractor
<b>Purchase Order</b>	<b>\$ 1,149,000</b>	<b>31%</b>			<b>\$ 1,149,000</b>
Networking Equipment & Warranty	\$ 300,000	8%			\$ 300,000
Radio Equipment & Warranty	\$ 149,000	4%			\$ 149,000
Controllers, Cabinets, CCTV & VMS Equipment	\$ 500,000	14%			\$ 500,000
Software Equipment, License & Warranty	\$ 200,000	5%			\$ 200,000
<b>SSD Signal Shop Support</b>	<b>\$ 1,150,000</b>	<b>32%</b>		<b>\$ 1,150,000</b>	
Network Upgrades	\$ 300,000				
Traffic signal controller communications protocol upgrades	\$ 200,000				
Central Management Software Proof of Concept	\$ 300,000				
Traffic signal controller & cabinet upgrades	\$ 150,000				
Closed-Caption TV Camera Installation	\$ 100,000				
Variable Message Sign Equipment Upgrades	\$ 100,000				
<b>SSD Engineering</b>	<b>\$ 350,000</b>	<b>10%</b>		<b>\$ 350,000</b>	
Network Upgrades	\$ 50,000				
Traffic signal controller communications protocol upgrades	\$ 100,000				
Central Management Software Proof of Concept	\$ 100,000				
Traffic signal controller & cabinet upgrades	\$ 50,000				
Closed-Caption TV Camera Installation	\$ 25,000				
Variable Message Sign Equipment Upgrades	\$ 25,000				
<b>Work Authorizations to other City Agencies</b>					
Network Upgrades:					
Department of Technology	\$ 1,000,000	27%	\$ 1,000,000		

<b>Phase Grand Total</b> (Purchase Orders+Engineering and Signal Shop Support+Work Authorizations)	<b>\$ 3,649,000</b>				
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bus Transit Signal Priority
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$2,649,000	<b>Total PROP L Recommended</b>	\$2,649,000

<b>SGA Project Number:</b>		<b>Name:</b>	Bus Transit Signal Priority
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	84.12%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$500,000	\$1,000,000	\$1,500,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, and delivery updates including the number and locations of the intersections upgraded with Transit Signal Priority (TSP) equipment and any other network optimization work done in the preceding 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 project, SFMTA shall provide a before/after study evaluating the effectiveness of the TSP improvements funded by this project.

<b>SGA Project Number:</b>		<b>Name:</b>	Bus Transit Signal Priority
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	84.12%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-217	\$500,000	\$649,000	\$1,149,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, and delivery updates including the number and locations of the intersections upgraded with Transit Signal Priority (TSP) equipment and any other network optimization work done in the preceding 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 project, SFMTA shall provide a before/after study evaluating the effectiveness of the TSP improvements funded by this project.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	27.4%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	27.4%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bus Transit Signal Priority
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

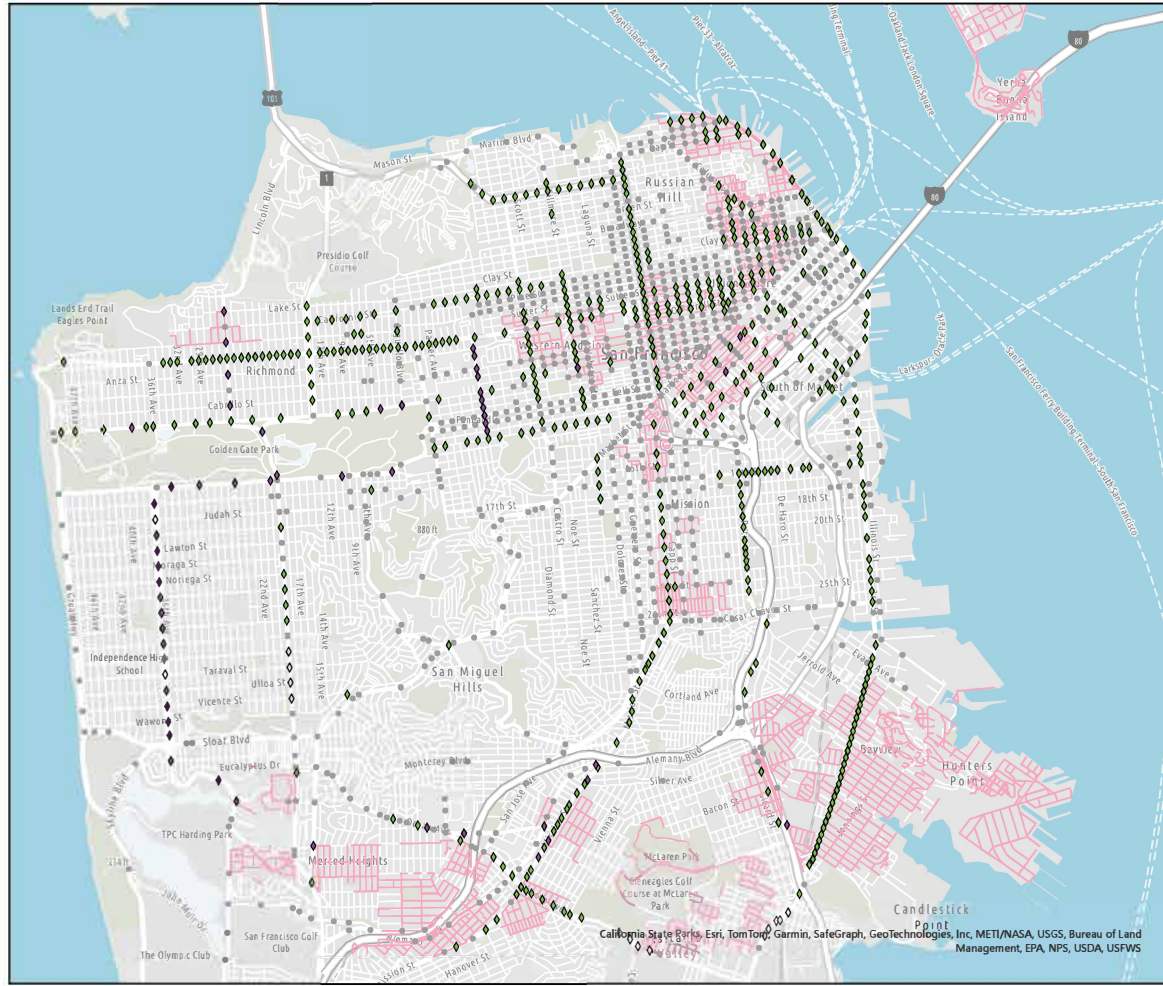
<b>Current PROP L Request:</b>	\$2,649,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Liliana Ventura	Joel C Goldberg
<b>Title:</b>	Project Manager	Grants Procurement Manager
<b>Phone:</b>	(415) 701-4423	555-5555
<b>Email:</b>	liliana.ventura@sfmta.com	joel.goldberg@sfmta.com



### SFMTA Transit Signal Priority

October 2024

#### Legend

- ◆ TSP in Operation
- ◆ Planned TSP
- Traffic Signal
- Equity Priority Community Road

0.2 miles

Scale 1:51,345

Date Saved: 10/11/2024

For reference contact: [celine.leung@sfmta.com](mailto:celine.leung@sfmta.com)

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### SD Communication Network Map

October 2024

#### Legend

- ▲ Fiber Point
- Wireless Radio
- \* Fiber Backhaul
- ◆ Fiber Hub
- ITS-SFgo Fiber
- Planned Fiber
- Empty Conduit with Rope



Scale

Date Saved: 10/10/2024

For reference contact: [celine.leung@sfmta.com](mailto:celine.leung@sfmta.com)

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PLANNED TRANSIT SIGNAL PRIORITY (TSP) EQUIPMENT  
INSTALLATION LIST 2023-2028

Please note that intersections may be added or removed from this list depending further feasibility analysis and as opportunities arise. Installation of new TSP equipment for most of these intersections will depend on the conditions of the existing signal infrastructure.

Intersections completed since June 2023 are shown in [blue](#).

New signals to be installed by other projects:

1. Kezar/Lincoln
2. 10th Ave/Lincoln
3. Alemany/Rousseau
4. Admiral/Mission/Ney
5. Castle Manor/Mission/Maynard
6. Mission midblock/Russia/Leo
7. France/Mission
8. Mary/Mint/Mission

Fulton Corridor:

9. 39th/Fulton
10. [Arguello/Fulton](#)
11. [10th Avenue/Fulton](#)
12. [18th Avenue/Fulton](#)
13. [22nd Ave/Fulton](#)
14. [25th Avenue/Fulton](#)

Masonic Corridor:

15. Anza/O'Farrell/Masonic
16. Turk/Masonic
17. Golden Gate/Masonic
18. Grove/Masonic
19. Hayes/Masonic
20. Fell/Masonic
21. Oak/Masonic
22. Page/Masonic
23. Haight/Masonic

Park Presidio Corridor:

24. [Park Presidio/Cabrillo](#)
25. [Park Presidio/Balboa](#)
26. [Park Presidio/Anza](#)
27. [Park Presidio/Lake](#)
28. [Park Presidio/California](#)
29. [Park Presidio/Fulton](#)
30. [McAllister/Webster](#)

3<sup>rd</sup>/4<sup>th</sup> Streets:

31. 3rd Street/Perry
32. 3rd Street/Harrison
33. 3rd Street/Mission
34. 4th Street/Harrison
35. 4th Street/Clara
36. 4th Street/Folsom
37. 4th Street/Howard
38. 4th Street/Minna
39. 4th Street/Mission

Stockton:

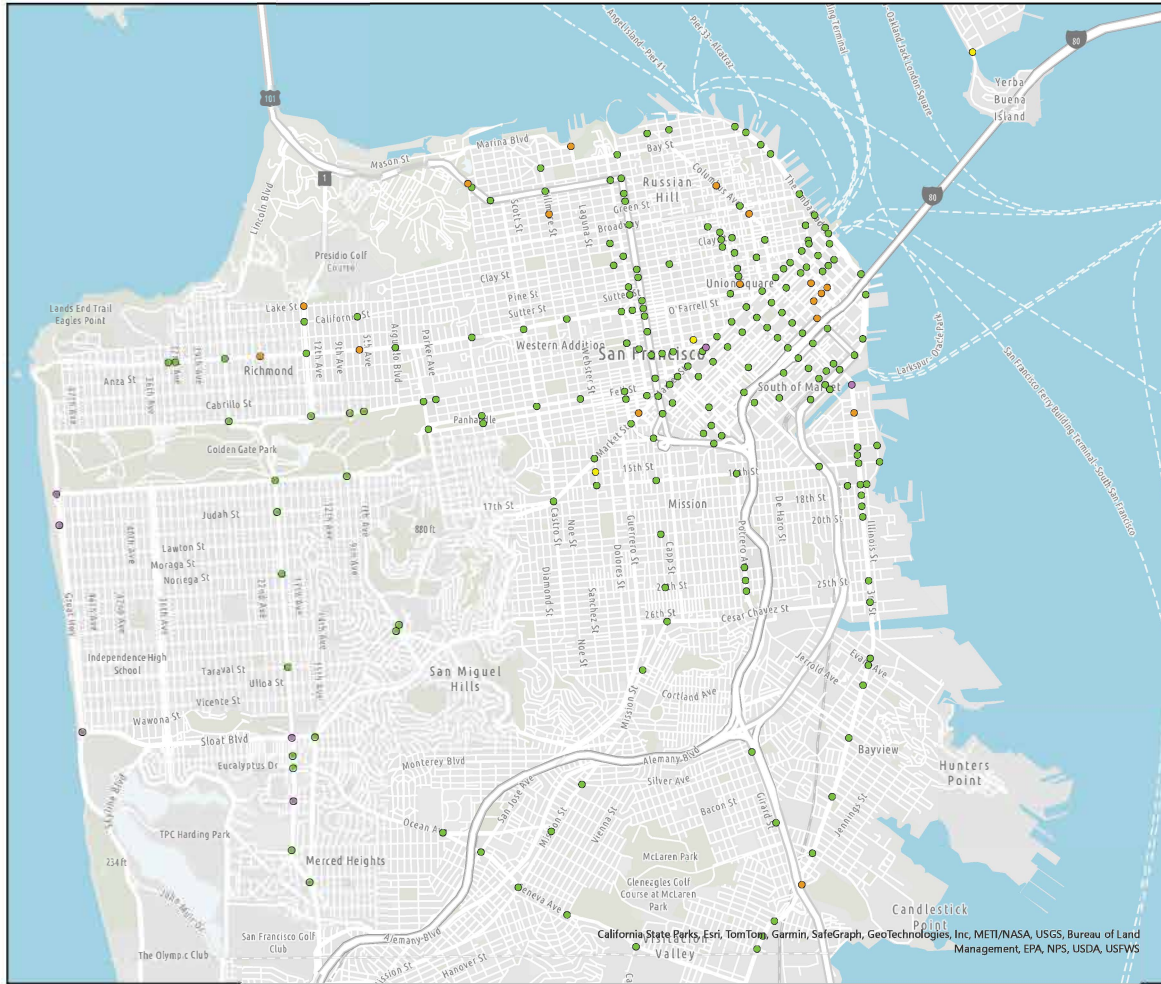
40. Stockton St/O'Farrell
41. Stockton St/Geary
42. Stockton St/Post
43. Stockton St/Sutter
44. Stockton St/Pacific

Ocean Corridor:

45. Geneva/Frida Kahlo/Ocean
46. Geneva/Mission
47. Ocean/Mission
48. Ocean/Brighton
49. Ocean/Howth
50. Ocean/Alemany
51. Ocean/San Jose

52. 7th/Howard

53. [Van Ness/Geary](#)
54. [Van Ness/McAllister](#)
55. San Bruno/Silver
56. Mission/16th
57. [11th/Mission](#)
58. [Potrero/16th](#)
59. 3rd/16th (WBLT 16th)



## ITS-SFgo CCTV Map

October 2024

### Legend

- Awaiting Construction CCTV
- In Progress CCTV
- Existing CCTV
- Planned CCTV



Scale 1:51,345

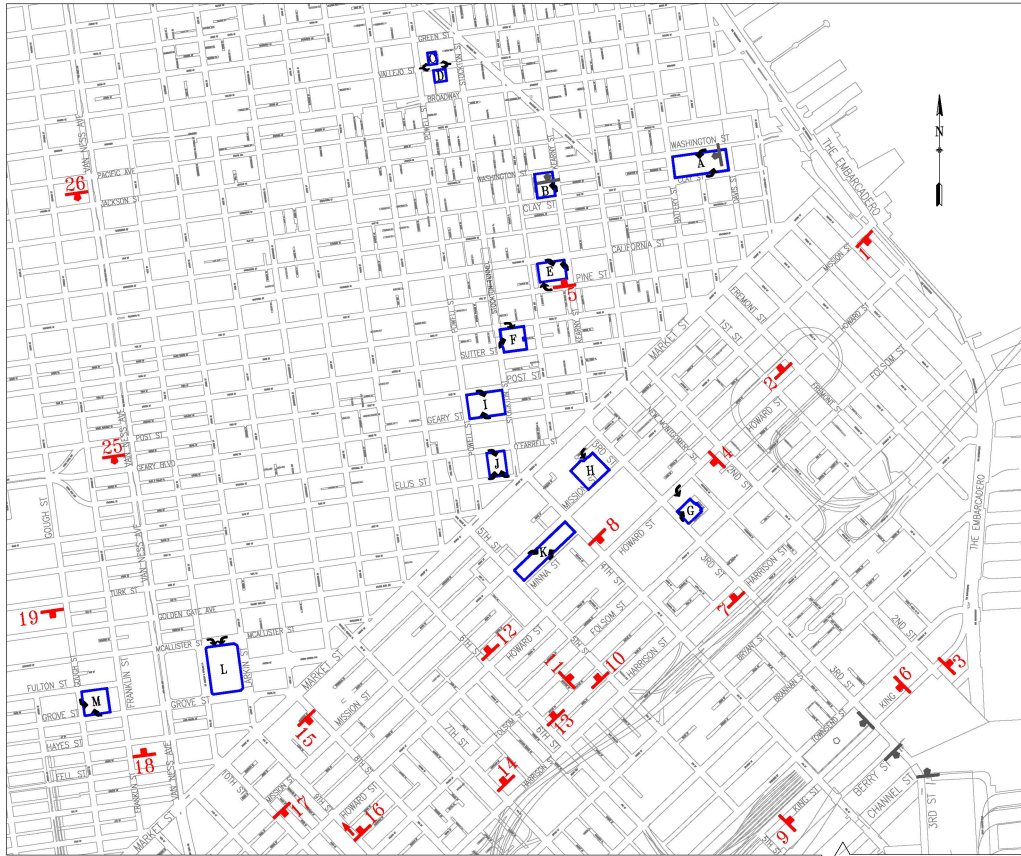
Date Saved: 10/10/2024

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### SFMTA EXISTING & LEGACY VARIABLE MESSAGE SIGNS

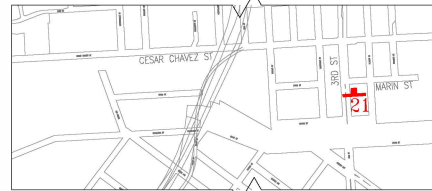
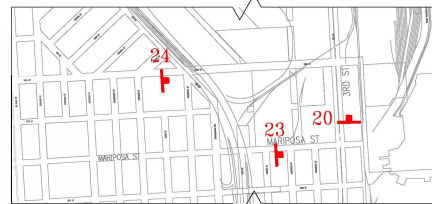


#### LEGEND

CONNECTED TO NETWORK					
SIGN	FACING	LOCATION	TYPE	GARAGE INFO	
1	SB	EMBARCADERO S of MISSION	AMBER	G,H,K	
2	NB	FREMONT St N of HOWARD	COLOR	H,A,E	
3	EB	KING St E of 2nd St	AMBER		
4	WB	HOWARD St E of NEW MONTGOMERY	COLOR	G,H,K	
5	NB	KEARNY St N of PINE	AMBER	E,B,A	
6	WB	KING St E of 3rd St	AMBER		
7	NB	3rd St S of HARRISON	COLOR	K,G,H	
8	SB	4th St S of MINNA	AMBER	K,G,H	
9	EB	KING St E of 5th St	COLOR		
10	NB	5th St N of HARRISON	AMBER	K,G,H	
11	EB	FOLSOM St E of 6th St	COLOR	K,G,H	
12	NB	6th St N of HOWARD	COLOR	J,I,F	
13	NB	6th St N of HARRISON	COLOR	K,G,H	
14	NB	7th St N of HARRISON	COLOR	K,G,L	
15	SB	8th St N of MISSION	COLOR	K,G,L	
16	NB	9th St S of HOWARD	AMBER	L,M,K	
17	SB	10th St S of MISSION	AMBER		
18	NB	FRANKLIN St N of FELL	COLOR	L,M	
19	SB	GOUGH St S of TURK	COLOR	L,M	
20	NB	3rd St N of MARIPOSA	AMBER		
21	NB	3rd St S of MARIN	AMBER		
22	EB	PAUL Ave W of 3rd St	AMBER		
23	EB	MARIPOSA St E of INDIANA	COLOR		
24	EB	16th St E of MISSOURI	COLOR		
25	SB	VAN NESS Ave S of PACIFIC	COLOR		
26	SB	VAN NESS Ave S of POST	COLOR	L,M	

		GARAGE AND ENTRANCE		LEGACY (NOT IN OPERATION)
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bayview Street Safety and Truck Relief Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Equity Priority Transportation Program
<b>Current PROP L Request:</b>	\$139,890
<b>Supervisory District</b>	District 10

## REQUEST

### Brief Project Description

The study will identify recommended improvements to reduce conflicts between trucks and transit, pedestrian, bike, and vehicle traffic in the Bayview neighborhood, including safety improvements to reduce conflicts with large vehicles and policies and programs to reduce the use of large delivery vehicles by building on efforts to decarbonize deliveries and promote EV adoption for deliveries. Study outreach efforts will include public engagement, neighborhood outreach, and goods movement industry involvement.

### Detailed Scope, Project Benefits and Community Outreach

The Bayview Street Safety and Truck Relief Study will identify recommended improvements to reduce conflicts between truck activity and other road users (e.g. transit, pedestrian, bike, and vehicle traffic) in the Bayview neighborhood, including safety improvements to reduce conflicts with large vehicles and policies and programs to reduce the use of large delivery vehicles by building on efforts to carbonize deliveries and promote EV adoption. Recommendations will be based on technical analysis of benefits, feasibility, and public and stakeholder input. The study is a recommended strategy in the ConnectSF Streets and Freeways Strategy.

### Task 1: Project Administration

The SFCTA will manage and administer the grant and procure a consultant. The SFCTA will produce a Request for Proposals (RFP) for the Bayview Street Safety and Truck Relief Study to select a consultant team that will support data collection, analysis, public engagement, and report development.

*Deliverables: Kick-off meeting with Caltrans, Meeting Notes, Quarterly invoices, Progress reports, vendor RFP*

### Task 2: Existing Conditions

The existing conditions will include a review of past studies, neighborhood plans, and traffic data as well as the collection of new traffic counts and turning movements at major intersections, freeway access points, and along key corridors which may include Evans Ave, Oakdale Ave, and 3rd Street. Past studies and reports consulted may include the Bayview Community Based Transportation Plan, District 10 Mobility Study, Southeast Muni Expansion Survey, Bayview Transportation Improvement

Plan, and Candlestick Point - Hunters Point Shipyard Transportation Plan. Background documents will also include expected land-use changes to understand where challenges are likely to get worse in the future without intervention.

Traffic data collection will include counts and big data sets to understand freight travel patterns and volumes. Counts will include turning movements, volumes, speeds, and vehicle classifications and may be used to validate big data sets used in the study. Big data sets (e.g., Geotab, Streetlight, etc.) provide more robust travel data and reveal larger insights to travel patterns and circulation over time. Combined, this data will be used for technical analysis to document established truck traffic patterns including origins, destinations, and routes; determine and confirm conflict areas and identify any additional conflict zones; support outreach efforts to identify the causes of truck conflicts; and understand potential levels of GHG and VMT reduction strategies. The task will also include the validation of the big data set. Data collection and interpretation will be informed by stakeholder interviews from the goods movement industry as described in Task 4.

To ensure alignment with existing city land and policies, the existing conditions report will also document designated freight routes defined by the General Plan, development agreements, Port guidelines, or other sources alongside state and local commercial vehicle codes and any potential changes that may be in development through the City's long-range planning effort, ConnectSF.

*Deliverables: Raw data tables and summaries for newly collected data, Draft and final Existing Conditions*

### **Task 3: Freight Data Collection and Analysis**

This task will begin with a review of best practices and applications used in peer cities both locally and internationally and may include New York, Seattle, Oakland, and London related to freight circulation management and increasing the adoption of low- or zero-emission delivery vehicles. Building from this review of best practices, San Francisco's Vision Zero and curb management policies, and other street design toolkits, a set of strategies for freight circulation and safety will be identified. Strategies will be developed based on data collection findings identified in Task 3, alignment with community needs, and impact on freight circulation and will be documented as possible interventions.

All possible interventions will be documented to capture research, best practices, and strategies to address freight conflicts. Importantly, this documentation will be the basis of study recommendations for improvements to be implemented in the study area and will also be a resource for future freight planning in other areas of San Francisco, the region, and state. The interventions may include:

- Policies related to deliveries, goods movement, and the adoption of zero emission vehicles
- Near- and long-term infrastructure improvements
- Enforcement strategies
- Educational programs or materials, consistent with the city's Vision Zero efforts
- Street designations and modal priorities
- Weight restrictions
- Freight-specific wayfinding
- Infrastructure to address pedestrian safety challenges and reduce conflicts between modes

For each element, information on planning level costs, guidance for strategy application, high-level assessment of expected benefits, implementation considerations, and opportunity areas for implementation will be identified.

This task will also document existing data around road usage and multimodal travel within the study area, including crash data and travel patterns from San Francisco's travel demand model (SF-CHAMP), where possible. Combined with community engagement as described in task 4, this analysis will result in an understanding of the types of conflicts that occur, the reasons for the conflicts, and priority locations for safety improvements. The study team will assess the level of

compliance with existing policies and identify any previous strategies used by the city to manage freight traffic through the project area.

*Deliverables: Memo of data collection and findings, Memo of best practices, Memo of potential of strategies and interventions, Recommendations for improvements in the study area*

#### **Task 4: Public Outreach**

An outreach plan will be developed to set goals for each outreach process, identify audiences and communities, define concrete methods to reach select communities, define an outreach schedule, and methods to promote participation and awareness of the project. All outreach will be available in language (Chinese, Spanish, English, at a minimum) and a survey will be distributed to participants after each event to gauge the effectiveness of the outreach effort. The public outreach process will have two parallel streams. One stream will focus on organized stakeholders, particularly the goods movement industry, and the other will center public engagement and neighborhood outreach. All outreach processes, materials, and takeaways will be documented in a project outreach report.

##### **Subtask 4.1: Public Engagement**

The public outreach effort will focus on community members and community-based organizations, building on outreach learnings from past studies in the area including the District 10 Mobility Study, Bayview Community Based Transportation Plan, Southeast Muni Expansion Survey, and Vision Zero. The purpose of the community focused outreach will be to fill gaps in needs and challenges as they relate to safety challenges, local circulation, and freight impacts and get input on potential strategies. The project team will use a targeted set of outreach tools to collect community input and concerns about truck activity and street safety. Strategies may include surveys, focus groups, or tabling at community events along 3rd Street and other multimodal corridors. This effort will span the project and include three distinct rounds of engagement:

1. Round 1 (aligned to Task 2-Existing Conditions): Understanding needs and priorities related to safety challenges, freight conflict, and priorities to guide strategy development
2. Round 2 (aligned to Task 3-Freight Data Collection and Analysis): Obtaining feedback on strategies to guide refinement and selection of strategy recommendations
3. Round 3 (aligned to Task 6-Draft and Final Plan): Sharing and obtaining feedback on final recommendations to determine final recommendations for implementation and, where possible, implementation priorities

Each round will include two to three events, which may be pop-up or town hall style, where participants can speak directly with the project team and share input and feedback. In addition to these events, the project team will reach out to CBOs to offer a presentation to their constituents and will do one presentation per outreach round to each CBO that requests a presentation. For outreach round 1 and round 2, the various outreach events and presentations will also serve as an opportunity to distribute and promote the survey.

##### **Subtask 4.2: Stakeholder Engagement**

Because of the fragmented nature of the freight and goods movement industry, this task will include up to 20 individual interviews or up to 5 smaller focus groups with industry representatives, contacted through the Port of San Francisco, trade organizations, or labor groups. If the interview and focus groups are insufficient, they may be supplemented with an online and print survey. The goal of these meetings will be to understand existing conditions, and challenges, near term and long term needs and opportunities, and perceptions about potential strategies. This effort will also support the data collection effort by providing more insight into travel and circulation patterns within the study area.

*Task Deliverables: Draft and final Outreach Plan, Outreach materials including project overview materials, flyers, and presentations, including translations in relevant languages, Draft and final outreach report*

#### **Task 5: Advisory Committee Meetings**

The SFCTA will establish a Technical Advisory Committee to provide input throughout the project

including the existing conditions analysis, potential strategies, outreach approach, and funding and implementation strategy. The Technical Advisory Committee will include representatives from city departments, the freight industry, local CBOs, and Caltrans. The project team will work closely with the Technical Advisory Committee to identify strategies for stakeholder outreach, to identify potential strategies and proposed areas for application, and to provide feedback on policy areas, and the draft report.

The Advisory Committee meetings will occur at least once a quarter, and at key milestones throughout the project period. The Advisory Committee may include representatives from:

- Caltrans
- Trucking Groups
- CBOs
- Organized Labor
- San Francisco Municipal Transportation Agency
- San Francisco Public Works Department
- Port of San Francisco

*Deliverables: Agendas, Presentation materials, Meeting notes*

### **Task 6: Draft and Final Plan**

The draft plan will incorporate all previous deliverables and will identify a set of recommended improvements to reduce conflicts between truck activity and other road users in San Francisco's Bayview neighborhood and advance the adoption of low or zero emission vehicles. The recommended actions will be based on technical analysis of benefits, feasibility, and public and stakeholder input.

The recommendations may include a combination of capital projects, programs, and policies to advance in the near- and long-term. To ensure the recommendations advance, each recommended action will include implementation guidance, including next steps for implementation, planning level cost estimates, lead agency, potential partners, potential funding sources, and, where possible, additional information to streamline the implementation process (e.g. project coordination).

The draft plan will be presented to the Technical Advisory Committee and broadly released for review and feedback; all comments will be documented. Using the comments on the draft plan, a Final Plan will be prepared.

A final slide deck will be created to accompany the Final Plan for the purposes of the project approval process and relevant outreach. A Public Review document will be developed summarizing comments received during the outreach process and next steps towards implementation; this document will credit the Federal Highway Administration, Federal Transit Administration, and/or Caltrans on the cover page, and will be submitted to Caltrans in an ADA-accessible electronic copy.

*Deliverables: Draft and final plan including results of technical analysis and community engagement, recommendations, and a funding and implementation plan.*

### **Task 7: Board Review/Approval**

The final slide deck prepared in task 6 will be used to present the final plan to the Transportation Authority Board. The presentation will be accompanied by a project memo and resolution for acceptance/ approval.

*Deliverables: Board presentation materials, Board Memo and Resolution*

## **Project Location**

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

### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$300,000.00

### Justification for Necessary Amendment

This request includes an amendment to the Equity Priority Transportation Program 5YPP to add the subject project with funds from the Citywide Equity Planning Placeholder. This placeholder is intended to leverage discretionary grants for citywide equity plans and studies. SFCTA has a unique opportunity at this time to leverage a Caltrans Sustainable Transportation planning grant for the Bayview study, which is a community-based transportation plan in an EPC.



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bayview Street Safety and Truck Relief Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

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

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2024	Apr-May-Jun	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)			Oct-Nov-Dec	2027

## SCHEDULE DETAILS

Project Administration: November 2024 - June 2027  
 Existing Conditions: November 2024 - July 2025  
 Freight Data Collection and Analysis: June 2025 - December 2025  
 Public Outreach: May 2025 - December 2026  
 Advisory Committee Meetings: March 2025 - December 2026  
 Draft and Final Plan: January 2026 - June 2027  
 Board Review/Approval: February 2027 - June 2027  
 Completion: December 2027

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bayview Street Safety and Truck Relief Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-226: Equity Priority Transportation Program	\$139,890	\$0	\$0	\$139,890
Caltrans Planning Grant	\$0	\$0	\$525,110	\$525,110
<b>Phases In Current Request Total:</b>	\$139,890	\$0	\$525,110	\$665,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$665,000	\$139,890	Estimate from similar project costs
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$665,000	\$139,890	

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

# San Francisco County Transportation Authority

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

### MAJOR LINE ITEM BUDGET

BUDGET SUMMARY							
Agency	Task 1 - Project Management	Task 2 - Existing Conditions	Task 3 - Freight Data Collection and Analysis	Task 4 - Public Outreach	Task 5 - Advisory Committee Meetings	Task 6 - Draft and Final Plan	Total
SFMTA	\$ -	\$ 1,925	\$ 22,900	\$ 16,000	\$ 2,000	\$ -	\$ 42,825
SFCTA	\$ 36,795	\$ 14,461	\$ 21,602	\$ 138,361	\$ 31,838	\$ 35,568	\$ 278,625
Consultant	\$ -	\$ 141,000	\$ 40,000	\$ 75,000	\$ 6,000	\$ 16,000	\$ 278,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
Contingency (10%)							\$ 55,550
<b>Total</b>	<b>\$ 36,795</b>	<b>\$ 157,386</b>	<b>\$ 84,502</b>	<b>\$ 239,361</b>	<b>\$ 39,838</b>	<b>\$ 51,568</b>	<b>\$ 665,000</b>

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

## San Francisco County Transportation Authority Prop L/Prop AA/Prop D TNC Allocation Request Form

### DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner III	131	\$ 69.69	\$ 2.51	\$ 174.68	0.03	\$ 22,924
Associate Engineer	100	\$ 80.21	\$ 2.48	\$ 199.02	0.02	\$ 19,902
<b>Total</b>	<b>231.23</b>				<b>0.06</b>	<b>\$ 42,825</b>

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	225	\$ 106.56	\$ 2.42	\$ 257.88	0.05	\$ 58,021.92
Principal Transportation Planner	159	\$77.85	\$ 2.42	\$ 188.40	0.04	\$ 29,887.30
Senior Transportation Planner	216	\$ 67.12	\$ 2.42	\$ 162.43	0.05	\$ 35,084.97
Transportation Planner	704	\$ 57.88	\$ 2.42	\$ 140.07	0.17	\$ 98,609.00
Senior Communications Manager	220	\$ 68.93	\$ 2.42	\$ 166.81	0.05	\$ 36,698.33
Senior Graphic Designer	124	\$ 52.58	\$ 2.42	\$ 127.24	0.03	\$ 15,778.21
Senior Engineer	24	\$ 78.26	\$ 2.42	\$ 189.39	0.01	\$ 4,545.34
<b>Total</b>	<b>1671.64</b>				<b>0.40</b>	<b>\$ 278,625</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bayview Street Safety and Truck Relief Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$139,890	<b>Total PROP L Recommended</b>	\$139,890

<b>SGA Project Number:</b>		<b>Name:</b>	Bayview Street Safety and Truck Relief Study
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	12/30/2027
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	21.04%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2025/26	Total
PROP L EP-226	\$139,890	\$139,890

**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 memo of data collection and findings, memo of best practices, memo of potential of strategies and interventions, and recommendations for improvements in the study area.
3. Upon completion, provide outreach report.
4. Upon completion, provide draft and final Bayview Street Safety and Truck Relief Study.
5. Upon completion, SFCTA shall present Bayview Street Safety and Truck Relief Study 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, anticipated by June 2027.

**Special Conditions**

1. The recommended allocation is contingent upon amendment of the Equity Priority Transportation Program 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	78.96%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	78.96%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bayview Street Safety and Truck Relief Study
<b>Primary Sponsor:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$139,890
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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:

AP

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Alex Pan	Alexandria Florin
<b>Title:</b>	Transportation Planner	Transportation Planner
<b>Phone:</b>		(415) 522-4825
<b>Email:</b>	alexandra.pan@sfcta.org	alexandria.florin@sfcta.org

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

## Equity Priority Transportation Program (EP 26)

## Programming and Allocations to Date

Pending November 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
TBD	Brotherhood Way Safety and Circulation Plan Implementation Placeholder	TBD	Programmed			\$1,000,000			\$1,000,000
TBD	Citywide Equity Planning Placeholder <sup>1</sup>	TBD	Programmed		\$160,110				\$160,110
TBD	Community Based Transportation Plan Implementation Placeholder	TBD	Programmed			\$600,000			\$600,000
TBD	Community Based Transportation Plan Implementation Placeholder	TBD	Programmed				\$600,000		\$600,000
TBD	Community Based Transportation Plan Placeholder (e. g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon )	PLAN/CER	Programmed		\$100,000				\$100,000
TBD	Community Based Transportation Plan Placeholder (e. g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed			\$100,000			\$100,000
TBD	Community Based Transportation Plan Placeholder (e. g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD	Programmed		\$400,000				\$400,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD	Programmed			\$600,000			\$600,000
SFCTA	Bayview Street Safety and Truck Relief Study <sup>1</sup>	SFCTA	Pending		\$139,890				\$139,890

Total Programmed in 2023 5YPP	\$0	\$800,000	\$2,300,000	\$700,000	\$0	\$3,800,000
Total Allocated and Pending	\$0	\$139,890	\$0	\$0	\$0	\$139,890
Total Unallocated	\$0	\$660,110	\$2,300,000	\$700,000	\$0	\$3,660,110
<b>Total Programmed in 2023 Strategic Plan</b>						
Total Programmed in 2023 Strategic Plan	\$0	\$800,000	\$2,300,000	\$700,000	\$0	\$3,800,000
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

**FOOTNOTES:**

- <sup>1</sup> 5YPP amendment to fund Bayview Street Safety and Truck Relief Study (Resolution 2025-XXX, 11/XX/2024):  
 Citywide Equity Planning Placeholder: Reduced from \$300,000 to \$160,110 in FY2023/24.  
 Bayview Street Safety and Truck Relief Study: Added project with \$139,890 in FY2024/25.





Consider modifying freeway ramps to improve truck access

Facilitate freeway access for trucks through industrial areas

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## Memorandum

### AGENDA ITEM 10

**DATE:** October 16, 2024  
**TO:** Transportation Authority Board  
**FROM:** Rachel Hiatt - Deputy Director for Planning  
**SUBJECT:** 11/19/24 Board Meeting: Adopt the District 1 Multimodal Transportation Plan Final Report

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 1 Multimodal Transportation Plan Final Report</p> <p><b>SUMMARY</b></p> <p>Transportation Authority Board Member Connie Chan requested that the Transportation Authority conduct the District 1 Multimodal Transportation Plan to identify a set neighborhood circulation and quick build concepts and a set of long-term mode shift and greenhouse gas reduction concepts to recommend for advancement. The enclosed draft final report identifies four neighborhood circulation and quick build concepts for Geary Boulevard, Fulton Street, Balboa Street, and Cabrillo Street to improve street safety, transit access and reliability, and access to Golden Gate Park and three long-term mode shift and greenhouse gas reduction concepts including north-south express bus service, curb management on commercial corridors, and mobility hubs. The Plan, which was funded with District 1 Neighborhood Transportation Program funds, includes a funding and implementation strategy.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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### BACKGROUND

Transportation Authority Board Member Connie Chan requested that the San Francisco County Transportation Authority conduct the District 1 Multimodal Transportation Plan to identify a set neighborhood circulation and quick build concepts and a set of long-term mode



shift and greenhouse gas reduction concepts to recommend for advancement. The study focused on resident trip making and prioritized addressing trips that start and end within District 1. We first conducted technical analysis to understand trip patterns and areas with known challenges. Community outreach defined transportation goals and community priorities, which guided concept development, and how draft concepts should be refined for final recommendation.

## DISCUSSION

**Outreach.** The project included two primary rounds of outreach. For each round, we worked closely with the District 1 Office to promote outreach surveys in newsletters, on social media, and in the Richmond Review. Survey data from the first round of outreach showed that the Asian and Youth communities were underrepresented in survey participation and the second round of outreach included promotion in Tsing Tao Newspaper and through flier distribution to students at schools within District 1. The project team also gave presentations to community-based organizations and hosted popup events and three Town Halls to understand transportation challenges and priorities and to get feedback on draft concepts to guide revisions.

**Concept Refinement and Selection Process.** Based on technical analysis and findings from the first round of outreach, we identified corridors for neighborhood circulation and quick build concepts and long-term concepts to support modeshift and greenhouse gas reduction within the district. The final set of project recommendations were adjusted based on community input collected in the second round of outreach and include:

1. Geary transit shelter improvements, spanning from La Playa to Arguello, is a concept that recommends working with the San Francisco Municipal Transportation Agency (SFMTA) through the Geary Improvement Project to bring transit amenities that improve personal security at 38 Geary and 38R Geary Rapid stop locations. This is a neighborhood circulation and quick build concept.
2. Cabrillo Street safety improvements, spanning from La Playa to Arguello, include pedestrian safety zones, high visibility crosswalks, and hardened centerlines at all intersections. The concept also includes upgrading the existing bike lane to a green bike lane with conflict markings. A portion of this corridor is on the slow streets network, and safety and design improvements would be coordinated with SFMTA's Biking and Rolling plan. This is a neighborhood circulation and quick build concept.
3. Balboa Street safety and transit reliability improvements, spanning from Park Presidio to Arguello, include pedestrian safety zones, high visibility crosswalks, and hardened centerlines at all intersections. The concept also recommends bus boarding platforms and stop amenities at high ridership locations. This is a neighborhood circulation and quick build concept.



4. Fulton Street traffic calming, safety, and transit reliability improvements, spanning from La Playa to Arguello, is a concept that recommends addressing intersections based on the type of stop control, adjacent park access conditions, and transit stops. The report includes an inventory of improvements by intersection and aligns with upcoming intersection improvements. Treatments include crosswalk improvements across Fulton and Avenues, bulb outs / pedestrian safety zones, pedestrian refuge islands, rectangular rapid flashing beacons, and bus boarding platforms. This is a neighborhood circulation and quick build concept.
5. Fulton Street and 22<sup>nd</sup> Ave bike improvements is a concept that recommends moving the bike connection between Cabrillo and Fulton from 23<sup>rd</sup> Avenue to 22<sup>nd</sup> Avenue to establish a bike connection that leads directly into Golden Gate Park. The recommendation includes bike markings at the intersection, pedestrian safety zones, a transit boarding platform, and a wider gateway entrance into Golden Gate Park. This is a neighborhood circulation and quick build concept.
6. North-south express bus service elevates the 2018 Express Bus Feasibility Study recommendations from SamTrans. The concept includes express bus service connecting peninsula cities to the westside. This is a modeshift and greenhouse gas reduction concept.
7. Curb management on commercial corridors is a recommendation to elevate SFMTA's curb management strategy by preparing curb management plans to determine the access demands on commercial corridors on Clement and Balboa. This is a modeshift and greenhouse gas reduction concept.
8. Mobility hubs is a recommendation to create designated hubs where multiple transportation options come together to simplify multimodal trips. The recommendation includes the consideration of EV charging and other amenities that can reduce barriers for travelers. The locations that received the highest support and are recommended as priority to advance into more detailed planning are Geary Boulevard at Park Presidio Boulevard, Geary Boulevard at Arguello Boulevard, and Cabrillo Street at La Playa Street. This is a modeshift and greenhouse gas reduction concept.

**Implementation Plan.** The final report includes a discussion of planning level cost estimates, potential funding sources, and implementation next steps for each concept. For neighborhood circulation and quick-build improvements to advance, the SFMTA would need to conduct detailed design and engineering to confirm the appropriateness and feasibility of the design.

The Fulton Street concept includes two potential design variations due to the corridors' complexity and the many competing needs and safety challenges. The corridor also has



multiple significant projects for implementation between 2024 and 2026, including new transit bulbs, automated speed enforcement cameras, and new traffic signals.

The proposed design to add median pedestrian refuges/islands will need to be piloted to understand the impacts to street safety, Muni operations, and vehicle speeds. The Transportation Authority and SFMTA will identify up to three locations to test the components of the concept - expanded daylighting at intersections, median pedestrian refuges/islands, and rectangular rapid flashing beacons. The results of the pilot will guide design adjustments to the concepts to ensure they are implementable and effective in advancing the study and citywide transportation goals. Following the pilot and design refinements, the Transportation Authority and SFMTA will continue to coordinate implementation next steps, including finalizing implementation locations and obtaining funding.

### **FINANCIAL IMPACT**

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

### **CAC POSITION**

The CAC will consider this item at its October 23, 2024 meeting.

### **SUPPLEMENTAL MATERIALS**

- Enclosure - District 1 Multimodal Transportation Study Draft Report



SFMTA

# Mid-Valenica Bikeway Project Update

SFCTA CAC Briefing

Item 11

October 23, 2024

# Agenda

1. Project background
2. Center Running Bikeway
3. Side Running Bikeway Outreach and Design
4. Next steps



# REVIEW OF HOW WE GOT TO TODAY

# Project Goals

1. Improve safety for all who travel on Valencia Street
2. Preserve economic vitality of Valencia Street
3. Ensure movement and access of goods and people

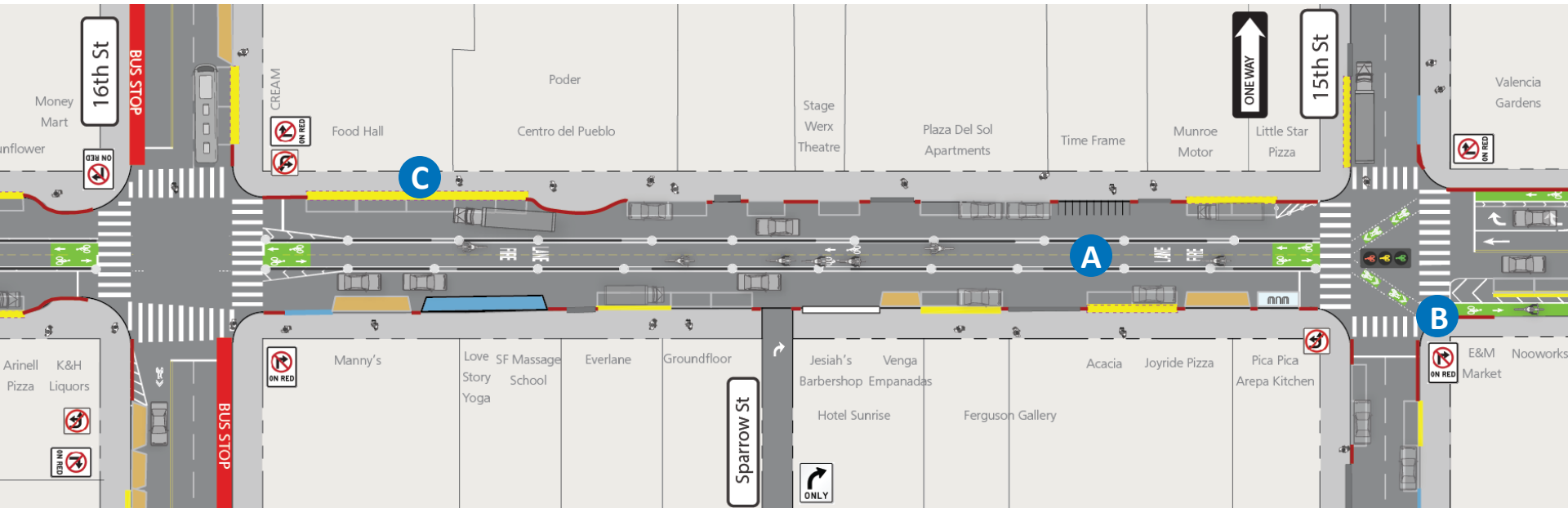
# Pre-Pilot Conditions and Issues

- **Traffic Safety:** Immediate need for improvements because of high number of traffic collisions
  - Valencia Street is a major north-south route in the City's bike network
  - Street design created multiple conflict points, especially between people in vehicles and on bikes (dooring and vehicle-bike interactions along the street)
- **Limited curb space:** Imbalance between demand and supply
  - High volume and frequency of commercial loading and TNCs
  - Pre-Covid, 67% of loading was double-parking, 40% of loading was in the bike lane
  - Loading conditions further exacerbated vehicle-bike conflicts due to constant bikeway blockage



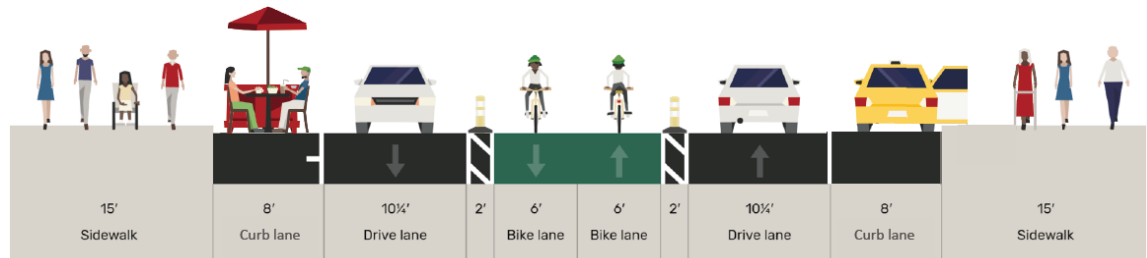
# Mid-Valencia Pilot Design

## 15<sup>th</sup> to 19<sup>th</sup> Streets



Three main elements of the pilot design:

1. Center-running protected bikeway
2. Pedestrian improvements
3. Curb management plan

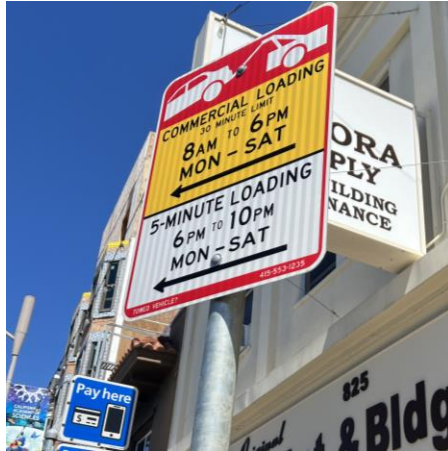


# CENTER RUNNING BIKEWAY

# Major Themes of What We Heard Since Pilot Implementation

- Mixed reviews of the center-running protected bike lane in terms of sense of safety – some feel it's significantly more comfortable and safer than before, others feel less safe (e.g., emergency responders speeding in the bike lane)
- Businesses are struggling to recover from COVID impacts
- Motorists are confused about turn restrictions and generally how to navigate the street
- Customers are confused about where and when they can park
- Additional loading spaces means fewer customer parking spaces
- Many businesses use personal vehicles and can't access the commercial loading zones
- The ability to double-park has been significantly reduced
- Interest from some businesses to revert to pre-Covid bikeway configuration while the SFMTA works on another design

# Center Running Adjustments



# 6-Month Evaluation Findings

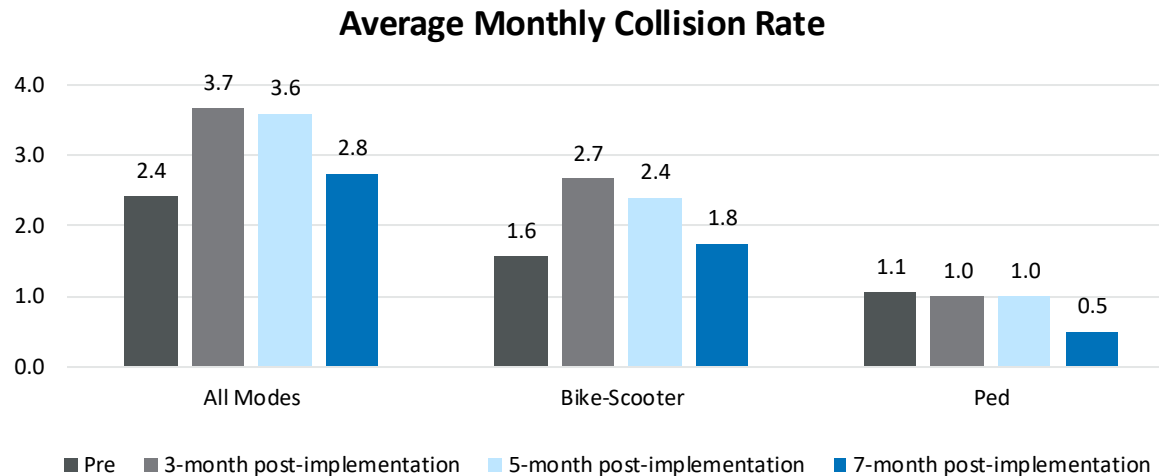
Metric	3-Month <i>(compared to pre-pilot)</i>	6-Month <i>(compared to pre-pilot)</i>
Average Daily Vehicle Volume	-26%	-23%
Average Daily Bicycle Volume	+3%	-2%
Vehicle Left/U-Turn Frequency <i>(compliance with turn restrictions)</i>	1% of through volume per hour	1% of through volume per hour
Frequency of Vehicle Double-Parking	13% of loading events	14% of loading events
Vehicle loading in the bikeway	0.1% of loading events	0.1% of loading events



# 6-Month Evaluation Findings

Traffic collision data has shown an improvement from the 3-month findings:

- Average monthly collision rate is trending down:



- Vehicle-bicycle mid-block bicycle-related collisions are still significantly lower than pre-pilot conditions
- Recent collision data (January to March 2024) shows no increase in bike-related collisions from illegal left/U-Turns, previously identified as the primary cause for bike collisions after pilot-implementation

# 6-Month Evaluation Findings

An intercept survey was conducted as part of the 6-month evaluation. The report will be published at the end of the month. Key findings include:

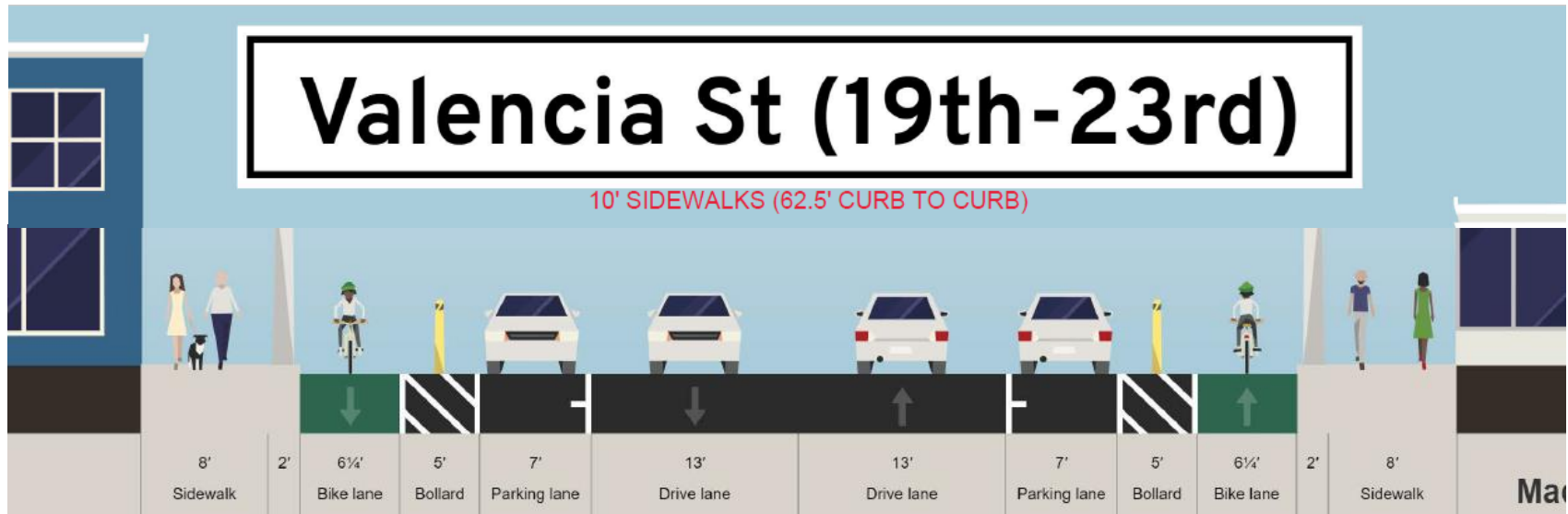
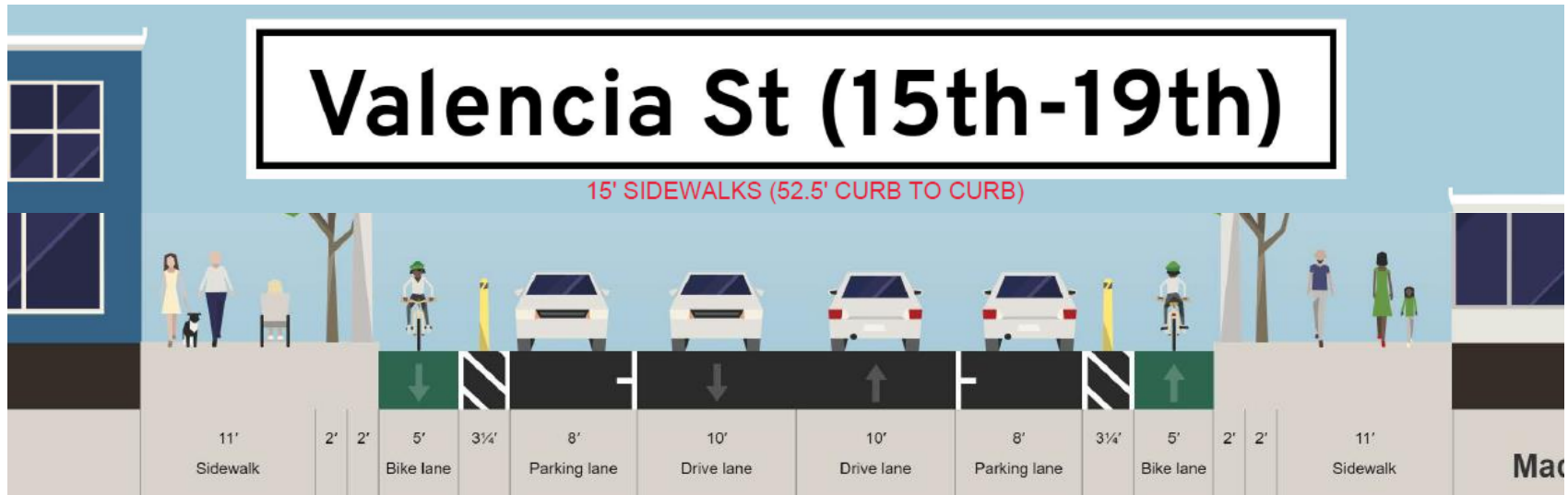
- People on bikes feel much safer due to street changes, mainly because of the separation from cars and fewer instances of double-parking/blocked bike lanes
- Of respondents who drove to Valencia, they typically parked two blocks from their destination and took five minutes to find parking
- 56.2% of respondents live or work near Valencia Street, and 28.1% patronize local establishments (shopping and dining)

## *Survey facts:*

- *513 respondents*
- *Respondents by mode:*
  - *Ped: 41%*
  - *Bike: 42%*
  - *Driver: 11%*
  - *Transit: 5%*
  - *Other: 1%*

# SIDE RUNNING BIKEWAY OUTREACH AND DESIGN

# Roadway Constraints



# Outreach



# Floating Parklets

- Parklet owners were given option for curbside, floating, or removal
- Three parklets will be "floating" and away from the sidewalk
- An elevated crossing will provide a level path from sidewalk, across bikeway, to the floating parklet
- Signage for people on bikes to slow down and look for pedestrians
- Project team spoke with peer cities with floating parklets to learn from their designs and experiences



# Side Running Design

- Design is very complex with many tradeoffs
- Worked closely with over 100+ business owners, advocates, community groups, and emergency services
- Parking and loading mix is block and business specific
- Every inch of the corridor has been considered
- Landscaping elements will be included
- Final design incorporates pedestrian, cyclist, FD and PD, accessibility, and parking and loading feedback

# Sample Block Design



Narrower Section



Wider Section



# NEXT STEPS

# Next Steps

- Final design to SFMTA Board this fall
- Construction January through March (weather dependent)
- Keep the community informed
- Evaluate side running design
- Revise where needed
- Continue long term studies

# Q&A