



# Memorandum

## AGENDA ITEM 9

**DATE:** October 24, 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>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>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 considered this item at its October 23, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (2)
- Attachment 6 - Resolution

### Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	1, 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>**

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

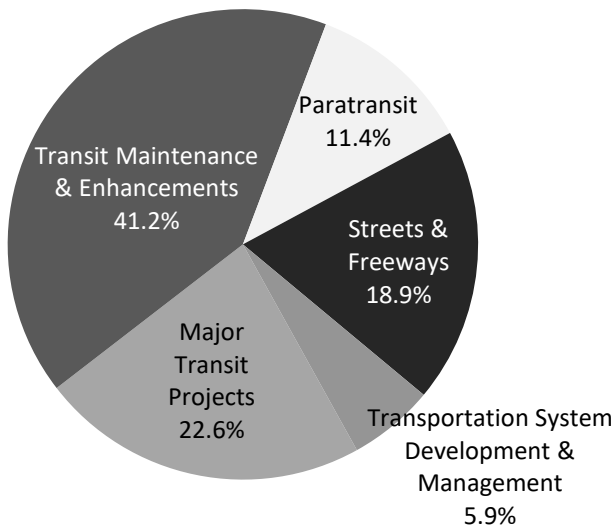
<sup>1</sup> See Attachment 1 for footnotes.

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

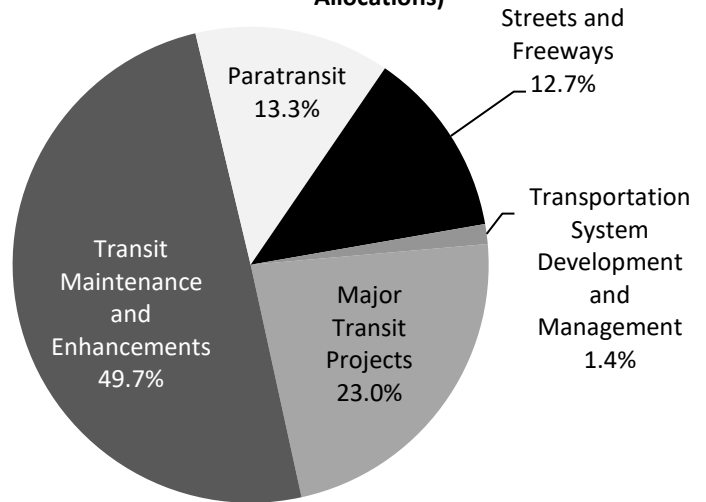
<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 75,623,782	\$ 16,800,072	\$ 36,514,392	\$ 18,504,318	\$ 3,805,000	\$ -
Current Request(s)	\$ 2,788,890	\$ 1,000,000	\$ 1,788,890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

<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.

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP L</b>
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	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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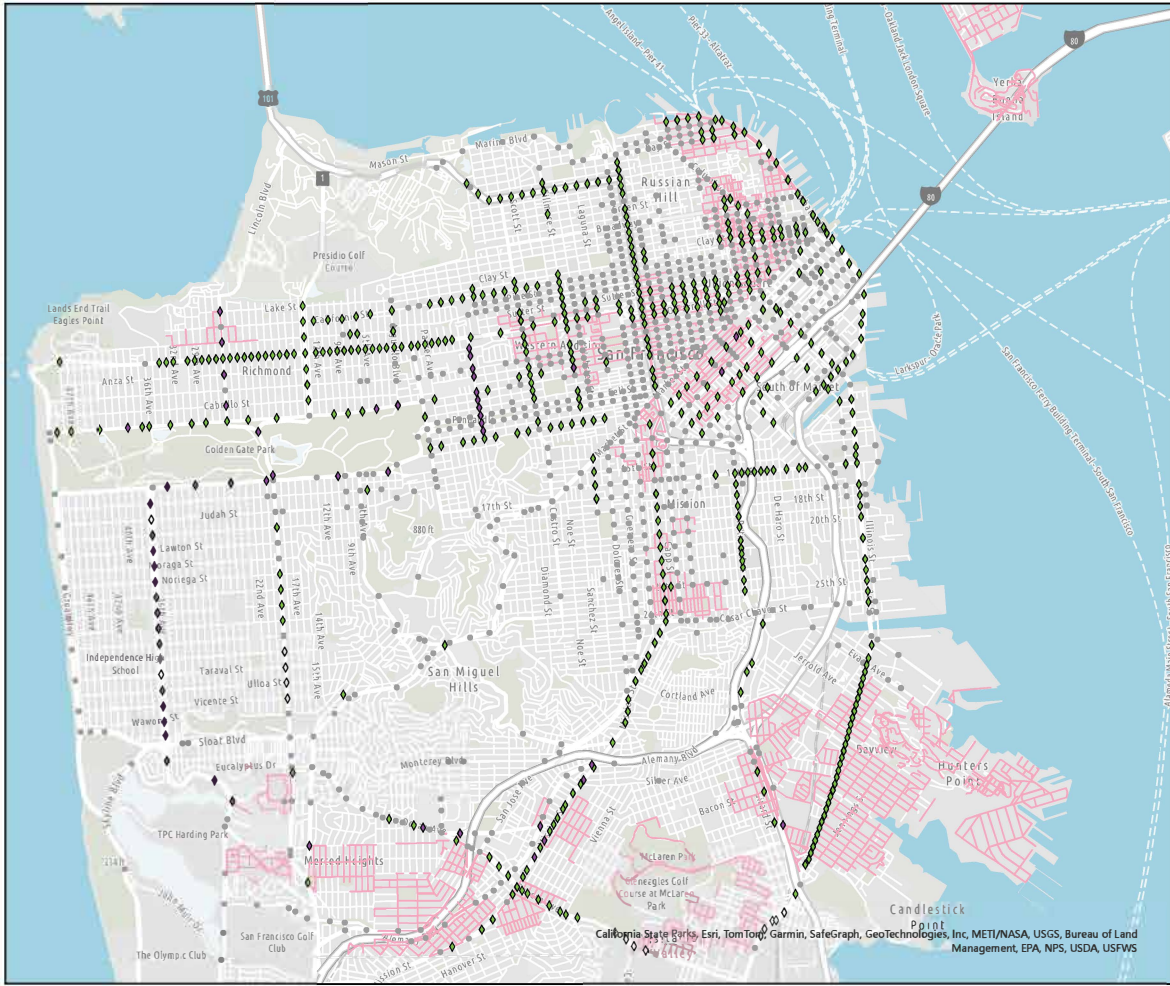
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

## CONTACT INFORMATION

	Project Manager	Grants Manager
<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

Scale 1:51,345  
Date Saved: 10/11/2024  
For reference contact: [celine.leung@sfmta.com](mailto:celine.leung@sfmta.com)

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












# 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:

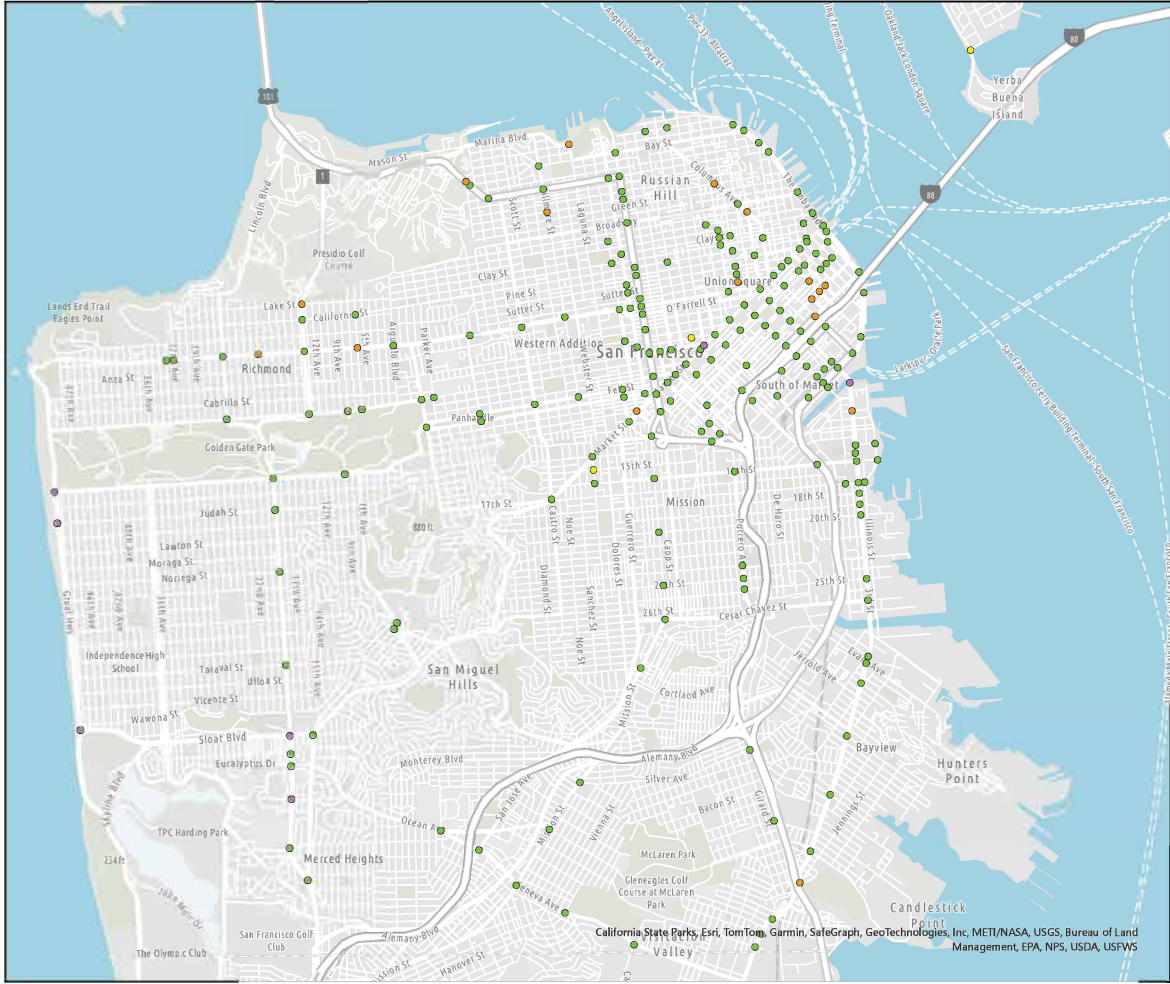
40. Stockton St/O'Farrell
41. Stockton St/Geary
42. Stockton St/Post
43. Stockton St/Sutter
44. Stockton St/Pacific

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

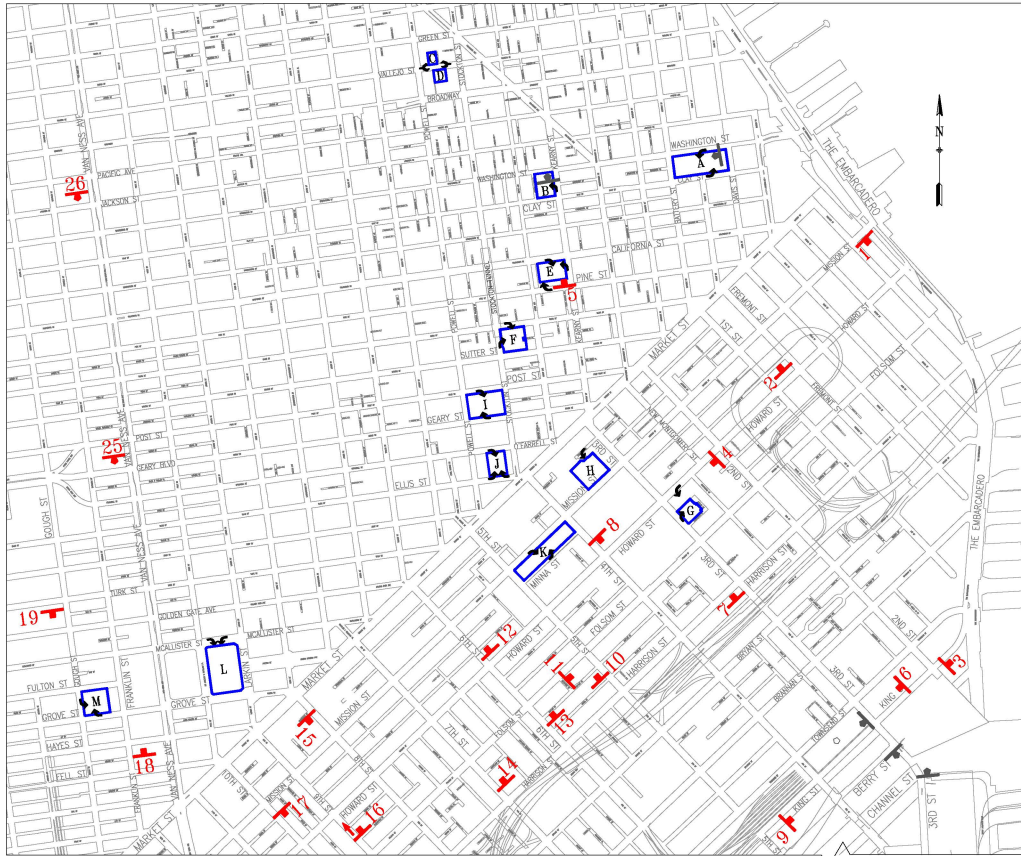
Date Saved: 10/10/2024

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# SFMTA EXISTING & LEGACY VARIABLE MESSAGE SIGNS

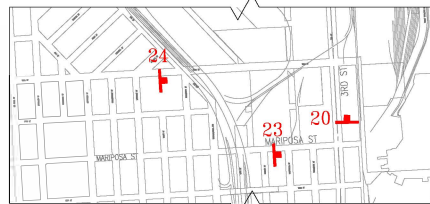


## LEGEND

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	F,B,A
6	WB	KING St	E of 3rd St	AMBER	
7	NB	3rd St	S of HARRISON	COLOR	G,K,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**

## Bayview

<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
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## 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
Total	\$ 36,795	\$ 157,386	\$ 84,502	\$ 239,361	\$ 39,838	\$ 51,568	\$ 665,000

\* 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
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

Existing Bike Network



RESOLUTION ALLOCATING \$2,649,000 AND APPROPRIATING \$139,890 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$2,788,890 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Prop L Muni Reliability and Efficiency Improvements; Traffic Signs and Signals Maintenance; Equity Priority Transportation Program; and

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

WHEREAS, The SFMTA's Bus Transit Signal Priority Prop L request is consistent with the relevant 5YPP; and

WHEREAS, Transportation Authority staff's request for the Bayview Street Safety and Truck Relief Study requires amendment of the Equity Priority Transportation Program 5YPP to fund the project as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$2,649,000 and appropriating \$139,890 in Prop L funds, with conditions, for two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

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



WHEREAS, At its October 23, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and after discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Equity Priority Transportation 5YPP to fund the Bayview Street Safety and Truck Relief Study as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,649,000 and appropriates \$139,890 in Prop L funds, with conditions, for two requests as summarized in Attachment 3 and detailed in the allocation request forms; and be it further

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

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

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

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



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

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

Attachments:

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