



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, November 19, 2024, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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(depending on your provider)

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2661 762 5583 # #

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

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

CLERK: Amy Saeyang

Remote Participation

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

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

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

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



4. Approve the Minutes of the October 22, 2024 Meeting – **ACTION*** **5**
5. Community Advisory Committee Report – **INFORMATION*** **9**
6. **[Final Approval on First Appearance]** 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*** **25**
7. **[Final Approval on First Appearance]** 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*** **43**
8. **[Final Approval on First Appearance]** Allocate \$3,350,000 in Prop L Funds, with Conditions, and Appropriate \$750,000 in Prop AA Funds, with Conditions, for Two Requests – **ACTION*** **67**
 Projects: SFMTA: 13th Street Safety (\$3,350,000 Prop L). SFCTA: Yerba Buena Island Multi-Use Path - Transit Lane (\$750,000 Prop AA).
9. Allocate \$2,649,000 and Appropriate \$139,890 in Prop L Funds, with Conditions, for Two Requests – **ACTION*** **109**
 Projects: SFMTA: Bus Transit Signal Priority (\$2,649,000). SFCTA: Bayview Street Safety and Truck Relief Study (\$139,890).
10. Adopt the District 1 Multimodal Transportation Plan Final Report– **ACTION*** **147**
11. 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*** **153**
12. Autonomous Vehicles Update – **INFORMATION*** **171**

Other Items

13. 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.

14. Public Comment
15. Adjournment



*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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

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

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

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MINUTES

San Francisco County Transportation Authority

Tuesday, October 22, 2024

1. Roll Call

Chair Mandelman called the meeting to order at 10:04 a.m.

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

Absent at Roll Call: Commissioners Melgar, Peskin, Safai, and Stefani (entered during roll call) (4)

2. Chair's Report - INFORMATION

Chair Mandelman stated that Walk and Roll to School week had occurred earlier in October and he thanked the school communities, agencies, and advocates who had joined in events across San Francisco. He also shared that October was National Pedestrian Safety Month, adding that Safe Routes to School served as an important reminder about the imperative to keep everyone safe on San Francisco streets.

Chair Mandelman stated the Transportation Authority continued to work closely with the San Francisco Municipal Transportation Agency (SFMTA) and other stakeholders to advance Vision Zero and was pleased to support programs like Safe Routes to School, the Neighborhood Transportation Program, and pedestrian and bicycle infrastructure projects, as well as traffic calming, daylighting, new and upgraded signals, and street redesigns. He noted the Transportation Authority did this through voter-approved funding programs, including the Prop L sales tax, Prop D Ridehail (TNC) Tax, and Prop AA vehicle registration fees. He stated that he wanted to take this opportunity during the election season to thank San Francisco voters for approving these critical funding programs that helped keep everyone safe as they traveled throughout the city.

Chair Mandelman acknowledged the work by the Metropolitan Transportation Commission's (MTC's) Select Committee on the serious transit funding shortfalls that the major operators BART, Caltrain, Muni, and AC Transit faced. He stated the Select Committee held its last meeting yesterday, and the conversation would continue at the full MTC Commission. He expressed gratitude to Select Committee Chair Jim Spering and MTC staff for convening these meetings, and to all of the regional leaders on the Committee who represented elected officials, transit operators, business, labor, and transportation advocates for their participation and support.

Chair Mandelman stated that Vice Chair Melgar, Director Chang, and he had continued to work in partnership with these same groups, SFMTA, and the City and County of San Francisco on the Muni Funding Working Group. He also appreciated the recent meetings that Director Chang and he had with BART President Dufty, General Manager Powers, and their staff. He stated there were difficult questions on how to restructure the



way we fund transit, with few or no easy answers, but they knew they would have to figure this out.

Chair Mandelman concluded by recognizing Assemblymember Phil Ting for completing his last legislative session and thanked him for his twelve years of service representing District 19 in San Francisco. He noted that there were a couple more months of his term to go, but he wanted to thank him for serving as budget chair over the last couple of years during a critical time for San Francisco and California, and for his dedication to transportation and transit. Chair Mandelman continued by stating that this included helping to pass Senate Bill 1 providing state gas tax funds for investment in infrastructure, and supporting transit funding and recovery in recent years, as well as securing critical funds for projects like the Muni Car Barn at Balboa Station, the Fulton Street Safety Project, and new signals at Sloat and Skyline boulevards. He stated that Assemblymember Ting also carried legislation on pedestrian and bike access on the Golden Gate Bridge and Bay Bridge toll affordability, authorization for San Francisco's TNC Tax, and promoting autonomous vehicle compliance, among other significant bills. Chair Mandelman thanked Assemblymember Ting for this work and for his leadership statewide, and wished him continued success for the remainder of his term and beyond.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

There was no public comment.

4. Approve the Minutes of the October 8, 2024 Meeting - ACTION

There was no public comment.

Commissioner Walton moved to approve the minutes, seconded by Commissioner Chan.

The minutes were approved without objection by the following vote:

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

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

Consent Agenda

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

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

Projects: SFMTA: Muni Forward Five-Minute Network Corridor Development (\$5,000,000), Woods/Islands Creek Yard Electrification Phase 1 (\$2,358,000), District 4 Street Improvements (\$432,000). PCJPB: Right of Way Fencing - FY24 (\$462,000), Multi-sponsor: Laguna Honda Gondola Study (SFMTA \$5,000, SFCTA \$165,000)

7. [Final Approval] Amend the Prop K Grant for 1399 Marin Street Maintenance



Facility to Allow the San Francisco Municipal Transportation Agency (SFMTA) to Use the Remaining Balance of \$6,551,819 to Fund a Revised Scope of Work and Amend the Prop K Grant for Fall Protection to allow SFMTA to Use \$750,000 in Cost Savings to Expand the Scope of Work - ACTION

Projects: SFMTA: Muni Metro East and 1399 Marin Improvements (Design) (\$1,153,450), Muni Metro East and 1399 Marin Improvements (Construction) (\$5,398,369), Fall Protection [increase locations from 7 to 9] (Construction)(\$750,000)

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

Chair Mandelman severed approval of item 8 from the Consent Agenda noting that counsel had advised that item 8 requires a 2/3 affirmative vote to be approved.

There was no public comment.

Commissioner Walton moved to approve items 5 through 7 on the Consent Agenda, seconded by Commissioner Ronen.

Items 5 through 7 on the Consent Agenda were approved without objection by the following vote:

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

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

Commissioner Preston moved to approve item 8, seconded by Commissioner Dorsey.

Item 8 was approved without objection by the following vote:

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

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

End of Consent Agenda

Other Items

9. Introduction of New Items - INFORMATION

There were no new items introduced.

10. Public Comment

There was no public comment.

11. Adjournment

The meeting was adjourned at 10:22 a.m.

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MINUTES

Community Advisory Committee

Wednesday, October 23, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:14 p.m.

CAC members present at Roll: Sara Barz, Phoebe Ford, Sean Kim, Austin Milford-Rosales, Sharon Ng, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Najuwanda Daniels, Jerry Levine, and Venecia Margarita (3)

2. Chair's Report - INFORMATION

Chair Siegal congratulated Vice Chair Daniels and Member Ortega, who had been reappointed by the Board the previous day for another 2-year term on the CAC. She reported that the Metropolitan Transportation Commission (MTC) had held the last of five Select Committee meetings, during which they had voted on key elements of a regional transportation revenue measure framework to advance to the MTC Commission for further review. Chair Siegal stated that one of the recommendations was that there should be dedicated funding for transit transformation, which included initiatives such as regional wayfinding signage, fare integration, and transit priority. She mentioned that all scenarios included at least the four counties of Alameda, Contra Costa, San Francisco, and San Mateo, which would help address financial deficits for some of the region's largest transit operators, including BART, Caltrain, Muni, and AC Transit. She added that sales, payroll, and parcel taxes were under consideration pending more information from future voter polling, and that the authorizing legislation was recommended to include language allowing for a citizen initiative with a majority voter approval threshold rather than a two-thirds threshold.

Chair Siegal said that the MTC Legislation Committee would consider these recommendations in November, before going to a special full Commission meeting on December 9 for action. Chair Siegal continued by stating that the recommendations would be used to inform potential bill language to be introduced at the beginning of the 2025 legislative session which would help Bay Area transit pivot to a new financial model and new travel patterns post-pandemic, which was critical for San Francisco and the region. She said she hoped staff would agendize a detailed update on this item for the CAC at their November or January meeting.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the September 25, 2024 Meeting - ACTION

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

5. State and Federal Legislation Update - INFORMATION

Member Kim asked about Item 4 and questioned whether the \$1,103,000 in this contract was from Prop L funds or elsewhere. Member Kim stated that previously, the Board had approved \$1,000,000 for the San Francisco Freeway Network Study and wanted to know whether the money being requested for approval was for the same study or for something else.

Mx. Paz responded that this request to approve award of the contract would be funded with Prop L funds already appropriated by the Board for this purpose. Mx. Paz stated that approving the contract would allow Transportation Authority staff to enter negotiations with the consultant to start work on the project.

Member Milford-Rosales stated that he had read in the memo that this project would not include capacity increases in lanes on I-280 and asked staff to confirm whether this meant there would be no new lanes on I-280.

Mx. Paz responded that this project would have no capacity additions or lane additions, consistent with what had been presented to the Transportation Authority Board previously. Mx. Paz also shared that there were small pinch points in the network that staff and consultants might need to look at more closely to create continuous lanes through select points. Mx. Paz emphasized there would be no network-level capacity expansion.

During public comment, Edward Mason stated that the use of new data sources, such as INRIX and Streetlight, was interesting and expressed his desire to know if these data could be used to understand where regional pass-through traffic on freeways was originating and heading. Mr. Mason also mentioned that he occasionally rode the express bus from Redwood City to San Francisco and that ridership seemed very low. Mr. Mason expressed his hope that the consultant would be able to determine ways to increase transit ridership and understand where freeway traffic was coming from.

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

Items 3 and 4 of the Consent Agenda were approved by the following vote:

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

Absent: CAC Members Daniels, Levine, and Margarita (3)

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

Mike Tan, Senior Engineer, presented the item per the staff memorandum.

Member Kim asked staff to share something that would comprehensively show the



total budget, spent to date, status of construction, and the timelines for the suite of projects that the Transportation Authority is leading on Treasure Island.

Carl Holmes, Deputy Director for Capital Project, responded that he would work with Chair Siegal to provide that information to the CAC.

Member Ford asked why there were significant infrastructure projects on Treasure Island as she had been on Treasure Island recently, and found it was very lightly populated.

Mr. Holmes responded that the island's development would expand the population from 2,000 to over 20,000 residents.

Member Barz expressed concern that \$40 million a mile seems high for a Class I bike lane. She then asked if there had been any questions during the planning and conceptual design phase regarding why \$80 million was necessary for a two-mile bike lane.

Mr. Tan responded that the original environmental impact report looked at striping a bike lane at a high level only, but the need to expand the road meant a bike lane and transit lane couldn't fit. He stated that geotechnical concerns, including being on the side of a cliff also increased costs.

Mr. Holmes added that, while the end product was a class one bike lane facility, as one of the slides showed for segment one, there was a steep elevation difference, leading to the design of a structure almost like a freeway on and off-ramp - adding that it was not just a roadway with a barrier, but a concrete structural element to provide a user-friendly bicycle riding experience. He explained that, although a cyclist could ride on the east band of the Bay Bridge and traverse the island, it would currently involve walking up Macalla. He said this project would allow for a better rider experience, and they had received significant input from bicycle advocates to ensure it happened.

With respect to the transit-only lane, Mr. Holmes explained that improvements to transit to help mitigate congestion from the 20,000 residents would help achieve the goal of having 50% of travel modes not being single-occupancy vehicles. He said the subject project would provide infrastructure to support that goal. He clarified that the multi-use path was part of the Bay Skyway project, in which MTC was also a partner. While MTC was handling the work in Oakland, he said the Transportation Authority was managing the work in San Francisco and said that this multi-agency effort aimed to improve the user experience for travelers moving between Oakland and San Francisco.

Member Ford asked about the anticipated funding sources for the project, noting that the memo mentioned \$25 million as to be determined (TBD). She inquired about the level of confidence that the TBD amount would come together.

Anna LaForte, Deputy Director for Policy and Programming replied that there were several grant applications that were either pending or being written at that moment. She stated that the Transportation Authority had a pending application for a state Active Transportation Program grant, but the funding in the state program had been significantly reduced in the state budget, making that grant less likely than originally anticipated. She said the Transportation Authority would be applying for a RAISE grant, and the call for projects was expected soon. She said the Transportation



Authority was preparing an application for Senate Bill 1 Solutions for Congested Corridors for the full Bay Skyway project, which included the West Oakland link with the multi-use path and ferry components and was seeking Regional Measure 3 (bridge toll) funds, as well. She said that the Transportation Authority was confident about securing funding for construction, but it would require a significant effort as evidenced by the multiple grant applications.

Chair Siegal asked for more information on why it made sense to split the segments between multiple contractors.

Mr. Tan responded that the recommendation was to award the design contract for Segments 3 and 4 to WMH, which was the current contractor for the West Side Bridges project, and that adding this onto the contract by change order, would accelerate this work. He explained that TY Lin had worked on the Bay Bridge East Span and the environmental phase and conceptual design for the multi-use path spiral loop that TY Lin had a strong understanding of bridge structures and that was why they were recommended to take on design of Segments 1 and 2.

During public comment, Edward Mason stated that what needed to be questioned was the projected bicycle usage for the project. He recalled previous meetings where it was mentioned that people would ride bicycles from Oakland to Treasure Island, cross Yerba Buena Island, and then take a ferry into San Francisco. Mr. Mason asked how many people would actually use infrastructure, expressed concerns about the cost, and asked why the developers were not contributing financially to the project.

Through the Chair, Member Barz stated she had a question based on Mr. Mason's comment and also wanted to respond to it. She asked staff to clarify the contribution from the developers and she inquired whether there were ridership estimates for either the transit lane or the bicycle lane.

Mr. Tan responded that the Treasure Island Transportation Implementation Plan had projections. Mr. Holmes clarified that staff would provide the projected ridership in an upcoming update and he said that the developer was contributing via roads they would build and that the Transportation Authority would be contributing via roads and other infrastructure they were building and through contributions to TIDA.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

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

Nick Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Member Ortega asked why the plan had originally called for temporary retaining walls until the larger walls could be built, given the sandy soil conditions. Carl Holmes, Deputy Director for Capital Projects, stated that when the Transportation Authority applied for the RAISE grant for the West Side Bridges project, they had not received the full amount. As a result, the team de-scoped the retaining walls since they had been designed to be more accommodating toward the multi-use path (MUP), with the intent of securing funds at a later date to be able to restore the deleted scope and build retaining walls that would accommodate the future MUP. Mr. Holmes said that similar to the Hillcrest Project that the committee had taken action on several months prior, now that additional funding was available, the project team was seeking to reinsert this work so the temporary retaining wall would not be needed.

Anna LaForte, Deputy Director for Policy and Programming added that the original scope had included a Class II facility in the West Side Bridges and Hillcrest projects, so these additional funds would allow larger retaining walls and a wider roadway to accommodate the MUP as a Class 1 facility.

Member Ortega commented that this approach made sense; however, she asked what would happen if the Transportation Authority received the funding for the MUP but not the funding for the retaining walls. Ms. LaForte responded that the funding in this item for the retaining walls was for construction and it would be added to an existing construction contract. She continued by stating that Item 6 was for design of the full scope of the MUP, not for construction. She explained that the retaining walls were intended to accommodate the MUP in the Westside Bridges project so the YBI MUP project would not need to go back and add them.

During public comment Edward Mason asked for clarification that the yellow transit lane shown on the map in the slide presentation was the transit lane going toward San Francisco, and the purple line was the general lane coming off the Bay Bridge.

Nick Smith, Senior Transportation Planner, confirmed that was correct and explained what would become the transit-only on-ramp had previously been a general purpose on-ramp that was now closed due to construction and that it would give transit a faster route to the Bay Bridge toward San Francisco.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

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

Projects: SFMTA: 13th Street Safety (\$3,350,000 Prop L). SFCTA: Yerba Buena Island Multi-Use Path - Transit Lane (\$750,000 Prop AA).



Nick Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Member Barz asked what the outcome of the \$12 million investment for the 13th Street Safety project would be. Jennifer Wong, SFMTA Project Manager, responded that the project included protected bikeways on three complex blocks of 13th Street and Duboce Avenue, as well as pedestrian safety and accessibility features, and traffic calming for drivers accessing the freeway on and off ramps. She noted that the project was on the Vision Zero High Injury Network and had seen a history of collisions and that this project was intended to address that.

Member Barz observed that the major addition was a new protected bikeway along three blocks. Ms. Wong confirmed that was correct and noted the bikeway would feature concrete medians, as well as signal upgrades at each intersection, which were the most intensive work.

Member Barz acknowledged that the traffic signals were old, and while that was a major improvement, opined that this was essentially a protected bikeway with concrete for three blocks, and because of working with Caltrans, it was more expensive than originally anticipated.

Member Barz then asked if there was a number of projected users for the bikeway. Ms. Wong responded that SFMTA had performed traffic modeling in close coordination with Caltrans, including pre- and post-pandemic data for vehicle, pedestrian and bike volumes. She said they found over 400 cyclists passed through the Duboce and Valencia intersection as well as 13th Street and Folsom Street intersection. Ms. Wong noted that Valencia and Folsom were popular north-south routes and filling this three-block gap would benefit cyclists.

Member Ford said some of the committee's questions were due to the truncated map in the slide presentation. She stated that this was a road that cyclists passed by and do not ride along, and questioned why \$12 million was being spent there when there were many other facilities that could use \$12 million with a higher impact. Ms. Wong responded that part of this project reallocated roadway space, removing a vehicle lane in each direction. She clarified that the largest cost of the project was the signal rehabilitation and upgrade to current standards which would allow proper phasing for the bikeway, and said that this area had not been touched since the earthquake.

Member Milford-Rosales asked for clarification on what location the map in the slide was showing; Ms. Wong clarified the map in the slide had been turned 90 degrees and north was to the right. Member Milford-Rosales asked whether the bikeway would be implemented in both directions and Ms. Wong responded yes.

Member Milford-Rosales noted the map was still hard to interpret and asked whether this would be like 3rd Street with short, protected areas at bus islands and nothing else. Nick Smith explained that the project would complete the bike lanes in both directions all the way from Valencia, creating a protected route under the freeway.

Member Milford-Rosales asked whether the concrete islands would be K-rail or precast curbs in contrast with custom molds poured near 3rd Street near the baseball stadium that seemed time and cost intensive to construct. Ms. Wong responded that the proposed concrete buffers would be built in-house by San Francisco Public Works



(SFPW) construction crews and were a cheaper way of delivering concrete protection, similar to 3rd Street and further east on Division. She noted, however, that some areas like Mission/Otis required a more custom solution due to the complexity of the freeway off-ramp.

Member Ortega stated she had previously biked this area frequently and her thought had been to move the bike path, explaining that she didn't want to be on this road with freeway exits where drivers were traveled extremely fast, and that while there would be signal control the city lacked enforcement. She also noted the map was confusing, especially without showing the expanded area and linkages. She asked what the improvement plan was to ensure bicyclists were not getting hit by cars speeding off the 101 and noted that the 101 off-ramp at 13th Street and Mission Street was too short and unsafe even as a driver. Ms. Wong noted there was a full image of the project proposal in the agenda packet. She explained the project included a travel lane removal and other projects and studies had shown this reduced vehicle speeds, so the hope was this project would reduce speeds in the area. She further noted that SFMTA was pursuing the project due to recommendations from SFCTA's SoMa Freeway Ramps Intersection Safety Study and San Francisco Planning Department's Market Octavia Plan (formerly The Hub), so this was an implementation project related to those recommendations. She clarified no changes would be made to the freeway off ramp itself.

Member Margarita said she shared the same concerns as Member Ortega and other members that it didn't seem like the project would make things safer. She asked where the signals were going to be placed and how long the project area was and said if it was just going to be a short span, it didn't make sense in an area with a crowded off-ramp and congestion. Ms. Wong clarified the project consisted of three blocks which, when heading east to west were Duboce Avenue from Valencia to Mission/Otis, then 13th Street from Mission/Otis to South Van Ness, then 13th Street from South Van Ness to Folsom, by Rainbow Grocery. She said both Valencia and Folsom streets were well used bike corridors and this project would provide a separated, direct connection between those streets.

Member Ford said she had friends on the Muni Funding Working Group and heard how the City was in a time of austerity. She noted that Ms. LaForte had earlier mentioned the reduction in state Active Transportation Program funds and that she felt if the goal was a connection between Folsom and Valencia it would be easier to go one block south to 14th Street and not deal with the freeway off-ramps, commenting that under the freeway was not a nice place to bike nor an intuitive connection from Valencia to Folsom. She said if the main goal was signals, she wanted to understand the main beneficiaries, and if the goal was pedestrian safety, she felt there were lower cost ways to accomplish this. She noted that the project seemed to aim for multiple objectives at a price tag of \$12 million for three blocks and she was struggling with that given today's fiscal realities.

Anna LaForte, Deputy Director for Policy and Programming, apologized for the confusion over the graphic, and reference the full map that was included in the packet materials. She explained that while the Transportation Authority had programmed a million dollars to the project a year and a half ago, since then, some of the local revenues that were anticipated to fund construction had not come through. She stated the requested Prop L funds leveraged other state grants that had timely use of



funds requirements. She gave additional context that making signal improvements on Caltrans right of way, and associated Caltrans requirements, had been a major driver of the cost increases.

Member Ford said the crux of today's comments was that the bike lane component was not sensible and wondered what level of funding would have been required if it had been only a signal, lane reduction, and bulb-out project without bike lanes. Ms. Wong noted this calculation had been done and she could provide it after the meeting, but said that a significant amount of the total project cost was due to signals. She further explained there was additional scope not mentioned, including pedestrian refuge islands, accessible pedestrian signals, widened sidewalks, and repaving.

Chair Siegal said she lived in the Haight and often biked east to Potrero or Bayview and currently did wiggles up Market and down 11th or 8th to avoid the 13th Street area. As a result, she said she thought the project would be a convenient connection, creating a straight shot route in what had been a harrowing place to bike. She expressed appreciation for the proposed improvements. She questioned whether with this level of cost it would be possible to extend the connection all the way from Valencia further west to Market. She also stated that she was aware of the alternative to wiggle a block south to 14th Street but said she disliked door zone bike lanes more than being under a freeway.

Chair Siegal said she appreciated the concerns of her colleagues about the exact implementation, and asked Ms. Wong to clarify if the signal upgrades were necessary regardless of this project, or if they were needed for the bike lane and street improvements. Ms. Wong responded that it was a little of both since the signals were old and upgrades were also necessary for the bikeway. Chair Siegel asked if it was worth exploring whether it would be cheaper to route around the section of 13th Street that required signal upgrades and that as unpleasant as being under a freeway was, a lot of people did walk around in this area connecting SoMa and the Mission.

Ms. LaForte pointed out that this was a time sensitive request because there were state grants funding the project that were drivers of the timely use of funds requirements, including one that required the construction contract to be awarded next month and if there were delays in the contract, it could mean funds would be at risk.

Member Margarita asked how much state funding the project would lose if it didn't get approved. Ms. LaForte responded there were many different grants on the project, including Local Partnership Program (LPP) funds programmed by California Transportation Commission and Caltrans SHOPP fund. She said that the SHOPP funds totaled more than \$2 million, but one of the smaller grants, LPP, was driving the timing, but she needed to confirm the requirements for each source. She emphasized that the Transportation Authority didn't want to lose grant funds because it would reflect poorly on San Francisco.

During public comment, Edward Mason stated he visited a hardware store near one of the project area intersections and said that the City needed to reduce speeds and increase attentiveness of drivers coming off the freeway, and recommended speed bumps (Bott's dots). He said the City was trying to pack ten pounds into a five-pound space and said he didn't see any benefit in the larger picture.



Chair Siegel built off Mr. Mason's comment and expressed her appreciation for the lane removal.

Member Oretga asked what the control would be where the bike path crossed the freeway off-ramp. Ms. Wong responded it would be signal controlled. Member Margarita followed up, asking whether the freeway off-ramp would be narrowed from two to one lane. Ms. Wong responded that freeway off-ramp at Mission/Otis would remain as-is and the freeway on-ramp at South Van Ness would remain as-is.

Chair Siegel proposed taking the vote separately on each request and called for a motion.

Member Barz moved to approve the YBI MUP - Transit Lane project request, seconded by Member Milford-Rosales.

The motion was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

Member Milford-Rosales moved to approve the 13th Street Safety project request, seconded by Member Kim.

The motion failed by the following vote:

Ayes: CAC Members Milford-Rosales, Ng, and Siegal (3)

Abstentions: CAC Members Barz, Ford, Kim, Margarita, and Ortega (5)

Absent: CAC Members Daniels and Levine (2)

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

Projects: SFMTA: Bus Transit Signal Priority (\$2,649,000). SFCTA: Bayview Street Safety and Truck Relief Study (\$139,890).

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

Member Kim referenced a newspaper article that cited \$212 million needed for an updated Muni Train Control System estimated at \$700 billion in all. He asked if there would be interference between the two different systems: Transit Signal Priority and the Train Control System. He added that train control was for the subway, but buses and streetcars also operated on the same system. He asked if the systems would work together or separately.

Liliana Ventura, Intelligent Transportation Systems (ITS) Program Manager at SFMTA responded that SFMTA had two separate systems. She explained there was a rail Transit Signal Priority and a Bus Transit Signal Priority. She added that the recently approved Train Control Upgrade Project was for the first phase and specifically for underground work. She clarified the systems were different and the subject funding request was for the Bus Transit Signal Priority.

Member Kim asked if the Bus Transit Signal Priority would be integrated with SFMTA's



Train Control System in the future.

Ms. Ventura responded that Transit Signal Priority technology was moving towards cloud-based, and they anticipated the same integrated system for Bus Transit Signal Priority and Rail Transit Signal Priority.

During public comment, Edward Mason expressed his support for the signal priority project. He stated there had been a 25 year old incident of a pedestrian fatality due to a bus at the 21st and Mission Street intersection. He asked about the estimated life of the new equipment and system. He further inquired if there would be no signal interference of the communication-based transit system between the surface light rail and the subway. He expressed concerns that they should operate on a different frequency due to potential cyber-attacks.

Chair Siegal asked staff to respond to the useful life of the signals.

Ms. Ventura responded that the ITS and the Transit Signal Priority had a typical lifespan of 15 years for the entire system. She added the current Bus Transit Signal Priority system was over 20 years old and certain components aged faster such as chips and bandwidth. She stated these could become outdated between 5 to 7 years. She said SFMTA upgraded their systems every 5 to 7 years to allow for upgraded cybersecurity protocols.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels and Levine (2)

10. Adopt a Motion of Support to Adopt the District 1 Multimodal Transportation Plan Final Report – ACTION

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Member Kim thanked staff for the study. He noted that Fulton Street had speeding issues, making the street dangerous for pedestrians, bikes, and drivers. He appreciated the recommended safety improvements in the report. He also noted that the speed limit of Fulton Street had recently been reduced from 30 mph to 25 mph, which could be updated in the report. He asked for clarification on what pedestrian-scale lighting and signage referred to.

Mx. Paz responded that pedestrian scale lighting provided light for people waiting on the sidewalk. She said the signage referred to signs at transit stops.

Member Kim asked for clarification that curbside management recommendations did not include Geary Boulevard because SFMTA had other improvement projects on the corridor, which Mx. Paz confirmed.

Member Kim asked whether Fulton Street was the first location in San Francisco to apply hardened center lines, what their purpose was, and whether they had been effective to improve safety. He stated that the speed cameras, signals, and other safety improvements on Fulton Street would help to address speeding but was unsure



whether the hardened center lines would help or would be confusing since they were a new treatment in the Richmond.

Mx. Paz answered that hardened center lines were placed to slow turn speeds of left turn vehicles and could prevent sideshows and said that these had been implemented in the Mission and on South Van Ness. Mx. Paz said they would follow up with SFMTA on their evaluation of the effectiveness of hardened center lines.

Member Kim inquired whether ridership would justify the North-South express bus routes shown in the final report. He expressed the need for more bus routes connecting the Richmond to the Sunset, and the Richmond to Daly City and other places on the peninsula.

Mx. Paz pointed to page 65 of the report which contained a draft map from a SamTrans express bus study. They said the map showed full service on the west side to make connections to destinations on the peninsula, including Daly City, Foster City, and Palo Alto. They also said staff could take comments on this plan for future coordination with SamTrans.

Member Kim stated that sidewalk repair was also an urgent need in District 1, due to sidewalk damage from trees. Member Kim also emphasized the need for better public transportation support between mini districts. Additionally, Member Kim commented that the proposed locations for mobility hubs were reasonable but questioned whether \$500,000 per site would be enough, as sites might require significant infrastructure upgrades.

Mx. Paz clarified that the \$500,000 estimate was for a detailed planning study. The detailed planning study would include a cost estimate for implementation.

Member Barz expressed concern about the green painted bike lane recommendation for Cabrillo. Member Barz shared that the National Association of City Transportation Officials (NACTO) no longer recommended door-zone painted bike lanes unless there was a buffer, which Cabrillo did not have. Member Barz also shared that Cabrillo had experienced recent speeding related collisions and was not sure how effective a conventional bike lane would be to address these collisions.

Mx. Paz responded that the intersection treatments were aimed to slow traffic and that Cabrillo had space constraints due to parking needs. Mx. Paz stated that the only way to make a protected bike lane would be to take away parking from the full corridor, which they had heard in outreach was not desired by the community. However, Mx. Paz stated that they could explore Member Barz's comment as a next phase improvement.

Member Barz asked if there was a goal to meet the NACTO volume and speed requirement for a painted, buffered bike lane.

Mx. Paz said they would follow up with SFMTA.

During public comment, Edward Mason shared that cellphone data from SamTrans showed significant numbers of travelers from the west side down the peninsula. Regarding hardened center lines, Mr. Mason asked whether there were plans to educate drivers to make wider left turns to not cross over the center line. Mr. Mason also questioned how long it would take for electric vehicle charging at charging hubs and suggested looking into charging at light poles as an alternate solution.



Richard Rothman stated that the intersection of 37th Street and Fulton was a dangerous intersection near a senior center. Mr. Rothman commented that seniors did not have enough time to cross the street and that the intersection had two recent accidents.

David Alexander from Richmond Families thanked staff and Supervisor Chan's office for the study. Mr. Alexander stated the need for more robust treatments on Cabrillo because Cabrillo was a slow street. Mr. Alexander appreciated the hardened center lines but cautioned that unsignalized intersections would not stop speeding on Fulton and that more robust treatments were needed.

Paul Rivera from Walk SF and the Richmond Families Transportation Group thanked staff and Supervisor Chan's office for the study. Mr. Rivera stated his preference for the pedestrian safety zone treatment for Fulton, shown in the bottom diagram on page 59 of the report.

Al thanked staff for the study and agreed with Mr. Rivera about preferring the pedestrian safety zone shown on page 59 of the report. Al stated that the unprotected bike lanes would not have been helpful on Cabrillo and asked whether staff could explore ways to decrease the cost of creating pedestrian bulb-outs through tactical placemaking. He also called for a more robust study of the actual safety conditions along Fulton.

Jennifer Kriz stated that she understood concerns about unsignalized intersections but also expressed concern about a light being placed at 4th and Fulton. She opined that installing the light would draw more car traffic to use 4th as a connection between Fulton and Geary.

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

The item was approved by the following vote:

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

Absent: CAC Members Barz, Daniels, and Levine (3)

11. SFMTA Mid-Valencia Bikeway Project Update – INFORMATION

Paul Stanis, SFMTA Project Manager, presented the item.

Member Ortega expressed concerns about the timing of the Valencia Bikeway Project open houses, stating that scheduling from 4-6pm meant many people she knew who wanted to attend were unable to make it due to work commitments or had to rush to get there in time. She noted she had raised this issue before but wanted to continue making SFMTA and the Transportation Authority aware that, when conducting public outreach events, they need to ensure neighborhood residents who may not work in the area can attend. She stated that her partner, who uses the Valencia bike lane daily, wanted to go to the open houses and share his input but was unable to do so. She emphasized the importance of capturing feedback from the broad range of bike lane users, including commuters, when gathering community input.

Member Ortega encouraged SFMTA in the next phase of outreach to ensure it was accessible to everyone, including working commuters. She expressed concerns about the latest version of the Valencia plan with both floating and non-floating parklets,



which would result in losing even more space that merchants wanted for loading and unloading, as well as parking. She opined that this would potentially add more confusion and could lead to people trying to double park again, an issue that the center running configuration had reduced. She noted that while the center lane was not perfect and had some issues, it was better because cyclists would not have to navigate double parked cars.

Member Margarita emphasized the comments from Member Ortega about community outreach. She stated that it seemed as though the project's outreach process was not truly engaging the community. She stressed that if the intention was to keep the community informed, it was crucial to put significant effort into including all members of the community, such as businesses and churches. She expressed appreciation that parking for people with disabilities was being considered, as it was not clearly shown on the new map. Member Margarita requested that SFMTA confirm whether the new proposed configuration would eliminate the center bike lanes when the side bike lanes were added.

Paul Stanis clarified that the plan was to remove the center bike lane and place the bike lanes by the curb, which he pointed out was different from how it was prior to the center running pilot. He said that SFMTA would implement the bikeway design that was already on Valencia between 15th and Market and that the center bikeway would be removed.

Member Margarita asked if the community had been included in the decision making process and stated that the new plan didn't make sense for the safety of the cyclists. She added that if additional parking was not included in the plans, she wanted to know the purpose of the new design.

Mr. Stanis replied that SFMTA had worked with over 100 businesses on the corridor, in addition to open houses, and had collaborated closely with the two primary merchant associations, informing them that the side running bikeway design would eliminate parking and loading zones. He stated that the associations had indicated that they were okay with that outcome. Mr. Stanis noted that there had been a desire to remove the current bike lanes because they did not work for people who visited those businesses, and that parking or going into the center running bike lanes presented a quality of life issue. He stated that the open lane in the middle of the road invited people to drive down it at high speeds, including on dirt bikes and ATVs, which was very disruptive to the corridor. Mr. Stanis emphasized that SFMTA had worked closely with people throughout the corridor, beyond the open houses events. He said that they had collaborated with some merchants five or six times. He noted that SFMTA has sent invitations to merchants and explicitly presented the final designs by guiding them down the corridor and highlighting the changes, including white zones and adjustments to parking and loading areas.

Member Margarita asked if cars would be parked in the middle of the street, as they often did further south on Valencia, or what would occupy the middle.

Mr. Stanis answered by stating that nothing was happening south of 23rd and the only section being talked about was 15th through the 23rd. He said that under the proposed design there would be no center median, there would just be a lane of travel in each direction.



Member Margarita asked if there were any new meetings scheduled for community outreach that were outside the hours of 4-6pm so more people could attend.

Mr. Stanis stated that SFMTA did not plan to hold any more meetings, but pointed out that they sent out monthly email updates and would continue to keep the public informed as construction start dates approached. He said that SFMTA was still meeting with merchant associations and advocacy groups, and if anyone emailed them, SFMTA would gladly hold these conversations. He emphasized that SFMTA had a long and robust outreach and dialogue with the community over the entire year and that this had been reflected in the final design that they were hoping to approve.

Member Margarita asked about an example she said she liked in San Mateo where the street was car free, and cars were only allowed during certain hours and locations for merchants to load and unload. She noted that parking was only for people with disabilities. She mentioned that it seemed safe for pedestrians and bicyclists and inquired why this was something the SFMTA shouldn't consider for Valencia.

Member Ford said that she liked the side running lanes and that when she was traveling to Valencia, it was normally for a destination on the corridor. She noted that with the center running lanes, it was difficult to enter and exit the lanes. She said that there was a lot of concern about the floating parklets between the community and cyclists and asked if and how they had addressed the concerns about the parklets.

Mr. Stanis responded that because San Francisco does not have floating parklets, they had conversations with Oakland, and New York. He stated that San Francisco's would differ by having a raised level crossing between the parklet, prioritizing the pedestrians and forcing cyclists to slow down at that point. He said that this ramp would include signage and a railing at the crossing point forcing pedestrians to cross only at one point. He mentioned that there would be a setback for the parklet, which included a three-foot buffer space where one could step out of the parklet but would not be in the bike lane, making the pedestrian more visible.

Member Ng asked, regarding community engagement, how SFMTA had reached out beyond the merchants to the everyday person and how SFMTA had met them where they were, as they had done with the merchants. She said that associations did not always reflect the opinions of everyone.

Mr. Stanis said that SFMTA was careful about who they listened to and in what situation to make sure they were able to get a full picture of what the community and the merchants wanted.

Chair Siegel said that it appeared that most of the side running bike lanes would be protected from traffic by parked cars, but she asked what kind of protection would be in place where there was not any parking or the lane had to go around parklets.

Mr. Stanis responded that there were a few locations where parking was not present for access to fire hydrants or daylighting at cross streets and driveways, and that SFMTA was working to figure that out. He stated now that the design was finalized, SFMTA was trying to secure the fine-grained details of the project as next steps. He said that because SFMTA wanted to complete this project as soon as possible, they would likely use a version of safe hit posts, but that there were opportunities for bikeway buffer hardening as time went on.



Chair Siegel noted that Vice Chair Daniels, who was absent, had expressed concerns that a church of which she is a member in the project area had not received outreach.

Mr. Stanis stated that, for the most part, the SFMTA had visited every frontage along the corridor. However, he added that if there were a specific church or storefront that should be contacted, that information should be forwarded to him.

Member Margarita said that she wanted to direct merchants who were concerned about loading zones to the SFMTA.

During public comment, Edward Mason asked if he were to inquire about the labor and materials that had been charged to the Valencia street project, how much money had been spent in that account and what that amount represented. He asked if 3,500 people used it, whether that meant 3,500 people had traveled downtown and then returned, or if it was actually 1,750 individual people. He asked whether SFMTA had considered using a reservation system online to avoid congestion. He questioned why investment in bicycle infrastructure on Valencia was necessary and why cyclists could not use Folsom instead, rather than spending resources on this project.

Other Items

12. Introduction of New Business - INFORMATION

Member Milford-Rosales stated that during last month's meeting, when discussing the temporary storage of trolley bus vehicles during the trailer construction project, he remembered that the Presidio bus yard would become a battery-only bus yard in the future. He noted that he had not seen any documentation on this in other SFMTA comments and planning documents and asked if it would be possible to have someone from SFMTA come talk about their plans for the broader trolley bus fleet sometime in the future. He remarked that the trolley buses make the community's fleet greener than many others and, with the issues AC Transit has experienced switching to battery buses, expressed his view that it seemed backward to replace the trolley buses with battery buses instead of diesel ones.

Member Margarita stated that she understood SFMTA was going to present something to the Board on November 19th regarding the Valencia bikeway topic they had just discussed. She expressed a desire for a follow-up conversation with SFMTA to ensure all suggestions were carefully considered. Margarita referenced Mr. Mason, suggesting that instead of a one-hour permit online, which required use between 10:30 and 11, perhaps a daily reservation system could be explored. She mentioned in Mexico City there was a system whereby certain cars could park based on permits, such as green on Tuesdays or blue on Wednesdays. She emphasized the need to think outside the box, focusing on safety and support for small businesses, many of which had closed after decades in operation. Member Margarita stressed the importance of balancing the needs of bikers, pedestrians, drivers, and small businesses, highlighting that not everyone could use transit, such as some residents who juggled two or three jobs while raising children. She urged consideration for the entire community when SFMTA implemented parking and sidewalk measures. She requested a follow-up conversation and noted she would be forwarding information to businesses, churches, and other entities to facilitate these discussions.

Member Kim stated that he wanted to reference Member Margarita's comment, with



respect to curbside management, noting that the District 1 Multimodal Study had included curbside elements, and as a small business owner, he had experienced similar issues. He said that last year, SFMTA had removed angular parking, changing it to parallel, which resulted in fewer parking spaces. He recounted that he has to go shopping very early to get a parking space and that after 10 a.m., there was no parking available. He mentioned there were some loading zones—such as yellow zones for delivery trucks and red zones for specific vehicles—but he couldn't use them (as a business owner) with his minivan, though sometimes he had no choice. He said this created a risk of receiving a ticket. He suggested that if he could book spots through a system, it would make things easier. Member Kim proposed discussing curbside management specifically, noting that SFMTA had an existing system but felt it needed updating or new ideas.

There was no public comment.

13. Public Comment

There was no public comment.

14. Adjournment

The meeting was adjourned at 9:31 p.m.



Memorandum

AGENDA ITEM 6

DATE: October 24, 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

RECOMMENDATION Information Action

- Approve a two-year professional services 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
- Approve a two-year professional services 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
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: _____

SUMMARY

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 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 Seismic Retrofit 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.

Funding. The environmental phase is complete and was funded with Priority Conservation Area and the Transportation Authority's LPP Formulaic funds. The design phase contract will be funded with LPP Formulaic funds, Active Transportation Program (ATP) funds, and San Francisco's One Bay Area Grant (OBAG) 3 funds, with the aforementioned Prop AA and BATA funds to be amended into the contract. The construction phase has secured Prop L and Interregional Transportation



Improvement Program (ITIP) funds. Grant applications for the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail and Solutions for Congested Corridors programs have been submitted. The remaining construction funds are targeted to come from a to-be-determined competitive grant source such as the federal RAISE program.

Table 1. YBI Multi-Use Path Project Funding Plan

Funding Plan Sources	Secured	Proposed	Total
Priority Conservation Area	\$1,000,000	-	\$1,000,000
LPP-F (SFCTA)	\$250,000	-	\$250,000
Environmental	\$1,250,000	-	\$1,250,000
LPP-F (SFCTA)	\$751,000	-	\$751,000
ATP	\$3,800,000	-	\$3,800,000
SF OBAG 3	\$2,250,000	-	\$2,250,000
Prop AA	-	\$750,000	\$750,000
BATA Funds	-	\$750,000	\$750,000
Design	\$6,801,000	\$1,500,000	\$8,301,000
Prop L	\$1,000,000	-	\$1,000,000
ITIP	\$4,944,000	-	\$4,944,000
RM3	-	\$16,250,000	\$16,250,000
SCCP	-	\$38,406,000	\$38,406,000
TBD (e.g., RAISE)	-	\$25,000,000	\$25,000,000
Construction	\$5,944,000	\$79,656,000	\$85,600,000
Total (All Phases)	\$13,995,000	\$81,156,000	\$95,151,000

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Map
- Attachment 2 - Scope of Services
- Attachment 3 - Resolution

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)



San Francisco County Transportation Authority

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.



San Francisco
County Transportation
Authority

BD111924

RESOLUTION NO. 25-XX

RESOLUTION AWARDING 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 AWARDING 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; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Transportation Authority leads the Yerba Buena Island Multi-use Path Project (Project) and seeks to develop a safe and accessible bicycle and pedestrian connection between the current Yerba Buena Island Bike Landing/Vista Point and the new ferry terminal via Treasure Island Road and Hillcrest Road as part of the Project; and

WHEREAS, The 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 San Francisco Oakland Bay Bridge East and West spans; and

WHEREAS, The Project consists of Segment 1 from the Bay Bridge East Span YBI Bike landing to the intersection of Hillcrest Road and Forest Road; Segment 2 is within the limits of the Hillcrest Road Improvement Project, Segment 3 is within the limits of the West Side Bridges Seismic Retrofit Project, and Segment 4 from the West Side Bridges Seismic Retrofit Project to the intersection of Treasure Island Road and Macalla Road; and



WHEREAS, The Project will require close coordination and consultation with all stakeholders including Treasure Island Development Authority, San Francisco Public Works, San Francisco Municipal Transportation Agency, San Francisco Public Utilities Commission, Bay Area Toll Authority, California Department of Transportation (Caltrans), and United States Coast Guard; and

WHEREAS, The Transportation Authority seeks professional services for design and engineering, along with California Department of Transportation (Caltrans) right-of-way approval, for the Project for Segments 1, 2, 3, and 4; and

WHEREAS, On June 18, 2024, the Transportation Authority issued a Request for Proposals (RFP) for design and engineering services for the Project; and

WHEREAS, The Transportation Authority received two proposals in response to the RFP by the due date of July 19, 2024; and

WHEREAS, A review panel comprised of staff from the Transportation Authority, Treasure Island Development Authority, and Bay Area Toll Authority interviewed the two firms on August 5, 2024; and

WHEREAS, Based on the results of the competitive process defined in the RFP, the panel recommended award of consultant contracts to the firms of TY Lin International for Segments 1 and 2 and to WMH Corporation for Segments 3 and 4; and

WHEREAS, The establishment of contracts with the two teams will provide the Transportation Authority with broader and deeper access to design and engineering services for the Project due to each team's expertise on this Project and adjacent projects on Yerba Buena Island; and

WHEREAS, The professional services contracts will be funded with state Active Transportation Program grant funds and federal Congestion Mitigation and Air Quality grant funds; and

WHEREAS, 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; and

WHEREAS, Due to the time sensitivity of the request driven by the desire to take advantage of construction efficiencies that can be achieved by starting construction of the Project 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 and the Hillcrest Road Improvement projects, staff is recommending final approval of this item on its first read; and

WHEREAS, At its October 23, 2024, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract with TY Lin International in an amount not to exceed \$4,350,000 for design and engineering services and Caltrans right-of-way approval of the Project for Segments 1 and 2 and a two-year professional services contract with WMH Corporation in an amount not to exceed \$1,150,000 for 35% design and engineering services of the Project for Segments 3 and 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

AGENDA ITEM 7

DATE: October 24, 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

RECOMMENDATION

Information Action

- 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.
- 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.
- Program \$4.5 million in San Francisco's share of SB 1 LPP Formulaic funds to a project of BATA's choice, with conditions.

SUMMARY

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

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: _____



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 Class I 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. 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. Following approval, 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.

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 - Westside Bridges Retrofit Project HIP Project Information Form
- Attachment 2 - Yerba Buena Island Projects Maps
- Attachment 3 - Proposed LPP Formulaic Program Priorities
- Attachment 4 - Resolution (HIP Resolution of Local Support)
- Attachment 5 - Resolution (LPP Formulaic Programming & Exchange)

Housing Incentive Pool (HIP)

Project Information Form



Project Information	
Project Name	West Side Bridges Seismic Retrofit Project
Project Sponsor	SFCTA
Contact Name	Mike Tan
Contact Phone	415-522-4826
Contact Email	mike.tan@sfcta.org
Project Location <i>Attach project map, if available</i>	Describe the project location, including city/county and street names of project limits: In San Francisco on Yerba Buena Island, along Treasure Island road, between 0.4 miles southeast of Macalla Road and the Bay Bridge I-80 freeway westbound on-ramp
Project Scope <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: The current West Side Bridges Seismic Retrofit Project project scope includes a Class 2 westbound bike facility. The requested HIP amount would partially fund construction of an additional two retaining walls and associated roadway improvements needed to accommodate the future Yerba Buena Island Multi-use Path (YBI MUP) project which will create a bidirectional, Class 1 facility with extensive safety, accessibility, connectivity, and sustainability benefits. Both walls and associated roadway improvements would be constructed as part of the under-construction West Side Bridges Seismic Retrofit Project.
Eligibility	
Federal Fund Eligibility <i>Project must be eligible for federal funds; select at least one</i>	Project is eligible for the following HIP federal fund source(s): <input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (see FHWA fact sheet and 23 USC § 133) <input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (see FHWA fact sheet and 23 USC § 149) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations with this form, using the template provided by MTC.</i>
OBAG 2 Eligibility <i>Project must be eligible for OBAG 2 funds; select to confirm</i>	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 OBAG 2 webpage). <input checked="" type="checkbox"/> Project is eligible for OBAG 2 funds.
Complete Streets Policy <i>Project must comply with policy; select at least one</i>	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 Complete Streets webpage). <input checked="" type="checkbox"/> Sponsor/project will comply with MTC's Complete Streets policy. <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)



Housing Incentive Pool (HIP)

Project Information Form

<p>Regional Project Delivery Policy <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 template provided by MTC (see MTC’s Regional Project Delivery webpage).</p> <p><input checked="" type="checkbox"/> Sponsor/project will comply with MTC’s Regional Project Delivery Policy, including adoption of a Resolution of Local Support.</p>
<p>State Housing Law <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 checked="" 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 checked="" 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 template provided by MTC, by December 31, 2024.</p>
<p>Readiness & Deliverability</p>	
<p>Obligation Deadline <i>Select to confirm</i></p>	<p>The obligation deadline for HIP funds is January 31, 2027.</p> <p><input checked="" type="checkbox"/> Sponsor will obligate all HIP funds for this project by January 31, 2027.</p>
<p>Readiness <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>The West Side Bridges project is cleared environmentally and currently in construction. The two retaining walls and associated roadway improvements would be added through change orders.</p>
<p>Deliverability <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> <p>Sandy soil conditions on Yerba Buena Island could impact construction of the retaining walls. SFCTA will apply lessons learned and modified construction techniques by the contractor during the scope already-under construction project scope to construction of the retaining walls.</p> <p>The scope beyond the retaining walls is fully funded.</p>



Needs & Benefits	
<p>Community Support <i>MTC will prioritize projects with demonstrated community support</i></p>	<p>Briefly describe any recent community feedback related to this project:</p> <p>The project is currently in construction and SFCTA is working in collaboration with the Treasure Island Development Authority (TIDA) to deliver this much-needed safety and access improvement project. TIDA has undertaken an extensive public process to incorporate public opinion on all the improvements on YBI/TI. TIDA business is conducted via monthly meetings that are open to the public. SFCTA has also conducted public engagement with One Treasure Island which is a non-profit organization helping lower-income households and those who have experienced homelessness. One Treasure Island has provided a letter of support for this project.</p>
<p>Plan and Policy Consistency <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>The two retaining walls and associated roadway improvements are needed to accommodate the future Yerba Buena Island Multi-Use Path project, which is programmed in Plan Bay Area 2050 RTP as part of the larger programmatic entry of "Complete Streets Network Regional" project (RTP ID 21-T08-060).</p> <p>The West Side Bridges Project supports the The Treasure Island Transportation Implementation Plan (TITIP) and is part of the 2011 Treasure Island EIR.</p>
<p>Project Impacts <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> <p>The West Side Bridges will improve safety by seismically retrofitting or replacing eight existing bridge structures along Treasure Island Road to meet current state seismic safety standards. These bridge structures are a critical connection for island residents between Yerba Buena Island, Treasure Island, and the Bay Bridge.</p> <p>Implementing the retaining walls as part of the West Side Bridges project, while roadways are currently closed, will avoid future construction disruptions for island residents and prevent an additional \$10M+ in future demolition and reconstruction costs for the Yerba Buena Island Multi-Use Path project.</p>



Housing Incentive Pool (HIP)

Project Information Form

Project Cost & Funding

HIP Grant Request:

Total Grant Request*	\$ 5,500,000
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*Grant requests must be at least \$250,000

Project Cost & Schedule:

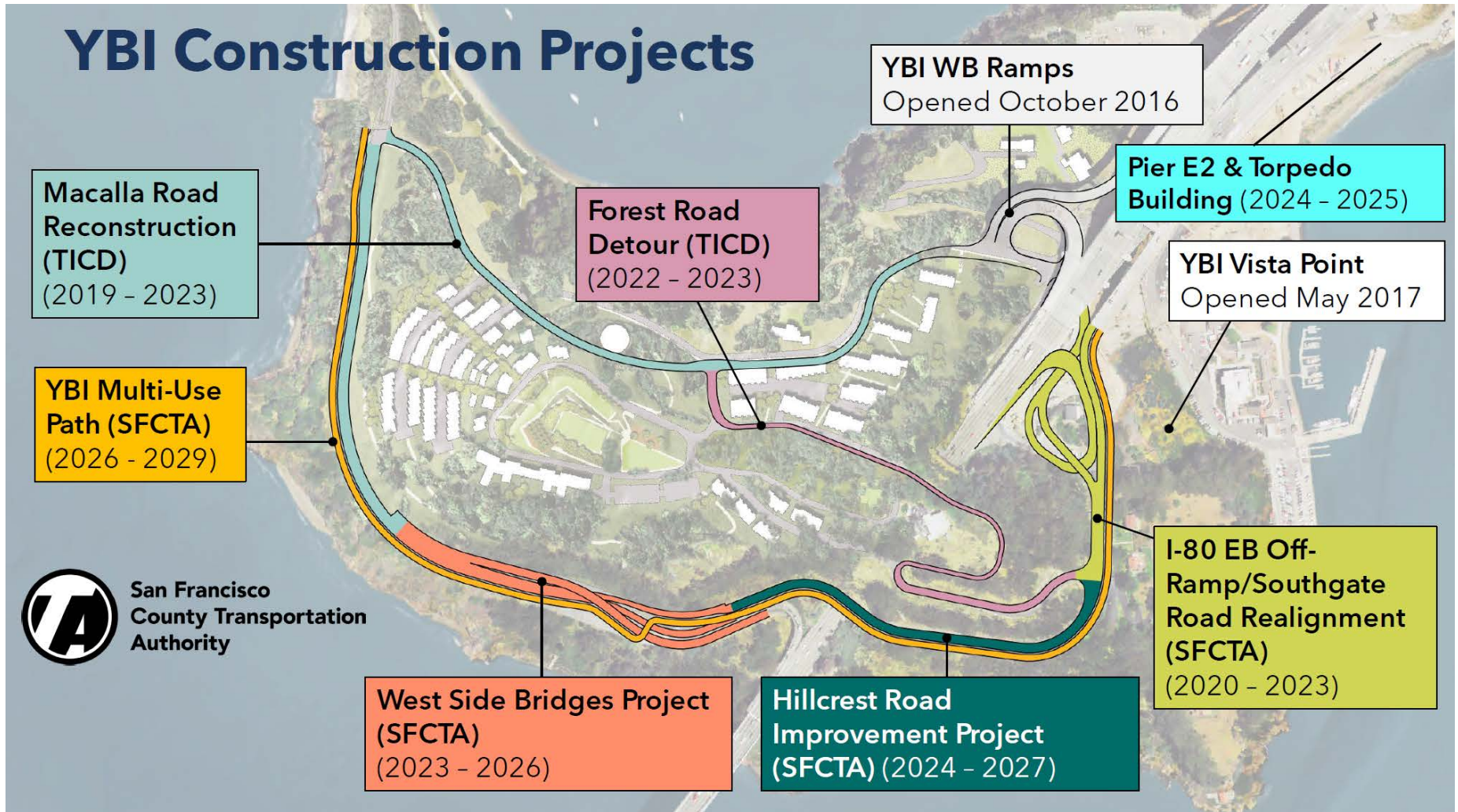
Federal Project Phase	Total Cost	Secured Funds		Unsecured Funds		Schedule <i>Phase start date (month/year)</i>
		Amount	Secured Fund Source(s)**	HIP Grant Request	Remaining Funds Needed	
Preliminary Engineering (PE)	\$ 7,088,597	\$ 7,088,597	HBP, BATA Toll, TIDA funds	\$ 0	\$ 0	Complete
Right-of-Way (ROW)	\$ 338,185	\$ 338,185	HBP, State Prop 1B	\$ 0	\$ 0	Complete
Construction (CON)	\$ 125,900,288	\$ 115,900,288	HBP, RAISE, Federal Earmark, BATA Toll, LPP-F (SFCTA & BATA), TIDA Funds, Prop K	\$ 5,500,000	\$ 4,500,000	Under construction (June 2023)
Non-Infrastructure (NI)						
Total	\$ 133,327,070	\$ 123,327,070		\$ 5,500,000	\$ 4,500,000	

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

Scalability:

<p>HIP Award Range and Scalability <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: \$10M HIP funds are needed to accommodate the the YBI MUP. Retaining Wall #1 is estimated to cost \$5.5M and Retaining Wall #2 is estimated to cost \$4.5M. With an award of \$5.5M of HIP funds, the SFCTA will need to secure the remaining \$4.5M through a fund exchange with MTC.</p>
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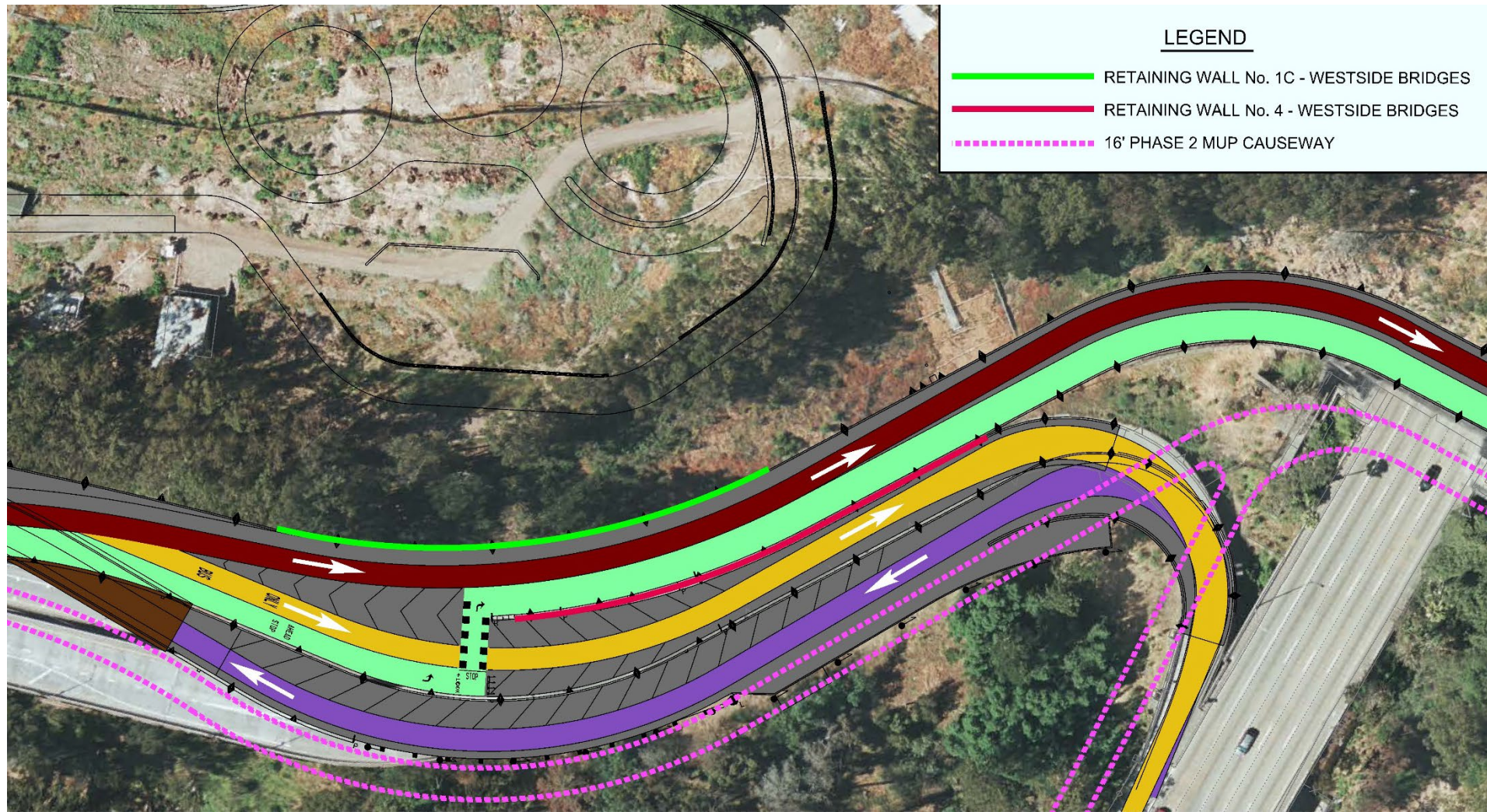
Yerba Buena Island Construction Projects



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 ¹	Project Name	Project Description	Phase(s)	District(s)	Cost of Phase Requested	LPP-F Funds Requested
Previously Programmed (Resolution 24-19, approved 11.28.23)							
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
Proposed New Programming							
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
Total						\$ 166,201,228	\$ 7,101,000

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

LPP-F Funds Remaining to Program² \$ 1,657,000

¹ Sponsor abbreviation: the San Francisco County Transportation Authority (SFCTA).

² 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.



San Francisco
County Transportation
Authority

BD111924

RESOLUTION NO. 25-XX

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 FOR RETAINING WALLS TO ACCOMMODATE THE YERBA BUENA ISLAND MULTI-USE PATH

WHEREAS, The San Francisco County Transportation Authority (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$5,500,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for West Side Bridges Seismic Retrofit Project for Retaining Walls to Accommodate the Yerba Buena Island Multi-Use Path (herein referred to as PROJECT) for the Housing Incentive Pool (herein referred to as PROGRAM); and

WHEREAS, The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and



WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, Pursuant to the FEDERAL TRANSPORTATION ACT, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, As part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and



- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and

WHEREAS, That APPLICANT is authorized to submit an application for



REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, There is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, There is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under the FEDERAL TRANSPORTATION ACT or continued funding; and be it further

RESOLVED, That APPLICANT will provide any required matching funds; and be it further

RESOLVED, That APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED, That APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation



projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED, That PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED, That APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED, That PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED, That, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED, That, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED, That, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and be it further

RESOLVED, That APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED, That APPLICANT is authorized to submit an application for



REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED, That there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED, That there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED, That APPLICANT authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED, That the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.



RESOLUTION PROGRAMING \$4,500,000 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 \$4,500,000 IN BATA FUNDS FOR THE WEST SIDE BRIDGES PROJECT FOR RETAINING WALLS TO ACCOMMODATE THE YERBA BUENA ISLAND MULTI-USE PATH PROJECT

WHEREAS, The Transportation Authority is delivering the West Side Bridges Seismic Retrofit Project (West Side Bridges Project) on behalf of the Treasure Island Development Authority (TIDA); and

WHEREAS, On March 14, 2023, through approval of Resolution 23-39, the Transportation Authority awarded the West Side Bridges Project construction contract;

WHEREAS, The West Side Bridge Project began construction in June 2023 with a total construction phase budget of \$115,900,288; and

WHEREAS, The Transportation Authority leads the Yerba Buena Island Multi-Use Path Project (YBI MUP Project) and seeks to develop a safe and accessible bicycle and pedestrian connection between the current Yerba Buena Island Bike Landing/Vista Point and the new ferry terminal via Treasure Island Road and Hillcrest Road as part of the YBI MUP Project as shown in Attachment 1; and

WHEREAS, The Transportation Authority is seeking \$10,000,000 to construct two larger retaining walls to create a wider roadway width to accommodate Segment 3 of the YBI MUP Project as part of the West Side Bridges Project construction contract, which would achieve construction and cost efficiencies;

WHEREAS, West Side Bridges Project has state California Environmental Quality Act environmental clearance, and federal National Environmental Policy Act environmental clearance, including the retaining walls; and

WHEREAS, In March 2024 Metropolitan Transportation Commission (MTC) awarded \$38,500,000 in Housing Incentive Pool (HIP) funds to San Francisco as a



reward for preserving and producing affordable housing; and

WHEREAS, In October 2024 the San Francisco Mayor's office submitted a list of projects recommended for HIP funds to MTC, which included \$5,500,000 for the West Side Bridges Project for retaining walls to accommodate the YBI MUP, with MTC programming of these funds expected in December 2024, leaving a remaining funding need of \$4,500,000 for the retaining walls; and

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB1); and

WHEREAS, Among other things, SB1 created the Local Partnership Program (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; and

WHEREAS, On August 17, 2023, the CTC approved the revised LPP formulaic distribution for San Francisco at \$8,758,000 covering Fiscal Years (FY) 2023/24 through FY 2024/25; and

WHEREAS, LPP Formulaic Program funds are available for almost any phase of a capital project and require a dollar-for-dollar match and full funding plan; and

WHEREAS, Transportation Authority staff identified LPP Formulaic Program as the best available source to fund the remaining \$4,500,000 for the West Side Bridges Project retaining walls to accommodate the YBI MUP project; however, the West Side Bridges Project cannot accept LPP funds directly because its construction contract has already been awarded, which is not allowed under the LPP guidelines, and therefore, requires a fund exchange; and

WHEREAS, Transportation Authority staff propose to exchange \$4,500,000 in SB 1 LPP funds programmed to a project of BATA's choice for \$4,500,000 in BATA funds for the WSB Project for retaining walls to accommodate the YBI MUP Project, which along with the aforementioned \$5,500,000 in HIP funds will fully fund the West Side Bridges Project retaining walls to accommodate the YBI MUP Project; and



WHEREAS, Transportation Authority staff recommend programming \$4,500,000 in LPP formula funds to a project of BATA's choice conditioned on upon MTC Commission approval of \$4,500,000 million in BATA funds for the West Side Bridges Project for retaining walls to accommodate the YBI MUP Project, which is expected at the MTC Commission's January 2025 meeting; and

WHEREAS, The proposed fund exchange would hold BATA harmless and BATA and Caltrans staff support the proposed fund exchange; and

WHEREAS, The Transportation Authority will enter into all necessary funding agreements with BATA and Caltrans to support the proposed fund exchange and associated programming; and

WHEREAS, Staff anticipates returning to the Board in early 2025 to seek approval to amend \$4,500,000 in BATA funds and \$5,500,000 in HIP funds into the West Side Bridges Project construction contract; and

WHEREAS, Due to the time sensitivity of the request that involves approving a change order on the West Side Bridges Project construction contract, staff is recommending final approval of the proposed actions on their first read; and

WHEREAS, At its October 23, 2024, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the aforementioned staff recommended fund exchange and associated programming action; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves a fund exchange for \$4,500,000 in SB 1 LPP Formulaic funds programmed to a project of BATA's choice for \$4,500,000 million in BATA funds for the West Side Bridges Project for retaining walls to accommodate the YBI MUP Project; and be it further

RESOLVED, That the Transportation Authority hereby programs \$4,500,000 million in San Francisco's share of SB 1 LPP Formulaic funds, with conditions, to a project of BATA's choice, as detailed in Attachment 2; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate



this information to BATA, MTC, CTC and all other relevant agencies and interested parties.

Attachments:

1. Attachment 1 - Yerba Buena Island Projects Maps
2. Attachment 2 - Proposed LPP Formulaic Program Priorities

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Memorandum

AGENDA ITEM 8

DATE: October 24, 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>RECOMMENDATION <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"> 13th Street Safety (\$3,350,000) <p>Appropriate \$750,000 in Prop AA funds, with conditions, for:</p> <ol style="list-style-type: none"> Yerba Buena Island Multi-Use Path (YBI MUP) - Transit Lane (\$750,000) <p>SUMMARY</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"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan 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 considered this item at its October 23, 2024, meeting and unanimously adopted a motion of support for the YBI MUP - Transit Lane project request but failed to approve a motion of support for the 13th Street Safety project request on a vote of three ayes and five abstentions.

During discussion of the item, CAC members asked for confirmation of the specific improvements that the 13th Street Safety Project would construct, including protected bike lanes and upgraded signals, and for clarifications on aspects of the design of the project, including that it would result in continuous protected bike lanes on 13th Street and Duboce Avenue connecting the existing lanes that end at Folsom Street through to Valencia Street. Some members raised concerns about the high cost of the project, and questioned the decision to route cyclists on 13th Street and Duboce Avenue, noting that cycling under the freeway was not a welcoming environment and raising concerns about motorists speeding on and off freeway ramps even with proposed signalization of those ramps. Other CAC members expressed appreciation for the proposed improvements, including the bike lane connectivity that they would provide.

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 6 - Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	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 ³	Actual Leveraging by Project Phase(s) ⁴		
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
TOTAL				\$ 3,350,000	\$ 750,000	\$ 20,675,678				

Footnotes

- ¹ "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).
- ² Acronyms: SFMTA (San Francisco Municipal Transportation Agency) and SFCTA (San Francisco County Transportation Authority)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

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	<p>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 .</p>
TOTAL			\$3,350,000	\$750,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

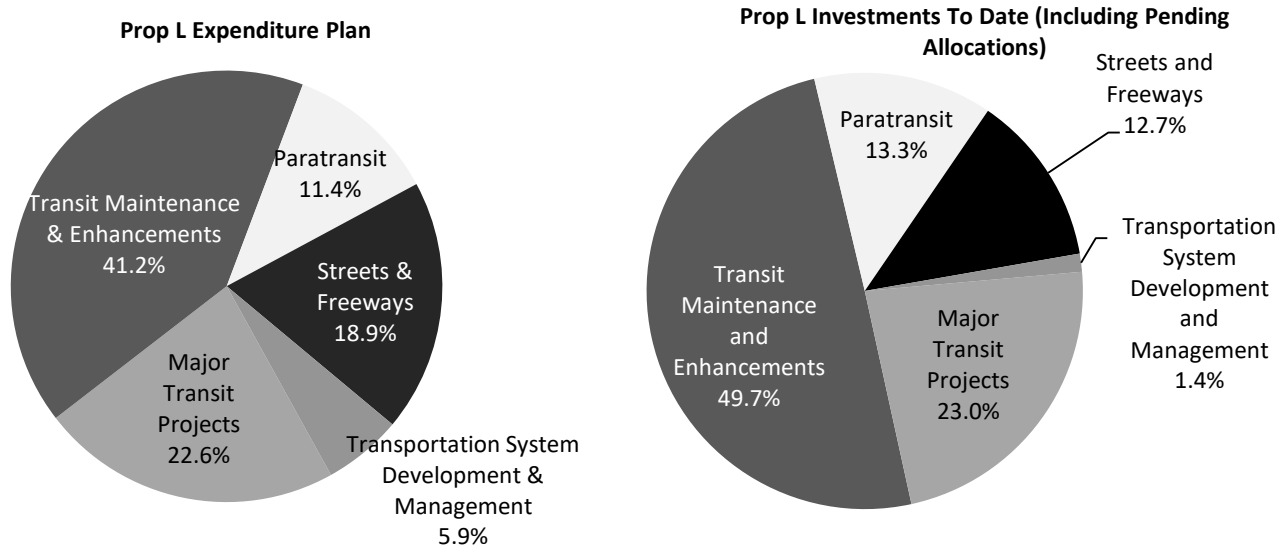
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
18, 21	SFMTA	13th Street Safety	\$ 3,350,000	\$ -	Special Conditions: Our recommendation is conditioned upon concurrent amendment of the Safer and Complete Streets 5-Year Prioritization 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	Special Condition: 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.
TOTAL			\$ 3,350,000	\$ 750,000	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

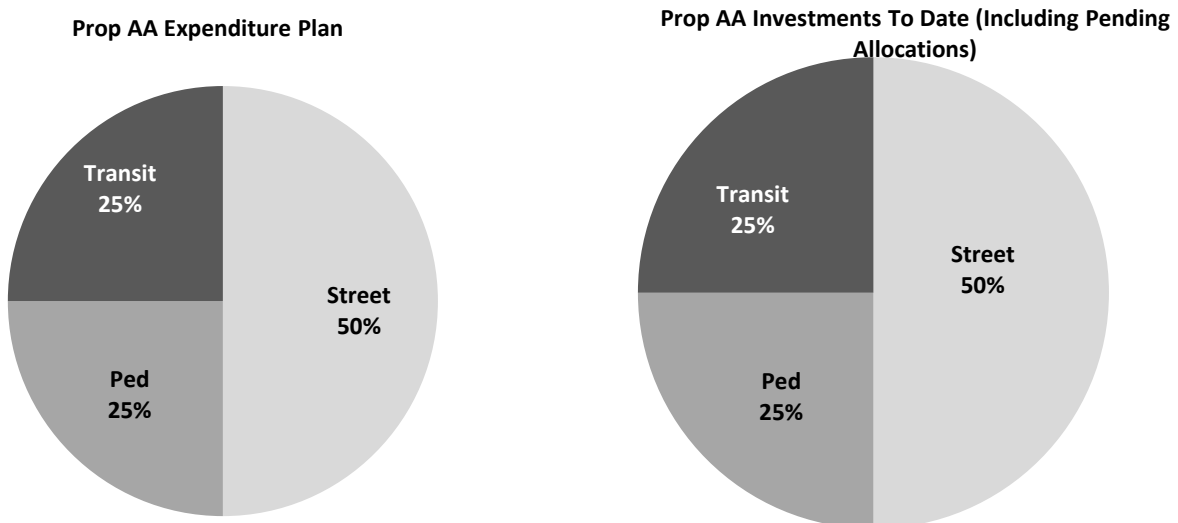
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 75,623,782	\$ 16,800,072	\$ 36,514,392	\$ 18,504,318	\$ 3,805,000	\$ -
Current Request(s)	\$ 3,350,000	\$ -	\$ 500,000	\$ 500,000	\$ 2,350,000	\$ -
New Total Allocations	\$ 78,973,782	\$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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets, Vision Zero Ramps
Current PROP L Request:	\$3,350,000
Supervisory Districts	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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

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

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$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	\$1,879,464	\$0	\$1,879,464
SB1 Local Partnership Program Formula	\$0	\$1,400,000	\$0	\$1,400,000
SFPW Cost Share (RMRA)	\$0	\$1,186,713	\$0	\$1,186,713
TDA Article 3	\$0	\$942,286	\$831,876	\$1,774,162
Phases In Current Request Total:	\$2,350,000	\$8,523,463	\$2,644,976	\$13,518,439

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	\$1,879,464	\$778,000	\$2,657,464
SB1 Local Partnership Program Formula	\$0	\$1,400,000	\$0	\$1,400,000
SFPW Cost Share (RMRA)	\$0	\$1,186,713	\$0	\$1,186,713
TDA Article 3	\$0	\$942,286	\$831,876	\$1,774,162
Funding Plan for Entire Project Total:	\$2,350,000	\$8,523,463	\$4,032,976	\$14,906,439

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	\$13,518,439	\$3,350,000	Engineer's estimate at 100% design complete and based on actual bids received
Operations	\$0		
Total:	\$14,906,439	\$3,350,000	

% Complete of Design:	100.0%
As of Date:	09/25/2024
Expected Useful Life:	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: Traffic Control and Mobilization	\$ 2,590,840				\$ 2,590,840
Task 2: Muni Overhead Contact System	\$ 480,800				\$ 480,800
Task 3: Contaminated Soils and Materials	\$ 63,000				\$ 63,000
Task 4: Roadway (Concrete, Tiles, Railings, Utility Frames, Covers, Valves, etc.)	\$ 2,893,435				\$ 2,893,435
Task 5: Water Coordination	\$ 3,870				\$ 3,870
Task 6: Drainage	\$ 338,885				\$ 338,885
Task 7: Traffic Signal and Lighting	\$ 2,491,150				\$ 2,491,150
Task 8: Fence and Utility Relocation	\$ 115,000				\$ 115,000
Task 9: Contingency	\$ 897,698				\$ 897,698
Subtotal	\$ 9,874,678				\$ 9,874,678
2. SFPW Construction Support					
Task 1: Bureau of Streets and Mapping (BSM) - Survey Monument Referencing	\$ 30,079		\$ 30,079		
Task 2: PG&E for Retail Contract of New Streetlight Connections	\$ 43,762		\$ 43,762		
Task 3: PUC City Distribution Division (CDD) - Water Facilities Relocations	\$ 78,235		\$ 78,235		
Task 4: Department of Technology (DTIS) - Fire Alarm Pull Relocations	\$ 19,380		\$ 19,380		
Task 2: PW - Project Management	\$ 275,000		\$ 275,000		
Task 3: PW - Construction Management	\$ 1,192,997		\$ 1,192,997		
Task 1: PW - Material Testing Lab	\$ 56,880		\$ 56,880		
Task 2: Reprographics for Advertisement	\$ 5,000		\$ 5,000		
Task 3: PW – Contract Preparation for Advertisement/Bid/Award	\$ 20,000		\$ 20,000		
Task 1: PW - Streets and Highways Engineering	\$ 297,000		\$ 297,000		
Task 2: PW - Hydraulic Engineering	\$ 40,000		\$ 40,000		
Task 3: PW - Electrical Engineering	\$ 125,000		\$ 125,000		
Task 1: PW - Structural Engineering	\$ 34,000		\$ 34,000		
Task 2: PW – Site Assessment & Remediation	\$ 15,000		\$ 15,000		
Task 3: PW - Public Affairs	\$ 180,000		\$ 180,000		
Task 1: PW – Regulatory Affairs	\$ 8,249		\$ 8,249		
Task 2: Urban Design Consulting Engineers (UDCE) - Crash Cushion/Navigation Center	\$ 13,279		\$ 13,279		
Task 3: PW - Contingency	\$ 100,000		\$ 100,000		
Subtotal	\$ 2,533,861	26%	\$ 2,533,861		
3. SFMTA Construction Support					
Task 1: Permanent Striping	\$ 696,200			\$ 696,200	
Task 2: Sign Shop Support	\$ 8,200			\$ 8,200	
Task 3: Traffic Signal Shop Support	\$ 234,200			\$ 234,200	
Task 3: Traffic Routing Construction Support	\$ 171,300			\$ 171,300	
Subtotal	\$ 1,109,900	11%		\$ 1,109,900	
TOTAL CONSTRUCTION PHASE	\$ 13,518,439		\$ 2,533,861	\$ 1,109,900	\$ 9,874,678

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$3,350,000	Total PROP L Recommended	\$3,350,000

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

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2027/28	Total

PROP L EP-218	\$2,350,000	\$2,350,000
Deliverables		
<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>		
Special Conditions		
<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	75.22%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	77.53%

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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
Name:	Jennifer Wong	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
Phone:	(415) 701-4551	555-5555
Email:	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 Sidewalk Widening

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.

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.

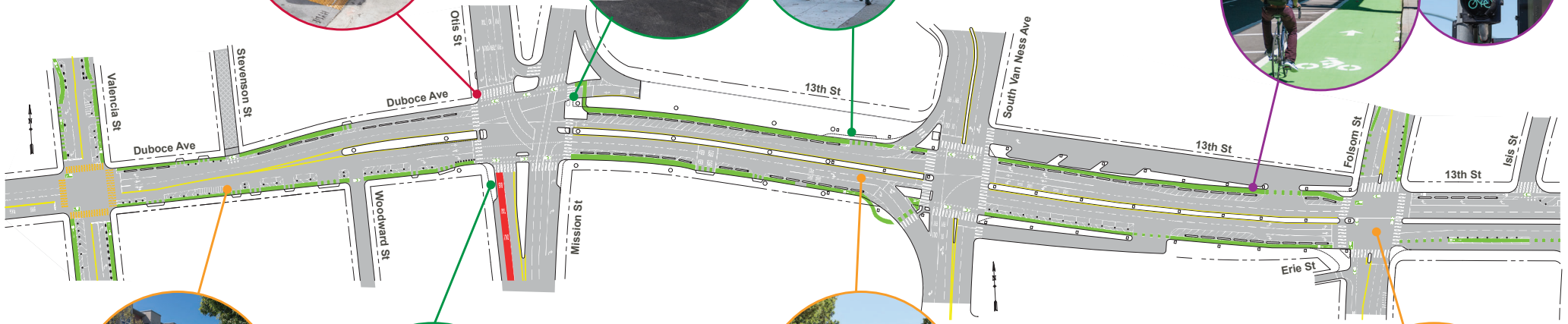


Protected Bikeway

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

For more information about the 13th Street Safety Project, we invite you to visit: 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

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**

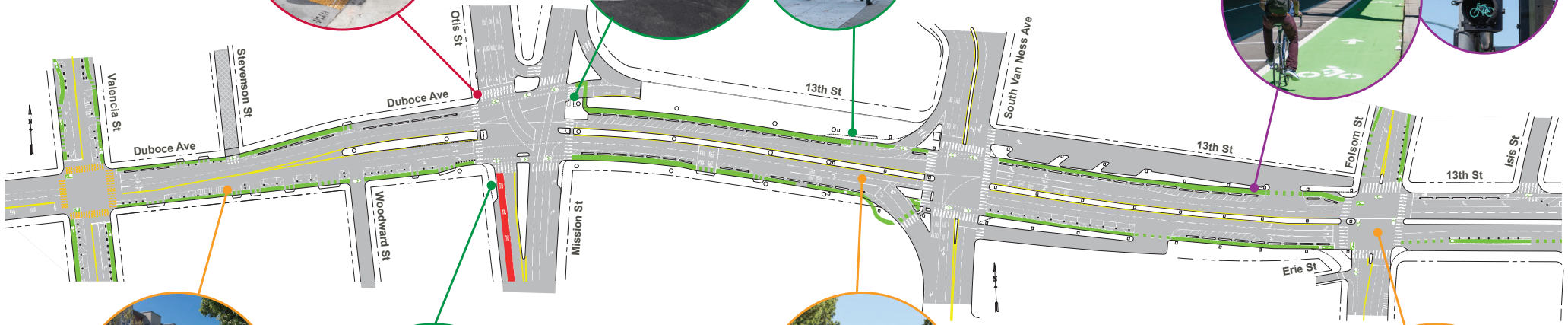
由於高速公路支撐柱的放置和歷史街區的拓寬，South Van Ness Avenue 以西 13th Street 北側的人行道不夠寬。本專案提議將人行道恢復至更充分的寬度，與街區的其餘部分保持一致。

**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

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	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation	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 ¹	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed			\$200,000			\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000

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	
Subprogram: New Traffic Signals									
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
Total Programmed in 2023 5YPP				\$7,488,000	\$16,185,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$3,468,000	\$0	\$0	\$0	\$7,388,000
Total Unallocated				\$3,568,000	\$12,717,000	\$9,136,000	\$8,001,000	\$6,508,000	\$39,930,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$592,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 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.
- ² 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.
- ³ 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
- ⁴ 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

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 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
Subtotal							
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

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

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Transit Projects
Current PROP AA Request:	\$750,000
Supervisory District	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

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

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	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

FY of Allocation Action:	FY2024/25
Project Name:	Yerba Buena Island Multi-Use Path - Transit Lane
Primary Sponsor:	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
Phases In Current Request Total:	\$1,500,000	\$0	\$6,801,000	\$8,301,000

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
Funding Plan for Entire Project Total:	\$81,156,000	\$5,944,000	\$8,051,000	\$95,151,000

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	

% Complete of Design:	15.0%
As of Date:	09/25/2024
Expected Useful Life:	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%
TOTAL PHASE	\$ 6,801,000	\$ 1,500,000	\$ 8,301,000	

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$750,000	Total PROP AA Recommended	\$750,000

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

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

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$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
Name:	Mike Tan	Mike Pickford
Title:	Administrative Engineer	Principal Transportation Planner
Phone:	(415) 522-4826	(415) 522-4822
Email:	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
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 ²	CON	Allocated		\$1,200,000				\$1,200,000
SFPW	Oakdale Lighting Improvements Project Phase 1 ²	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

- 1 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
- 2 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
- 3 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)
 Programwide Cumulative Remaining Capacity at end of 5-year period reduced from \$824,825 to \$74,825



RESOLUTION ALLOCATING \$3,350,000 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, AND APPROPRIATING \$750,000 IN PROP AA FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$3,335,000 in Prop L transportation sales tax funds and \$750,000 in Prop AA vehicle registration 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 Safer and Complete Streets and Vision Zero Ramps programs; and from the Prop AA Transit Reliability and Mobility Improvements category; 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 programs and Prop AA category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the 13th Street Safety Project requires amendment of the Prop L Safer and Complete Streets 5YPP to add this project with \$2.35 million in funds reprogrammed from the Active Communities Plan Implementation placeholder, as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, Transportation Authority staff's request for the Yerba Buena Island Multi-Use Path - Transit Lane requires amendment of the 2022 Prop AA Strategic to add this project with \$750,000 from remaining programming capacity available from projects completed under budget as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$3,350,000 in Prop L funds, with conditions, and appropriating \$750,000 in Prop AA 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 and Prop AA 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 (CAC) was briefed on the subject requests and, after discussion, unanimously adopted a motion of support for the YBI MUP - Transit Lane project, but failed to approve a motion of support for the 13th Street Safety project; and

WHEREAS, During discussion, some CAC members expressed concern about the 13th Street Safety project cost, noted that biking under the freeway was not a welcoming experience, and raised concerns about safety with motorists speeding to/from freeway ramps, while others expressed support for the project including the improved safety and connectivity it would provide; and

WHEREAS, At its November 19, 2024 meeting, the Transportation Authority was briefed on the subject requests; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Safer and Complete Streets 5YPP to add the 13th Street Safety Project with \$2.35 million in funds reprogrammed from the Active Communities Plan Implementation placeholder as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2022 Prop AA Strategic Plan to add Yerba Buena Island Multi-Use Path - Transit Lane Project with \$750,000 from remaining programming capacity available from projects completed under budget as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further



RESOLVED, That the Transportation Authority hereby allocates \$3,350,000 in Prop L funds, with conditions, and appropriates \$750,000 in Prop AA funds, with conditions, for two requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L and Prop AA Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, the Prop AA Strategic Plan, 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, the Prop AA 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 and Prop AA Allocation Summaries - FY 2024/25
5. Prop L Allocation Request Forms (2)

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

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



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

FINANCIAL IMPACT

The recommended action would allocate \$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

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	1, 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
TOTAL				\$ 2,788,890	\$ 3,814,000				

Footnotes

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

Attachment 2: Brief Project Descriptions ¹

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.
TOTAL			\$2,788,890	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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

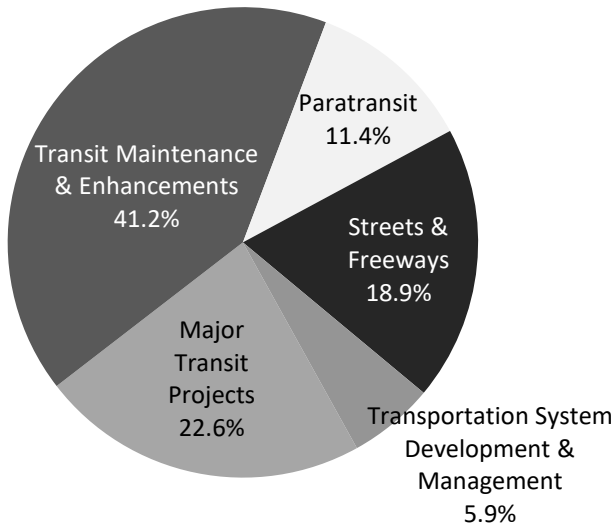
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

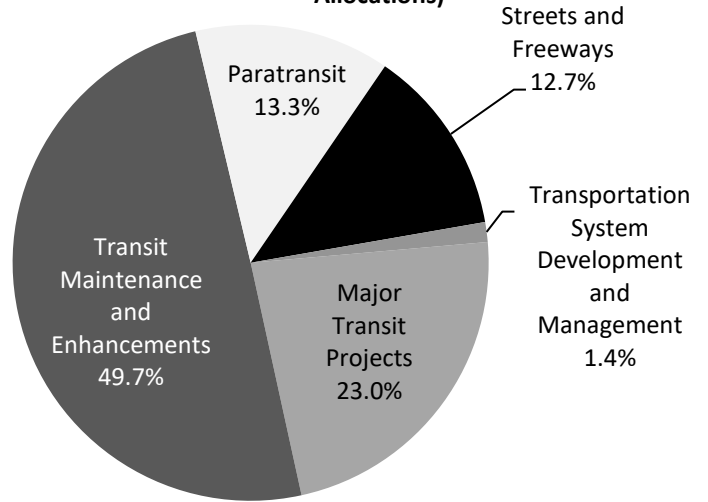
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 75,623,782	\$ 16,800,072	\$ 36,514,392	\$ 18,504,318	\$ 3,805,000	\$ -
Current Request(s)	\$ 2,788,890	\$ 1,000,000	\$ 1,788,890	\$ -	\$ -	\$ -
New Total Allocations	\$ 78,412,672	\$ 17,800,072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

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

EXPENDITURE PLAN INFORMATION

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

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)			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

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

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$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
Phases In Current Request Total:	\$0	\$3,649,000	\$0	\$3,649,000

COST SUMMARY

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

% Complete of Design:	100.0%
As of Date:	09/25/2024
Expected Useful Life:	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
	Total:	\$1,000,000.00	\$1,649,000.00	\$2,649,000.00

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
Purchase Order	\$ 1,149,000	31%			\$ 1,149,000
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
SSD Signal Shop Support	\$ 1,150,000	32%		\$ 1,150,000	
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				
SSD Engineering	\$ 350,000	10%		\$ 350,000	
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				
Work Authorizations to other City Agencies					
Network Upgrades:					
Department of Technology	\$ 1,000,000	27%	\$ 1,000,000		

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

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,649,000	Total PROP L Recommended	\$2,649,000

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

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

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

EXPENDITURE PLAN SUMMARY

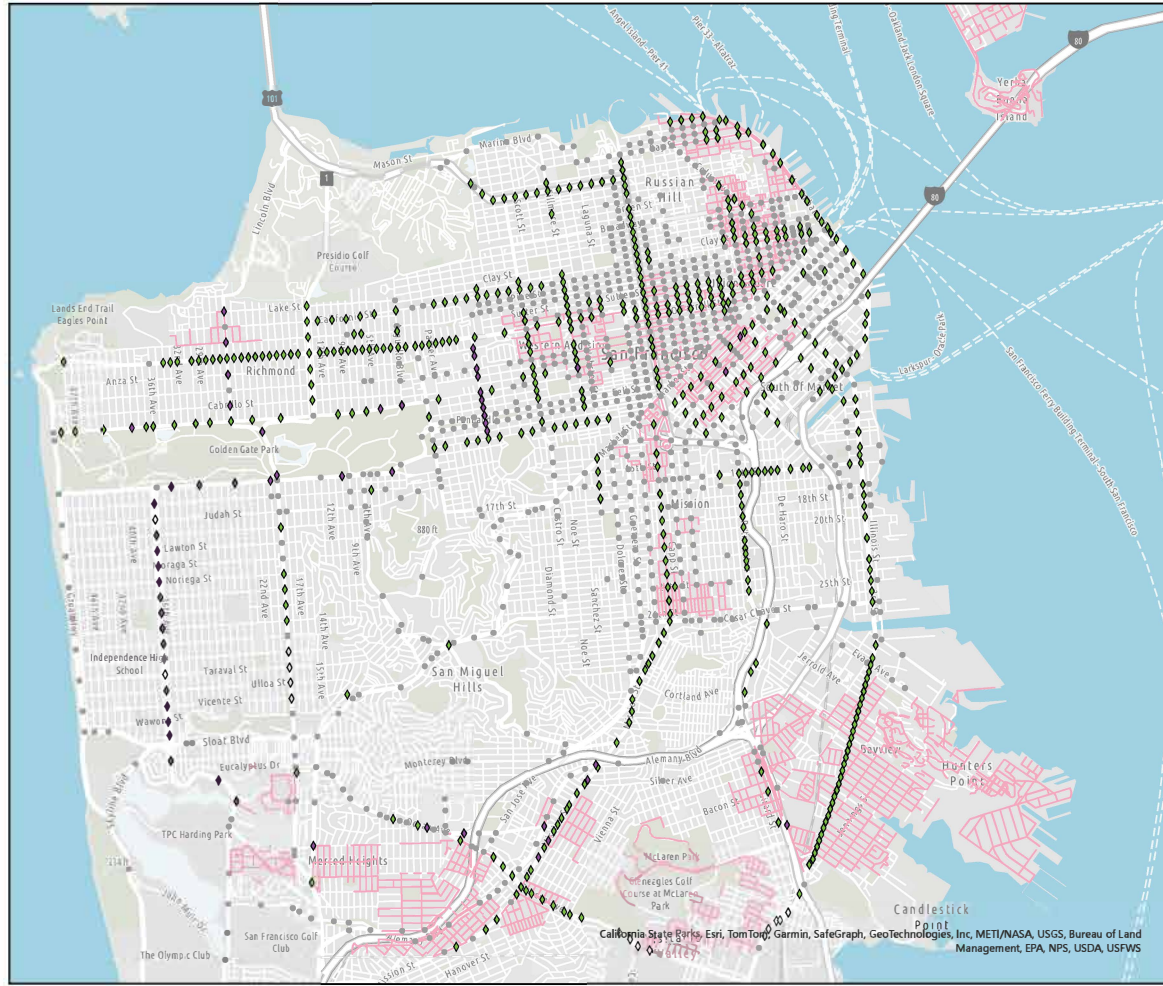
Current PROP L Request:	\$2,649,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Liliana Ventura	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 701-4423	555-5555
Email:	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

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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

  0.2 miles

Scale

Date Saved: 10/10/2024

For reference contact: 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](#)

3rd/4th 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:

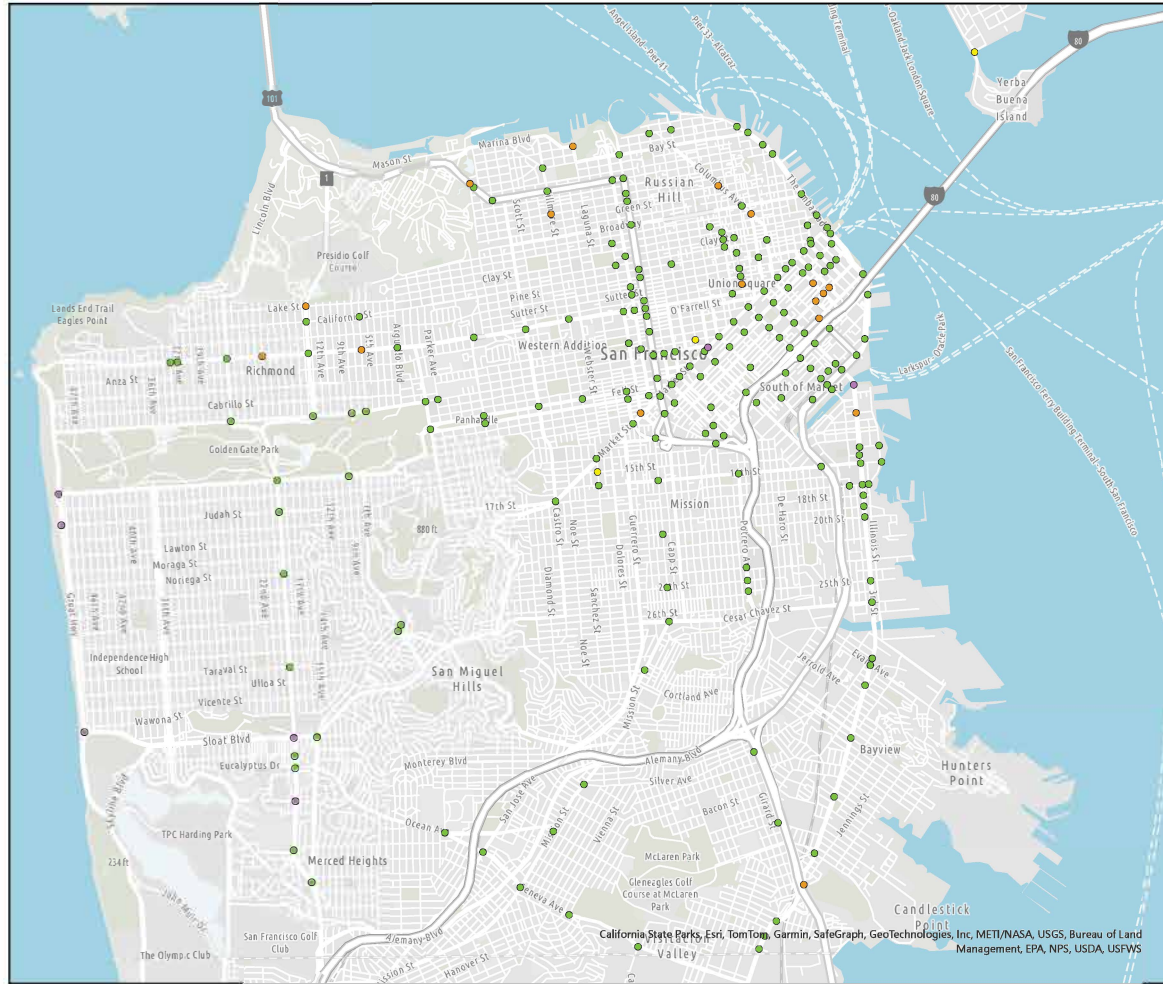
40. Stockton St/O'Farrell
41. Stockton St/Geary
42. Stockton St/Post
43. Stockton St/Sutter
44. Stockton St/Pacific

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

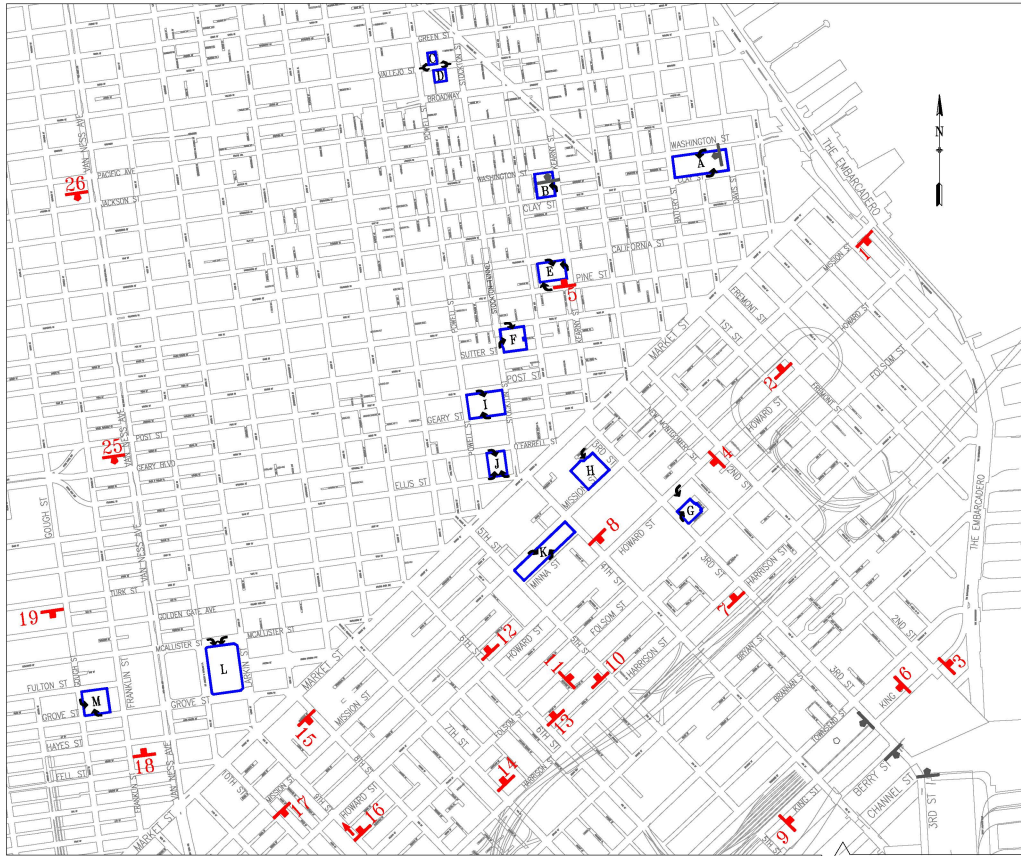
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For reference contact: celine.leung@sfmta.com

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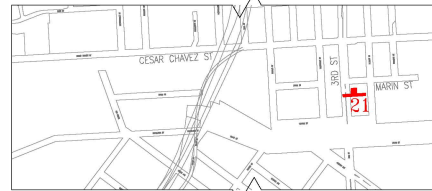
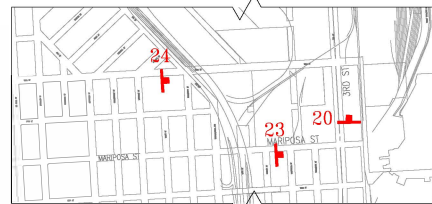
SFMTA EXISTING & LEGACY
VARIABLE MESSAGE SIGNS



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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Equity Priority Transportation Program
Current PROP L Request:	\$139,890
Supervisory District	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

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

FY of Allocation Action:	FY2024/25
Project Name:	Bayview Street Safety and Truck Relief Study
Primary Sponsor:	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
Phases In Current Request Total:	\$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	

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

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY							
Agency	Task 1 - Project 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
Total	231.23				0.06	\$ 42,825

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
Total	1671.64				0.40	\$ 278,625

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$139,890	Total PROP L Recommended	\$139,890

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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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
Name:	Alex Pan	Alexandria Florin
Title:	Transportation Planner	Transportation Planner
Phone:		(415) 522-4825
Email:	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 ¹	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 ¹	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:

- ¹ 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.





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)



Memorandum

AGENDA ITEM 10

DATE: October 24, 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>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the District 1 Multimodal Transportation Plan Final Report</p> <p>SUMMARY</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"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 22nd Ave bike improvements is a concept that recommends moving the bike connection between Cabrillo and Fulton from 23rd Avenue to 22nd 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 Electric Vehicle (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 considered this item at its October 23, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Resolution
- Enclosure - District 1 Multimodal Transportation Study Draft Report



RESOLUTION ADOPTING THE DISTRICT 1 MULTIMODAL TRANSPORTATION PLAN
FINAL REPORT

WHEREAS, The District 1 Multimodal Transportation Plan was recommended by Commissioner Connie Chan for Prop K half-cent sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program; and

WHEREAS, The District 1 Multimodal Transportation Plan conducted technical analysis and community outreach to identify neighborhood circulation and quick build concepts and a set of long-term mode shift and greenhouse gas reduction concepts for advancement; and

WHEREAS, The District 1 Multimodal Transportation Plan conducted public outreach and identified transportation project concepts that would improve transit reliability and accessibility, pedestrian and bike safety, and access to Golden Gate Park; and

WHEREAS, The Transportation Authority led the District 1 Multimodal Transportation Study in partnership with Commissioner Chan's office and the San Francisco Municipal Transportation Agency (SFMTA); and

WHEREAS, The study builds on recommendations from projects, plans, and studies in District 1 that are in progress or were completed within the last ten years and was informed by community outreach undertaken to support the study; and

WHEREAS, The enclosed District 1 Multimodal Transportation Plan 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; and

WHEREAS, The final report identifies potential funding sources to advance the study's near- and long-term recommendations towards implementation and includes



implementation guidance and additional project concepts for further study; and

WHEREAS, The Transportation Authority Community Advisory Committee considered the District 1 Multimodal Transportation Plan Final Report at its October 23, 2024 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed District 1 Multimodal Transportation Plan Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. District 1 Multimodal Transportation Plan Final Report



Memorandum

AGENDA ITEM 11

DATE: October 24, 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>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • 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. • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions. <p>SUMMARY</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 (U.S. 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"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 San Francisco Freeway Network Management Study. 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

Task	Completion
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 and 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 considered this item at its October 23, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services
- Attachment 2 - Resolution

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)*



San Francisco
County Transportation
Authority

BD111924

RESOLUTION NO. 25-XX

RESOLUTION AWARDING 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; AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, 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 San Francisco Freeway Network Management Study (Study);

WHEREAS, the 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; and

WHEREAS, The Study will take a comprehensive look at San Francisco's Freeway Network (U.S. 101, I-280, I-80, and Central Freeway) using new travel data to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled, and 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; and

WHEREAS, The Transportation Authority seeks professional consultant services to support the Study; and

WHEREAS, On August 26, 2024, the Transportation Authority issued a Request for Proposals (RFP) for technical services for the Study; and

WHEREAS, The Transportation Authority received two proposals in response to the RFP by the due date of September 27, 2024; and

WHEREAS, A selection panel comprised of Transportation Authority and



Metropolitan Transportation Commission staff interviewed the two firms on October 10, 2024; and

WHEREAS, Based on the results of the competitive process defined in the RFP, the panel recommended award of a consultant contract to the highest-ranked firm of HNTB Corporation; and

WHEREAS, The professional services contract will be funded from a combination of state Caltrans Planning grant and Prop L funds; and

WHEREAS, Anticipated expenditures will be included 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; and

WHEREAS, At its October 23, 2024, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves 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; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.

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Update on AV Operations & Regulatory Developments



San Francisco
County Transportation
Authority



SFMTA



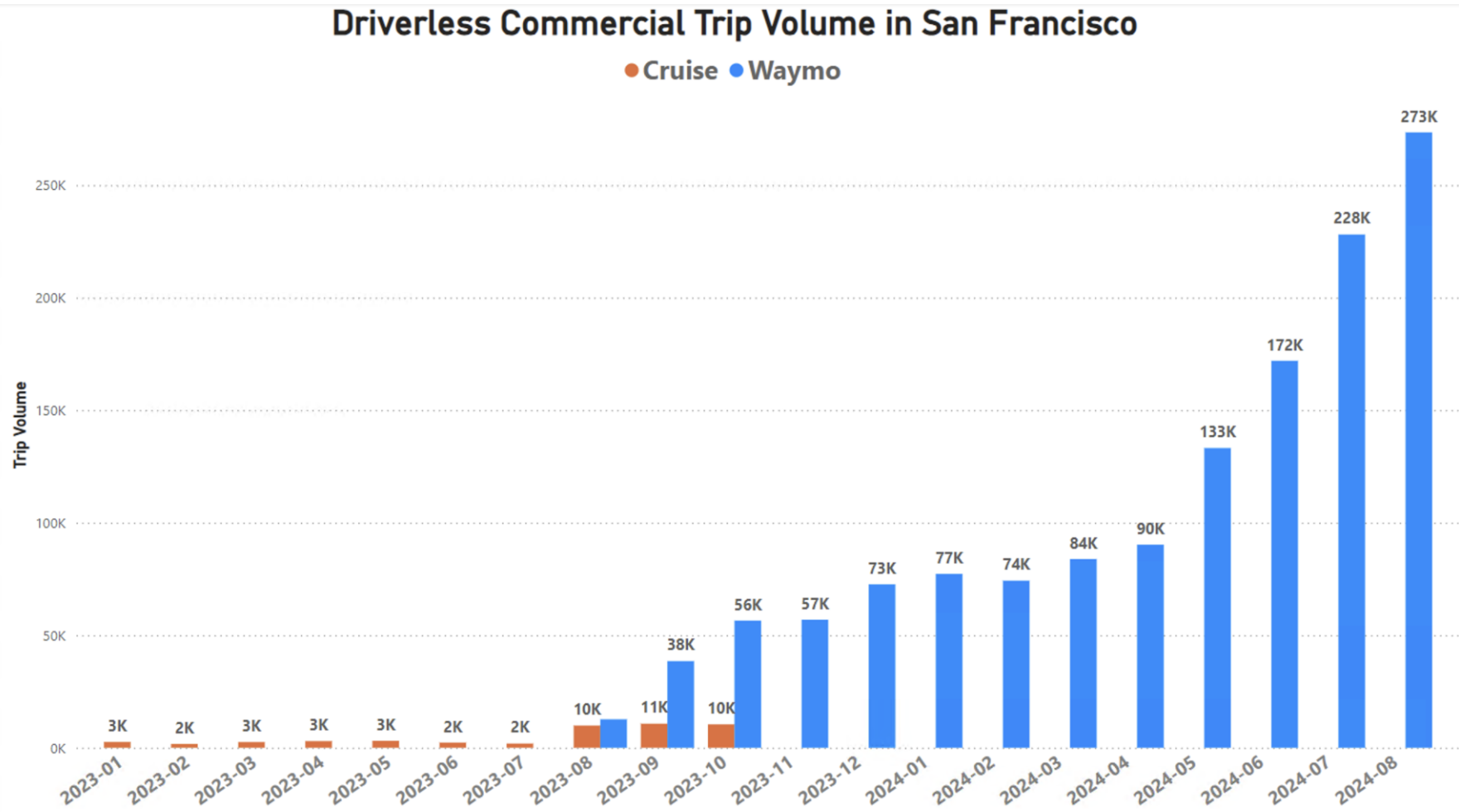
City & County of San Francisco
Mayor's Office
on Disability

SFCTA Board Meeting
November 19, 2024
Item 12

Agenda

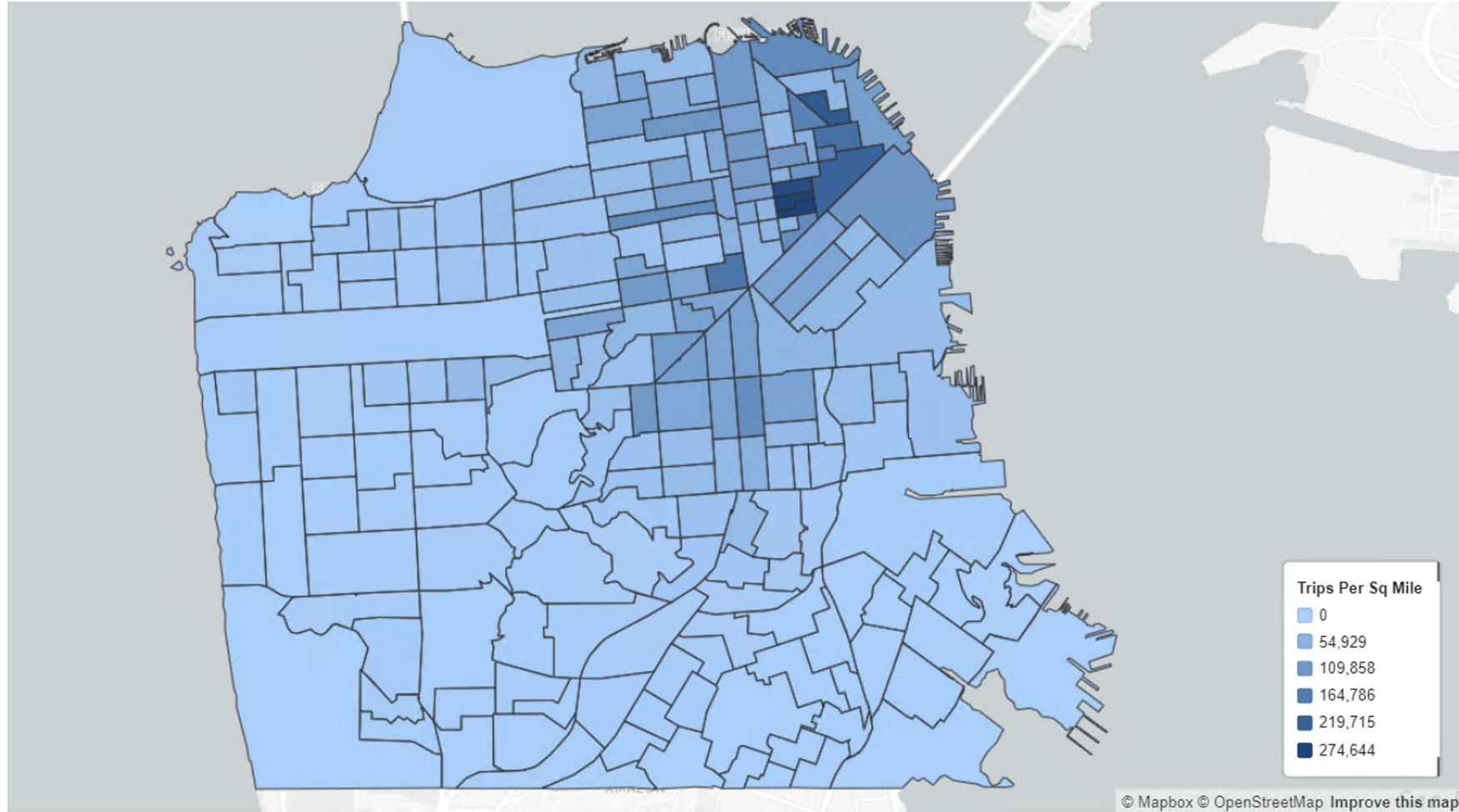
1. Operational Update
2. Legislative and Regulatory Update
3. Studies/Research Update
4. Advocacy

Driverless Operations in SF 2023-2024



Source:
CPUC 2023-2024
AV data

2024 Waymo Trip Density by Census Tract



Source:
CPUC 2024
AV data

Key Operational Concerns 2023-2024

Stops that interfere with other road users, including emergency responders, transit & others

Inadequate response to human traffic control

Slow, ineffective communication with emergency responders & other street workers

Driving errors that would be citable violations of the CVC



Waymo was the primary AV operator in SF in 2023-24



The Zoox purpose-built AV, launched in SF in 11/24

Other Noteworthy Events 2023-2024



12/23 - **Treasure Island Autonomous Shuttle Pilot** ends operations



10/24 - **Cruise** starts supervised testing operations in Sunnyvale and Mountain View



11/24 - **Zoox** starts testing fully driverless, purpose-built robotaxi in San Francisco

2024 Legislative Initiatives

Bill	Content	Outcome
AB-1777, Ting	Establishes operational requirements and performance standards for AV-emergency responder interactions & mechanism to document AV traffic violations	Signed into law
AB-3061, Haney	Addressed critical gaps in data reporting and data transparency requirements	Vetoed by Governor Newsom
SB-915, Cortese	Authorized cities of >250K citizens to enact local ordinance for AV ops in their jurisdiction	Pulled by author after Assembly Transportation presented major amendments

2024 State Regulatory Initiatives

CPUC New Data Reporting Requirements (Adopted 11/7)

- **Expands and align collision & incident reporting** requirements at both testing and deployment stage
- **New reporting for “stoppage events”**

DMV Preliminary Draft of Regulations (Pre-Regulatory Process)

- Would establish **graduated permitting process** with progression based on success
- Would **expand reporting and clarify tools for DMV response** to poor permittee performance
- Would increase requirements for **remote support** operations
- Would provide process for **permitting AV trucking**

Litigation

SF has filed **2 separate lawsuits** centered on CPUC's 2023 decision to grant Waymo a permit to operate commercial driverless services throughout SF, 24/7, without fleet restrictions

- **Court of Appeal:** Inadequate decision-making process for such a major action and absence of provisions to ensure public safety
- **California Supreme Court:** No environmental review, violating CEQA

2024 Federal Efforts

- NHTSA ongoing **investigations**
- New NHTSA **Office of Automation Safety**
- USDOT **Transforming Transportation Advisory Committee (TTAC)** tasked with issuing advice and recommendations to Secretary on AVs and other transportation innovations
 - SFMTA appointed to TTAC
- FHWA **Center of Excellence on New Mobility and AVs** to study impacts of new mobility and highly automated vehicles on land use, urban design, transportation, real estate, equity, and municipal budgets
 - SFCTA appointed to COE Board
- Representative Mullin et al have submitted various letters to NHTSA demanding **expansion data collection efforts under Standing General Order** to improve AV safety data and analysis

2024 Progress on SF Advocacy Priorities

- Collaboration with industry on AB-1777 led to **adoption of communication requirements and performance standards** for AV-emergency responder interactions
- **New CPUC data reporting requirements** incorporated many SF recommendations, including reporting AV stoppage events
- **DMV preliminary draft regulations** incorporate many SF recommendations, including expanded data reporting requirements, and graduated permitting process
- SF collaboration with other early AV deployment cities on emergency responder needs led to **consensus on top emergency responder needs**, and increased industry & regulator understanding of needs

AV Safety Research Initiatives

Conceptual AV Safety Permitting Framework

- Board requested SFCTA staff to expand on principle of “**incremental, performance-based approach to AV deployment**”

AI-driven Smart Infrastructure for AV Benchmark Data Set

- Federal grant application to FHWA Smart Grant Program seeking to **demonstrate ability to detect, classify and support safety analysis** to better inform Vision Zero and AV Safety efforts
- Aims to develop methodologies to **compare human driver and AV safety performance** with the same data bases and metrics

Disability Access

Regulators have yet to establish clear standards for disability access, leaving the responsibility for outcomes in the hands of AV providers

Issue	Notes
Equitable app design	The app is fully accessible to people with different disabilities
Accessible pick-up and drop-off locations	AVs use safe and convenient locations for people with different disabilities according to their particular needs
Access for wheelchair users	AVs are accessible to wheelchair users and those who use of other moving aids, with equivalent quality of service
Safety for pedestrians of all abilities and bodies	AV need to recognize all pedestrians, including wheelchair users, people of short stature, and people who use service animals
Prioritize transit needs	AV operations ensure the safety and quality of transit services, as many people with disabilities depend on them for mobility

Looking ahead: 2025 and 2026

State

- 2025 legislative session
- Expected formal start of DMV rulemaking building on 2024 draft regulations
- Start of Phase II of CPUC's AV Deployment Program

Federal

- Potential regulatory proposals (e.g. NHTSA AV STEP)
- Potential legislative initiatives

Local

- Proposed SF AV Resource Portal

Thank you.

Jean Paul Velez

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San Francisco
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