



## Agenda

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

**DATE:** Wednesday, January 22, 2025, 6:00 p.m.

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

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#### **PUBLIC COMMENT DURING THE MEETING:**

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

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

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

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

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

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto:clerk@sfcta.org) or sending written comments

to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins.

1. Call to Order
2. Chair’s Report – **INFORMATION**
3. Election of Chair and Vice Chair for 2025 – **ACTION\*** **5**

### Consent Agenda

4. Approve the Minutes of the November 20, 2024 Meeting – **ACTION\*** **7**
5. Audit Report for the Fiscal Year Ended June 30, 2024 – **INFORMATION\*** **19**

The Transportation Authority Board approved the Audit Report for the Fiscal Year Ended June 30, 2024 during its December 17, 2024 meeting. The report is included here for information and transparency purposes.

### End of Consent Agenda

6. Adopt a Motion of Support to Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests – **ACTION\*** **29**  
 Projects: Prop L: PCJPB: Predictive Arrival/Departure System (\$2,400,000). SFMTA: Bicycle Facility Maintenance (\$459,000), Duboce Triangle Slow Streets Study [NTP] (\$250,000), Lincoln Way Traffic Signals [NTP] (\$500,000). SFPW: Curb Ramps and Subsidewalk Basements No. 3 (\$1,675,000).
7. Adopt a Motion of Support to Adopt Fiscal Year 2025/26 Transportation Fund for Clean Air Local Expenditure Criteria – **ACTION\*** **93**
8. Adopt a Motion of Support to Approve the 2025 State and Federal Advocacy Program – **ACTION\*** **101**
9. Regional Transportation Revenue Measure Update – **INFORMATION\*** **117**
10. SFMTA Bike and Roll Plan Update – **INFORMATION\*** **133**

### Other Items

11. 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.

12. Public Comment
13. Adjournment

\*Additional Materials

## Next Meeting: February 26, 2025

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January 15, 2025

Dear fellow CAC members,

I respectfully ask that you consider me for a second term as Chair of the San Francisco Transportation Authority Community Advisory Committee (SFCTA CAC). It's been my privilege to serve as your CAC Chair for the last year and as the District 5 CAC representative for three years, and I am grateful for your trust and support.

As CAC Chair, I strive to run our meetings efficiently and respectfully, ensuring the voices of all CAC representatives and members of the public are heard. Together with SFCTA staff, I try to ensure that items are presented clearly and that appropriate staff are available and prepared to answer questions that members are likely to ask, with the goal of making our meeting time as productive as possible. I also work carefully to elevate the most salient discussions, feedback, and concerns from our meetings to the Transportation Authority board through my monthly CAC Chair's report.

2025 will be another challenging year for transportation in San Francisco, as the city and region work to address the massive operating deficits that SFMTA, BART, Caltrain, and many other Bay Area transit agencies are fast approaching. It is more critical than ever that the funds overseen by the SFCTA are spent appropriately and efficiently. We must also continue to center communities that have historically been poorly served by the city's transit infrastructure. As both a CAC member and as Chair, I will bring extensive knowledge of the city's transportation budget and direct experience working on transit revenue measures to these tasks. Funding San Francisco's public transit adequately and equitably and ensuring it is accessible, reliable, and safe for all residents remains my top priority.

Meanwhile, San Francisco recorded 42 traffic-related fatalities in 2024—the highest since 2000. Moving through our city should not be a matter of life and death. I remain committed to the principles of Vision Zero and will continue to advocate that projects funded or planned by the Transportation Authority center the city's most vulnerable road users—particularly pedestrians, children, seniors, people with disabilities, and those from marginalized communities. We must ensure that residents and visitors alike can travel safely in San Francisco by any mode.

It would be an honor to serve another term as your CAC Chair. I look forward to continuing to work with you all toward more accessible, reliable, sustainable, and safe transportation in San Francisco.

Kat Siegal  
SFCTA CAC member, District 5

January 9, 2025

Greetings Fellow CAC members,

I am writing this statement to respectfully ask for your appointment to the Vice Chair seat of our body. I am currently seated as the representative of District 10 under Supervisor Shamann Walton.

My goal as Vice Chair will be to provide an inclusive and equitable voice to raise the matters of the current CAC body. I am adequately qualified to perform all duties required of this position.

While serving as D10 representative I have demonstrated reliability, understanding, and dedication to the work we are tasked with through my attendance and participation.

As a SF native born and raised in the district I represent I fully understand the importance of representation, providing a voice, and equity to all constituents of our fine City. I humbly seek your vote and support to the seat of Vice Chair.

Najuawanda Daniels  
SFCTA CAC member District 10



# MINUTES

## **Community Advisory Committee**

Tuesday, November 20, 2024

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

Chair Siegal called the meeting to order at 6:05 p.m.

**Present at Roll Call:** Members Sara Barz, Sean Kim, Venecia Margarita, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (6)

**Absent at Roll Call:** Member(s) Najuawanda Daniels (entered during 7), Phoebe Ford, Sharon Ng (entered during 4) (3)

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

Chair Siegal began by sharing a piece of good news regarding Caltrain ridership. She said that ridership had significantly increased since the commencement of fully electrified service on September 21 with October ridership of 753,000 showing a 54% year-over-year increase, marking the highest ridership level since the onset of the pandemic.

Chair Siegal provided an update about a potential regional measure to address the fiscal challenges facing BART, Muni, Caltrain, AC Transit, and other transit agencies. She shared that the Metropolitan Transportation Commission (MTC) had scheduled a special meeting on this topic for December 9 at 2 p.m. During this meeting, the MTC was expected to consider taking action on language to guide authorizing legislation for a regional transportation measure, with the goal of introducing it early in the legislative session. Chair Siegal stated that she had directed staff to present an informational item on the regional measure to the CAC in January.

Chair Siegal provided an update on outreach opportunities for two Transportation Authority funded Neighborhood Transportation Program studies. She reported that the Walter U. Lum Place Public Space Study, initiated at the request of Commissioner Peskin, was in progress and had entered its second round of outreach in November. The study aimed to propose improvements to Walter U. Lum Place, creating a cohesive connection between the alleyway, the Portsmouth Square renovations, and other locations in Chinatown. Chair Siegal continued by stating that the Chinatown Community Development Center, serving as the outreach partner, had conducted engagement events with community groups and local merchants throughout November focusing on design concepts for the project. She said that an online survey had been launched to collect community feedback.

Chair Siegal reported that the Inner Sunset Transportation Study, requested by Vice Chair Melgar, began its outreach efforts this month. The project team hosted an open house community meeting where participants reviewed the results of the team's initial analysis and provided feedback on transportation barriers and issues related to traveling to, from, and around the Inner Sunset commercial core. Chair Siegal encouraged residents,



employees, and visitors of the Inner Sunset to learn more about the study and participate in an online survey and scavenger hunt.

There was no public comment.

**3. Nominations for 2025 Community Advisory Committee Chair and Vice Chair – ACTION**

Chair Siegal called for nominations for Chair for calendar year 2025.

Member Milford-Rosales nominated Chair Siegal who accepted the nomination.

There were no further nominations for Chair.

Chair Siegal called for nominations for Vice Chair.

Chair Siegal nominated Vice Chair Daniels who was not present to accept; however; Vice Chair Daniels subsequently joined the meeting and accepted the nomination during Item 11.

There were no further nominations for Vice Chair.

There was no public comment.

**Consent Agenda**

**4. Approve the Minutes of the October 23, 2024 Meeting – ACTION**

**5. Approve the 2025 Community Advisory Committee Meeting Schedule – ACTION**

**6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2024 – INFORMATION**

There was no public comment.

Member Barz moved to approve the minutes, seconded by Member Ortega.

The minutes were approved without objection by the following vote:

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

Absent: Members Daniels and Ford (2)

**End of Consent Agenda**

**7. Adopt a Motion of Support to Allocate \$3,300,000 and Appropriate \$350,000 in Prop L Funds, with Conditions, Allocate \$672,000 in Prop AA Funds, and Allocate \$4,929,000 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Six Requests – ACTION**

Projects: Prop L: PCJPB: Maintenance of Way Track Equipment SOGR - FY25 (\$2,600,00). SFMTA: District 11 Traffic Calming and Sideshow Deterrence [NTP] (\$700,000). SFCTA: Westside Network Study (\$250,000), AV Resource Portal (\$100,000). Prop AA: SFPW: Innes Avenue Sidewalk Improvements (\$672,000). TNC Tax: SFMTA: Vision Zero Quick-Build Implementation FY25 (\$4,929,000).





Mike Pickford, Principal Transportation Planner; David Long, Senior Transportation Planner; and Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

During public comment, Mr. Edward Mason expressed concern about taxpayers having to foot the bill for the Autonomous Vehicle (AV) Resource Portal rather than the private AV companies. Mr. Mason also expressed concerns about sideshows in San Francisco and stated he would like to see future legislation to penalize sideshow drivers by requiring them to pay for street safety improvements.

Member Ortega asked if staff had contacted other cities with AVs to learn about their data collection practices. She asked why the Transportation Authority did not partner with cities to create a more expansive website that incorporates data from multiple cities.

Jean Paul Velez, Principal Transportation Planner, Technology Policy responded that conversations with other cities that have AV testing was ongoing. He noted that San Francisco was far ahead of most peer cities in terms of AV deployment on streets. He said that the City of Austin had a similar website, and San Francisco had an immediate need to collect and share city-specific information to assist with ongoing regulatory conversations. He commented that this would not prevent the creation of a larger website in the future with more information.

Member Ortega requested clarification regarding the cost of the project and the reasoning behind the reprogramming of funds from the AV Safety Standards and Metrics Project.

Mr. Velez, responded that there was an immediate need for the tool and data dashboard and that he anticipated that the aforementioned AV Safety project would continue with other sources of funding.

Member Barz expressed her support for the AV Resource Portal and echoed interest in expanding it to work cooperatively with other cities. She also expressed concern over the cost of the project.

Mr. Velez, responded that the \$100,000 was not solely allocated for creation of the website but also covered the research, data collection, data processing and quality control, which would require staff hours to produce. He explained that beyond the data dashboard element, the portal would also include tools for reviewing AV regulations, legislation, and research, which would be labor intensive tasks.

Member Barz asked if there was evidence that the sideshow deterrence speed bumps worked.

Damon Curtis, Traffic Calming Program Manager from the San Francisco Municipal Transportation Agency (SFMTA), responded that at locations where deterrents had been installed, they had not seen repeat sideshow activity. However, he acknowledged that the SFMTA could not be sure if the activity was just moving elsewhere.

Member Barz asked about the history of the Westside Network Study and why it was focused on mid-term investments.



Mr. Long responded that long-term that SFTP+ is San Francisco's long-term transportation plan and the vehicle to develop a long-range transportation vision and pipeline of projects. He said that our city and especially the west side does not have a great vehicle to develop projects for the mid-term, or approximately 10-15 years. This study is meant to help fill that pipeline.

Member Margarita asked about the possibility of exploring traffic calming and sideshow deterrence in districts other than District 11, as other districts have issues with street safety as well.

Mr. Pickford, responded that this project was funded through the \$700,000 Neighborhood Transportation Program that each district was allotted, which was why it was only focused on District 11.

Mr. Curtis responded that sideshows were a regional problem that could not be solved through street calming in just one district or one city and would require legislative action and cultural education.

Member Margarita asked how other districts could work on addressing sideshows when they occur in their neighborhoods.

Mr. Curtis responded that concerned neighbors should contact the SF Police Department (SFPD) to report sideshow activity. He said that SFMTA worked with SFPD to identify locations for traffic calming.

Member Margarita asked how many speed humps could be installed for \$700,000.

Mr. Pickford, stated that the project would complete traffic-calming at 10 intersections with four speed humps per intersection

Member Kim asked about the Westside Network Study and its coordination with the District 1 Multimodal Transportation Study.

Mr. Long said the two studies would be coordinated.

Member Kim asked for post-COVID travel data to be included in the Westside Network Study.

Mr. Long responded that the project team was vetting data sources to use with an emphasis on using post-COVID travel data.

Rachel Hiatt, Deputy Director of Planning, added that the plan was to use post-COVID data from the recently completed regional household travel diary survey funded in part by the Transportation Authority, pending quality assurance checks. She stated that staff would report back to the CAC on this project.

Member Milford-Rosales asked about the quick-build project on Cesar Chavez Street and the Hairball between Pennsylvania and Illinois and if there were future plans to extend it more.

Jen Wong, Transportation Planner at SFMTA, replied that there was an ongoing project called the Hairball project which would make additional improvements to wayfinding and safety improvements. She said more information could be found on SFMTA.com.



Member Milford-Rosales stated that Governor Newsom vetoed a bill that would require data reporting from AV companies and asked about the data sources for the AV Resource Portal.

Mr. Velez, responded that government agencies had already recorded some data. For example, he said that the California Public Utilities Commission and Department of Motor Vehicles reported publicly available data and said that the dashboard would collect and visualize this data.

Member Milford-Rosales expressed concerns over AV companies misreporting their data. He asked about other sources of available data such as social media accounts.

Mr. Velez, stated that part of the process for this project would be providing Quality Assurance/Quality Control of available data and they would use formally reported data from government agencies to begin with, but there would be flexibility to expand to additional sources in the future.

Chair Siegal stated that the Westside was supportive of transit investments as election results showed, and asked if there was a near-term opportunity to make transit access more robust to rebalance service planning.

Mr. Long, responded that the Westside Network Study was focusing on mid-term solutions such as capital projects and transportation demand management (TDM) improvements, but less so on near-term projects like service planning.

Chair Siegal requested an update from SFMTA on near-term transit service planning for the westside.

Member Margarita moved to approve Item 7, seconded by Member Barz.

The item was approved without objection by the following vote:

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

Absent: Member Ford (1)

- 8. Adopt a Motion of Support to Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation Commission, the Peninsula Corridor Joint Powers Board, the California High-Speed Rail Authority, and the City and County of San Francisco to Support Implementation of The Portal Project, also known as the Downtown Rail Extension (DTX); Allocate \$9,000,000 in Prop L Funds, with Conditions, to the TJPA for The Portal Project Engineering Phase Activities; and Amend the Prop K Grants for the DTX Tunnel Engineering Options Study and DTX Project Development Activities Under Notice-to-Proceed #2B to Allow TJPA to Use the Combined Remaining Balance of \$921,395 for The Portal Project Engineering Phase Activities – ACTION**

Jesse Koehler, Rail Program Manager, presented the item per the staff memorandum.



Member Ortega asked for clarification on the funding authorization for the California Cap-and-Trade program, which is planned to provide a large amount of future funding for The Portal.

Mr. Koehler clarified that early discussions regarding the reauthorization of Cap-and-Trade had begun in Sacramento. He noted that the program did not expire until 2030, but the State had already made commitments for much of that future revenue. Mr. Koehler added that it was important that the discussion regarding reauthorization be advanced by both the administration and the legislature during the coming year. He indicated that The Portal project team was cautiously optimistic that the funding could be secured in within the next 2 to 3 years.

Member Ortega asked about the federal [Capital Investment Program] funding that had been promised and whether that funding was secured or if there was a possibility of it falling through.

Mr. Koehler responded that while staff could not know for sure, the project had successfully advanced in the federal process and the Federal Transit Administration (FTA) would be looking for continued progress. He noted that the full funding grant agreement with the FTA for the Caltrain Electrification project had been signed by the first Trump administration in 2017 and that the best course of action for The Portal was to continue to meet FTA's requirements to build on the current momentum of the project.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Member: Ford (1)

## **9. Better Market Street Update – INFORMATION**

Item 10 was presented before Item 9.

Flora Law, San Francisco Public Works (SFPW) Project Manager, presented the item per the staff memorandum.

During public comment, Edward Mason reflected on the evolution of the Market Street project, recalling its origins approximately 15 years ago when the Director of Public Works proposed repaving Market Street from Octavia to the Ferry Building at an estimated cost of \$115 million. He said over time, the scope expanded to include improvements to Market Street, with bicycles initially on Market Street, then redirected to Mission Street before being reintroduced to Market Street, escalating the project's cost to \$700 million. He expressed satisfaction with the decision to use pavers, noting concerns about the challenges faced during the original Market Street construction. He inquired about the current cost of the project and its future scope, specifically whether it would extend to The Embarcadero. Mr. Mason acknowledged the phased approach, highlighting the improvements from 7th Street and the enhanced crosswalk near Hyde and the library. He



commended the visible progress, describing it as money well spent, but emphasized the need to address lessons learned from past challenges. He concluded by expressing anticipation for the project's future developments.

Member Margarita inquired about the project's redesign, specifically its goal to align with available funding while minimizing construction impacts on local businesses. She noted the significant impact on small businesses, referencing closures on Market Street, and asked if there was any further information to share regarding this issue.

Ms. Law replied that her team collaborated with the Office of Economic and Workforce Development to regularly visit the corridor and check in with businesses. While some businesses opened during this period, she reported that others unfortunately closed. She stated that businesses were invited to join a committee focused on creating mitigation strategies and promoting the corridor through marketing efforts. She continued by saying that flyers and promotional materials were distributed, and businesses were encouraged to display them. Ms. Law then highlighted ongoing challenges in the complex corridor, including issues like broken glass. She noted that a fund provided support for repairs and cleaning, particularly when debris or damage occurred due to construction.

#### **10. Autonomous Vehicles Update – INFORMATION**

Jean Paul Velez, Principal Transportation Planner, Technology Policy, presented the item.

During public comment, Edward Mason stated that AVs had considerable energy consumption impacts, citing the use of diesel generators to recharge the vehicles, and called out concerns regarding the recycling of AV batteries. Mr. Mason also remarked that there were no regulatory fees to support the costs of SFMTA and Transportation Authority staff working on AV issues, asserting that the public bore such costs instead.

Member Ortega first shared a disclaimer that her partner and friend worked at Zoox. She noted that the graphs presented should clearly indicate the moment when Waymo became fully available to the public. She indicated that AVs improved north-south connectivity issues she personally experienced.

Member Kim stated he would be interested in knowing how the volume of AV travel compared to that of transportation network companies (TNCs or ride-hail) and taxis in San Francisco.

Mr. Velez responded that data was not readily available, but he had heard at a recent conference that California Public Utility Commission (CPUC) officials had stated that AVs amounted to 5% of the total VMT accrued by TNCs in San Francisco. Mr. Velez indicated that staff would research the issue further and follow up with Member Kim.

Member Margarita stated AVs represented jobs being lost by taxi and TNC drivers, and additional job losses could be on the horizon if the DMV adopted proposed regulations for freight transportation.

Member Ortega replied that AV freight was already operating successfully in California.



Mr. Velez clarified that AV freight services operate in other states, but were not currently permitted in California. He continued by noting that the DMV's proposed regulations were intended to legalize AV freight operations in California.

Member Milfred-Rosales expressed concern about conflicts between AVs and cyclists, citing the location of Waymo yards as problematic. He further mentioned his concerns regarding remote drivers not having proper licenses or not being located in California. He also requested clarification on whether AVs could be cited for moving violations, such as speeding.

Mr. Velez confirmed that there were no mechanisms for enforcing moving violations on AVs and shared that the DMV's proposed regulations, if implemented, would create new requirements for remote drivers.

Member Barz stated that she wished there had been such scrutiny applied to the innovation of the automobile at the beginning of the 20th century, saying we would be in a very different place societally if the same level of rigor that was being applied to this technology had been applied to that one. She then summarized the gist of the presentation, stating that there were a lot of levers to regulate AVs, but many of these had been effectively taken out of San Francisco's hands by the state and that the City had tried to challenge some of them through litigation, but had not been successful. She stated that San Francisco was trying to advance an incremental, performance-based approach to AV deployment by letting it happen but also trying to make it incremental and review the data as much as possible.

Mr. Velez replied that the presentation was an overview, so he was not sure if he would say that was the core message, but it was an overview of the range of activities and developments in the AV space. Specific to this notion of incremental performance basis, he explained that the story to some degree began with last year's process where both Cruise and Waymo were applying for full, unlimited, 24-hour, 7-day-a-week driverless operations in San Francisco, and they were seeing all sorts of incidents that raised concern. At that point, they had not operated in the whole city and Cruise had only operated in a very narrow portion of the city on the west side, and only at night. Mr. Velez commented that at the time, the thought that to jump to the whole city 24 hours, 7 days, seemed like a huge jump. He added that Waymo did not have a full commercial deployment permit, and it was jumping straight to the whole city. He stated that for the Transportation Authority, it seemed that what made more sense was to create a more gradual approach to deployment throughout the city and in tracking performance before opening those gates to operate in more complex areas of the city. He stated that was staff's advice to the CPUC and that advice was not taken. He stated the guidance from the Board was to actually explore fleshing out what an incremental performance-based approach would look like so that the Transportation Authority could engage and advise regulators on that vision. He added that this was the kind of research process the team had pursued this year, in parallel with all of the legislative engagement and connectivity described earlier.

Member Barz asked if Mr. Velez knew what happened to the batteries and whether there were any regulations on AV batteries.



Mr. Velez replied he did not know and did not think there were any regulations on the batteries.

Chair Siegal inquired whether there was, in fact, no positive regulatory outlook on the issue of citing AVs for moving violations.

Mr. Velez clarified that the original version of Assembly Bill 1777 included provisions for the enforcement of traffic codes on AVs. However, he said this language underwent changes during the legislative process and ultimately, the bill adopted a provision called the "Notice of Noncompliance," which allows a peace officer or traffic officer to issue a notice to an AV. Mr. Velez explained that the notice serves primarily as a monitoring tool to indicate that a violation has occurred; however, there were no enforcement measures or liability consequences attached to it. He noted that the law requires the DMV to develop regulations to further define this concept. He stated that the DMV's future regulatory drafts would provide more clarity on the matter and suggested that new bills might emerge to address any remaining gaps in the law.

Chair Siegal raised the question of whether the issue was the absence of a person to cite, noting that the vehicle code appeared to be directed at people rather than vehicles. She asked what the legal gap might be in this context.

Mr. Velez replied that a ticket could be likened to a form of arrest, as it was directly associated with a person. He mentioned that the structure of the system was designed with this concept in mind, though he was unsure if this was the root of the issue. He acknowledged some concerns but stated that he would follow up with more detailed information on the specific complaints and clarify any outstanding issues.

Chair Siegal acknowledged that any follow-up information would be helpful, noting that it was somewhat mind-boggling that the company in question could not be cited for vehicle code violations. She then raised another point, seeking clarification on the requirements for traditional TNCs (ride-hail like Lyft and Uber) stating that her understanding was that these companies were obligated to charge a fee for accessibility and that the revenue from this fee was intended to improve their accessible ride offerings. Additionally, she said she understood that TNCs were required to report requests for wheelchair-accessible vehicles, and whether or not these requests were fulfilled, to the CPUC. Chair Siegal also referenced a public comment submitted by Waymo, in which they mentioned partnering with another entity that provides wheelchair-accessible vehicles through their app. She questioned whether Waymo and its partners were subject to the same regulations as traditional TNCs.

Mr. Velez stated not on that front. He opined that it was more of a proactive matter on Waymo's behalf.

Chair Siegal asked if there was a way to determine whether people were using the service or how frequently it was being accessed. She also inquired whether the service's availability could be confirmed when individuals made requests.

Mr. Velez replied that the service available was not an AV, but rather a human-driven wheelchair accessible vehicle service.



## Other Items

### 11. Introduction of New Items – INFORMATION

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

Member Ortega requested an update on the recent article published by the *SF Chronicle* regarding the enforcement of daylighting regulations. She said the article stated that curb parking within 20 feet of an intersection would soon be ticketed. However, she expressed concern that SFMTA had clarified that they would not be marking most intersections with red paint due to resource limitations. Member Ortega expressed concern about the impact of this enforcement, especially for tourists who may not be familiar with local parking rules. She emphasized the potential for increased complaints and negative perceptions of the city, particularly as San Francisco relies on tourism revenue. Member Ortega suggested that instead of marking the entire curb, SFMTA could consider marking just a small section to indicate where parking was prohibited. She expressed a desire for more creative solutions to ensure enforcement does not lead to unnecessary complications.

Member Milford-Rosales provided a follow-up on his previous request from the last CAC meeting. He inquired about the plans for trolley buses in the city and reported that he was informed that the 14 bus line would be converted to a diesel hybrid rather than remaining a trolley bus line. He expressed concern about this decision, as the 14 line serves dense neighborhoods, and the shift to diesel would increase air pollution. Additionally, he said the 14 was a key line for commuters, and having it operate with reliable electric buses was vital for those who depend on it for work and school. Member Milford-Rosales requested further updates or email follow-ups, as he observed no consideration of alternatives during a recent SFMTA meeting. He was particularly concerned that the reasoning behind the decision was based on the eventual transition to battery buses, but with uncertain funding for future battery bus research under the new administration. He emphasized the need for clarity on the logic and reasoning behind the shift away from a reliable, environmentally friendly option.

Member Margarita followed up on Member Ortega's comment. She noted that the reduction of 14,000 parking spaces in the city was significant. This change would primarily impact low-income and no-income communities, many of whom may not be aware of the new law, especially if there were no clear markings on the streets. She expressed concern that the law, implemented earlier that week, had not been adequately advertised, leaving many people uninformed. Member Margarita acknowledged that the law was a state mandate but emphasized the need for better communication in San Francisco.

Chair Siegal requested further clarification regarding the future of the trolley bus fleet. She noted that there had been mixed signals from the agency about whether the technology was being phased out or not. In light of this, she suggested that SFMTA be invited to present on the matter and provide direct answers.

During public comment, Edward Mason stated his understanding regarding recent developments with Muni's transit plans. He noted that Muni issued a bulletin indicating the 49 Van Ness line would transition to a rapid bus, extending along Van Ness Avenue to





City College and operating as a rapid route on Mission Street. He interpreted this as a signal that the 47 line would likely revert to hybrid diesel, as having a rapid electric bus operating alongside a local electric bus would be impractical. He cited the example of the dual-operation setup on the 5 line to support this interpretation. Mr. Mason acknowledged potential confusion regarding bus line operations but emphasized that, based on his interpretation, this transition seemed to align with Muni's intentions. He mentioned that during meetings, Muni confirmed its commitment to retaining overhead trolley lines while integrating battery-electric buses. However, Mr. Mason expressed concerns about relying entirely on battery-electric buses. He highlighted that other Bay Area transit agencies were diversifying their fleets with a mix of hydrogen and battery-electric vehicles due to uncertainties about the viability and reliability of battery-electric buses. He also raised logistical concerns about the capacity to charge a large fleet of battery-electric buses and the potential strain on the electrical grid, particularly during peak hours.

## **12. Public Comment**

During public comment, Edward Mason recommended that the committee advise the Board to revive the congestion management plan [Downtown Congestion Pricing Study], specifically targeting congestion pricing in the northeastern quadrant of San Francisco. He cited New York City's implementation of a similar plan, which reduced tolls from \$14 to \$9, as an example of its potential success. Mr. Mason emphasized that funding was a critical issue, referencing a Muni meeting held at City Hall earlier that afternoon, where financial shortages were discussed. He suggested that resurrecting the Downtown Congestion Pricing Study, available online, could serve as a significant revenue source, particularly if adjusted to prioritize funding for Muni. Without such measures, he warned that residents might increasingly rely on alternative transportation services like Waymo. He strongly encouraged the committee to make a motion urging the board to act on this proposal.

## **13. Adjournment**

The meeting was adjourned at 8:47 p.m.

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# Memorandum

## AGENDA ITEM 5

**DATE:** December 2, 2024

**TO:** Transportation Authority Board

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

**SUBJECT:** 12/10/2024 Board Meeting: Accept the Audit Report for the Fiscal Year Ended June 30, 2024

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Accept the audit report for the fiscal year ended June 30, 2024.</p> <p><b>SUMMARY</b></p> <p>The Transportation Authority’s financial records are required to be audited annually by an independent, certified public accountant. The Annual Comprehensive Financial Reporting (Audit Report) for the year ended June 30, 2024, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Eide Bailly LLP. Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the Yerba Buena Island (YBI) West Side Bridges Project and the Surface Transportation Program (Congestion Management Agency planning funds). The Transportation Authority received all unmodified audit opinions from Eide Bailly LLP, with no findings or recommendations for improvements. A representative from Eide Bailly LLP will present the audit report and answer any questions at the Board meeting.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

Under its Fiscal Policy (Resolution 24-48), the Transportation Authority’s financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2024, were conducted in accordance with generally accepted



auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified audit opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

## **DISCUSSION**

The Audit Report includes an introductory section; the overall basic financial statements; a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year; footnotes; required supplemental information; and other supplementary information, which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that Eide Bailly LLP issued all unmodified opinions and for the annual fiscal audit, Eide Bailly LLP has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$750,000 in federal grants were expended during the year, a single audit was performed on the YBI West Side Bridges Project and the Surface Transportation Program transportation planning and programming activities. For the single audit, Eide Bailly LLP has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report is enclosed. A separate report containing other required communications to the Board is attached.

## **FINANCIAL IMPACT**

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2023/24 budget. Budgeted expenditures that were not expended in FY 2023/24 will be included in the FY 2024/25 mid-year amendment.

## **CAC POSITION**

The audit report was not finalized in time to present to the Community Advisory Committee (CAC) on November 20, 2024, the last CAC meeting this year. We will agendize the audit as an information item at the CAC's January 22, 2025 meeting.



**SUPPLEMENTAL MATERIALS**

- Attachment 1 - Separate Report Containing Other Required Communications to the Board
- Attachment 2 - Motion
- Enclosure - Annual Comprehensive Financial Report for the Year Ended June 30, 2024



November 22, 2024

To the Governing Board  
San Francisco County Transportation Authority  
San Francisco, California

We have audited the financial statements of San Francisco County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2024, and have issued our report thereon dated November 22, 2024. Professional standards require that we advise you of the following matters relating to our audit.

**Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance**

As communicated in our letter dated July 1, 2024, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether the Transportation Authority complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Transportation Authority's major federal program. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Transportation Authority solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of the Transportation Authority's major federal program compliance, is to express an opinion on the compliance for the Transportation Authority's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the Transportation Authority's internal control over compliance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated November 22, 2024. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated November 22, 2024.

### **Planned Scope and Timing of the Audit**

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

### **Compliance with All Ethics Requirements Regarding Independence**

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

### **Significant Risks Identified**

As stated in our auditor's report, professional standards require us to design our audit to provide reasonable assurance that the financial statements are free of material misstatement whether caused by fraud or error. In designing our audit procedures, professional standards require us to evaluate the financial statements and assess the risk that a material misstatement could occur. Areas that are potentially more susceptible to misstatements, and thereby require special audit considerations, are designated as "significant risks." We have identified the following as significant risks.

- *Management Override of Controls* – professional standards require auditors to address the possibility of management overriding controls. Accordingly, we considered the possibility that management of the organization may have the ability to override controls that the organization has implemented. Management may override the organization's controls in order to modify the financial records with the intent of manipulating the financial statements to overstate the organization's financial performance or with the intent of concealing fraudulent transactions. We are pleased to report that no such matters were identified during our audit.
- *Improper Revenue Recognition* – professional standards require auditors to presume that revenue recognition is a fraud risk. Therefore, improper revenue recognition was identified as a fraud risk due to possibility that revenue is not recorded in the proper period, in the incorrect amount, etc. either due to error or fraud. We are pleased to report that no actual instances were identified during our audit.
- *Estimates* – Generally Accepted Auditing Standards require a presumed risk of management bias when assumptions are used to calculate significant account balances, which for the Transportation Authority applies to pension and other post-employment benefits.

## Qualitative Aspects of the Entity's Significant Accounting Practices

### *Significant Accounting Policies*

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Transportation Authority is included in Note 2 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during fiscal year 2024. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

### *Accounting Estimates*

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements is related to "pension" and "other post-employment benefits."

Management's estimates of the net pension liability and net other post-employment benefits liability, and related deferred inflows of resources and deferred outflows of resources are based on actuarial valuations. We evaluated the key factors and assumptions used to develop the estimates and determined that they are reasonable in relation to the basic financial statements taken as a whole.

### *Financial Statement Disclosures*

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting Transportation Authority's financial statements relate to:

- **Note 2** summarizes the Transportation Authority's significant accounting policies.
- **Note 6** describes the Transportation Authority's related party transactions with the City and County of San Francisco.
- **Note 7** describes the Transportation Authority's long-term debt.
- **Notes 8 and 9** describes the valuation of the Authority's net pension liability, other postemployment benefits liability, and related deferred outflows and inflows of resources. Such amounts are sensitive to the underlying actuarial assumptions used including, but not limited to, the investment rate of return and discount rate. As disclosed, a one percent increase or decrease in the discount rate has a material effect on the Authority's net pension liability.

### **Significant Difficulties Encountered during the Audit**

We encountered no significant difficulties in dealing with management relating to the performance of the audit.



## **Uncorrected and Corrected Misstatements**

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit.

The following summarizes uncorrected financial statement misstatements whose effects in the current and prior periods, as determined by management, are immaterial, both individually and in the aggregate, to the financial statements taken as a whole:

Sales Tax Fund: As a matter of convenience, the Transportation Authority did not recognize inflows and outflows related to the subscription-based information technology arrangement of \$488,467, with no effect on ending fund balance.

Governmental activities: Entity-wide expenses are overstated, and net position is understated by \$137,000 because of a one-year timing difference regarding the recognition of deferred contributions of the other post-employment benefits liability.

## **Disagreements with Management**

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

## **Circumstances that Affect the Form and Content of the Auditor's Report**

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report. We did not identify any circumstances that affect the form and content of the auditor's report.

## **Representations Requested from Management**

We have requested certain written representations from management which are included in the management representation letter dated November 22, 2024.

## **Management's Consultations with Other Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

**Other Significant Matters, Findings, or Issues**

In the normal course of our professional association with the Transportation Authority, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as Transportation Authority's auditors.

**Other Information Included in the Annual Comprehensive Financial Report (ACFR)**

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in Transportation Authority's ACFR, does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information.

However, in accordance with such standards, we have read the other information and considered whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

**Treasure Island Mobility Management Agency**

The ACFR includes the financial statements of the Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA), a blended component unit, which we considered to be a significant component of the ACFR. Consistent with the audit of the basic financial statements of the Transportation Authority as a whole, our audit included obtaining an understanding of the Transportation Authority and TIMMA and their environment, including internal control, sufficient to assess the risks of material misstatement of the basic financial statements of the Transportation Authority and TIMMA and completion of further audit procedures.

This report is intended solely for the information and use of the governing board, and management of the Transportation Authority and is not intended to be, and should not be, used by anyone other than these specified parties.



Menlo Park, California



**San Francisco  
County Transportation  
Authority**

BD121024

MOTION NO. 25-01

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MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION  
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2024

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2024.

Attachment:

1. Audit Report for the Year Ended June 30, 2024

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# Memorandum

## AGENDA ITEM 6

**DATE:** January 16, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 02/11/2025 Board Meeting: Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,400,000 in Prop L funds, with conditions, to Peninsula Corridor Joint Powers Board (PCJPB) for:</p> <ol style="list-style-type: none"> <li>Predictive Arrival/Departure System</li> </ol> <p>Allocate \$1,209,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>Bicycle Facility Maintenance (\$459,000)</li> <li>Duboce Triangle Slow Streets Study [NTP] (\$250,000)</li> <li>Lincoln Way Traffic Signals [NTP] (\$500,000)</li> </ol> <p>Allocate \$1,675,000 in Prop L funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>Curb Ramps and Subsidewalk Basements No. 3</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **DISCUSSION**

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

## **FINANCIAL IMPACT**

The recommended action would allocate \$5,284,000 Prop L funds. The allocations 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 allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

## **CAC POSITION**

The CAC will consider this item at its January 22, 2024, meeting.

## **SUPPLEMENTAL MATERIALS**

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

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	8	PCJPB	Predictive Arrival/Departure System	\$ 2,400,000	\$ 6,636,455	82%	64%	Construction	Citywide
Prop L	16	SFMTA	Bicycle Facility Maintenance	\$ 459,000	\$ 459,000	78%	0%	Construction	Citywide
Prop L	19	SFPW	Curb Ramps and Subsidewalk Basements No. 3	\$ 1,675,000	\$ 5,414,770	80%	69%	Construction	3, 5
Prop L	25	SFMTA	Duboce Triangle Slow Streets Study [NTP]	\$ 250,000	\$ 250,000	78%	0%	Planning	8
Prop L	25	SFMTA	Lincoln Way Traffic Signals [NTP]	\$ 500,000	\$ 500,000	78%	0%	Design	4
<b>TOTAL</b>				<b>\$ 5,284,000</b>	<b>\$ 13,260,225</b>				

## 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: PCJPB (Peninsula Corridor Joint Powers Board), SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)

3

"Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

4 "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

**Caltrain request:** Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Overall, Prop L funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
8	PCJPB	Predictive Arrival/Departure System	\$ 2,400,000	Requested funds will be used to replace the existing Predictive Arrival and Departure System with an upgraded and industry-standard solution for train arrival and departure predictions. The new system will integrate with new and existing passenger and operator interfaces, offering increased flexibility in train operations and providing more accurate real-time train information to passengers. The scope includes incorporating the new Electric Multiple Units into the system to process the vehicle locations and display train predictions and information on all station signage (e.g., Variable Message Signs and LCDs), the Caltrain website, and other third party applications (e.g., X, Google Maps). The project is expected to be open for use by September 2027.
16	SFMTA	Bicycle Facility Maintenance	\$ 459,000	Requested funds will be used to maintain bicycle facilities across the city to preserve their safety features. The scope of work will focus on restriping existing bicycle facilities, including green bicycle lanes and bicycle boxes, and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes as well as in separated bike lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones. The project is expected to be open for use by March 2027.
19	SFPW	Curb Ramps and Subsidewalk Basements No. 3	\$ 1,675,000	Requested funds will be used to construct 14 curb ramps at the intersections of Larkin/Sutter, Geary/Leavenworth, Jones/O'Farrell, Kearny/Pine, Polk/Turk, and Battery/Jackson Streets. The proposed project locations all have known sub-sidewalk basements, and require extensive coordination with the private property owners and the City Attorney's Office to obtain Basement License Agreements. SFPW is partnering with SFMTA to implement traffic signal upgrades and with SFPUC for pedestrian lighting improvements at all of the project locations. Curb ramp locations are primarily identified through public request and SFPW inspection. Three of the project locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs. The project is expected to be open for use by September 2026.



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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
25	SFMTA	Duboce Triangle Slow Streets Study [NTP]	\$ 250,000	District 8 Neighborhood Program funds will be used to examine opportunities for a more robust and connected north-south Slow Street connection through the Duboce Triangle neighborhood and corresponding changes to traffic circulation. The study will explore the feasibility of converting existing Class III shared lane bikeways into Slow Streets on Sanchez Street between Market Street and Duboce Avenue and Steiner Street between Duboce Avenue and Waller Street, possibly replacing or adding to the existing Noe Slow Street. SFMTA will also explore the feasibility of allowing eastbound left turns from Market Street onto Castro Street and prohibiting eastbound left turns onto Noe and/or Sanchez streets to maintain traffic without a neighborhood destination on arterial and collector streets that can better manage higher volumes of vehicle traffic. SFMTA expects to present the final report to the Board for approval in February 2026.
25	SFMTA	Lincoln Way Traffic Signals [NTP]	\$ 500,000	District 4 Neighborhood Program funds will be used to design new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way to enhance safety and right-of-way allocation, and to reduce vehicle and transit delays associated with the upcoming closure to restrict vehicles on Great Highway following the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, and related infrastructure such as curb ramps. The project is expected to be open for use by Summer 2029.
<b>TOTAL</b>			<b>\$5,284,000</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
8	PCJPB	Predictive Arrival/Departure System	\$ 2,400,000	<b>Special Condition:</b> The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5-Year Prioritization Program (5YPP) to reprogram \$2,400,000 from the Next Generation Visual Messaging System (VMS) FY25 project to the subject project. See attached allocation request form for details.
16	SFMTA	Bicycle Facility Maintenance	\$ 459,000	
19	SFPW	Curb Ramps and Subsidewalk Basements No. 3	\$ 1,675,000	
25	SFMTA	Duboce Triangle Slow Streets Study [NTP]	\$ 250,000	<b>Special Condition:</b> The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder.
25	SFMTA	Lincoln Way Traffic Signals [NTP]	\$ 500,000	<b>Special Condition:</b> The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder.
<b>TOTAL</b>			<b>\$ 5,284,000</b>	

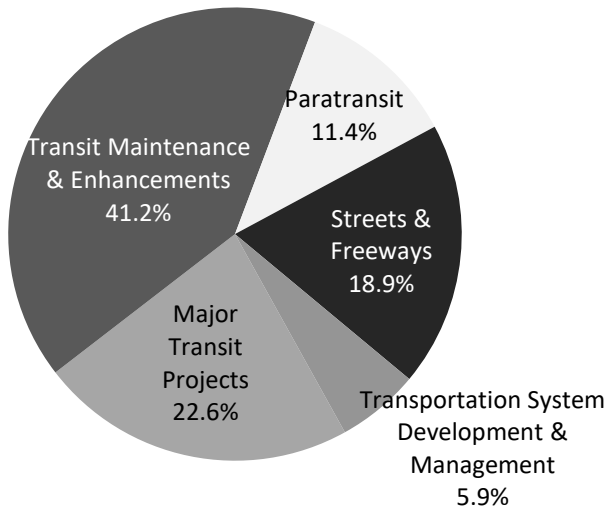
<sup>1</sup> See Attachment 1 for footnotes.

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

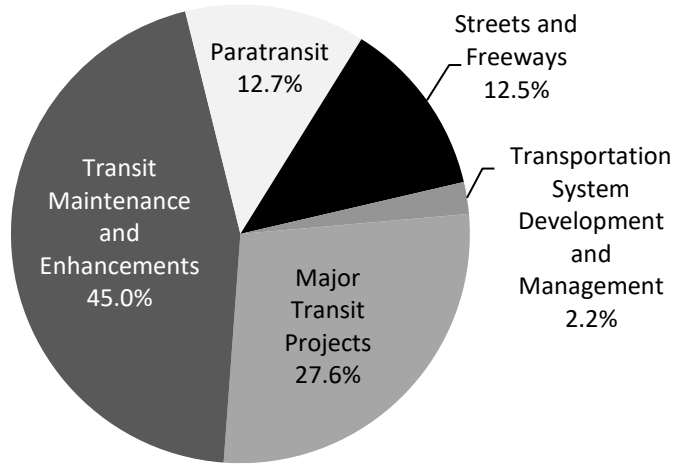
<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 94,412,672	\$ 27,535,072	\$ 39,893,282	\$ 19,779,318	\$ 7,205,000	\$ -
Current Request(s)	\$ 5,284,000	\$ 630,000	\$ 3,370,000	\$ 1,234,000	\$ 50,000	\$ -
New Total Allocations	\$ 99,696,672	\$ 28,165,072	\$ 43,263,282	\$ 21,013,318	\$ 7,255,000	\$ -

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

**Prop L Expenditure Plan**



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



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Predictive Arrival and Departure System
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Caltrain Maintenance
<b>Current PROP L Request:</b>	\$2,400,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Replace existing Predictive Arrival and Departure System (PADS) with an upgraded and industry standard PADS solution for Caltrain's train arrival and departure predictions. The new system will integrate with both new and existing passenger and operator interfaces, offering increased flexibility in train operations and providing more accurate and versatile real-time train information to passengers.

### Detailed Scope, Project Benefits and Community Outreach

This project is to fully replace the existing Predictive Arrival and Departure System (PADS) with an upgraded and industry standard PADS solution for Caltrain's train arrival and departure predictions. The new system will integrate with both new and existing passenger and operator interfaces, offering increased flexibility in train operations and providing more accurate and versatile real-time train information to passengers. The scope of the project includes:

1. Creating functional requirements for the new PADS Functional Technical Specification to accompany the RFP.
2. Updating and replacing the current outdated PADS with an industry standard solution which is more reliable, available, and incorporates the latest General Transit Feed Specification (GTFS) standards for predicting train arrivals and departures, providing greater flexibility in train operations.
3. Incorporating the new Electric Multiple Units (EMUs) into PADS to process EMU GPS locations along with the remaining diesel fleet to seamlessly display all train predictions and information on all station signage (Variable Message Signs, Dog Bones, LCDs) as well as on the Caltrain Website and other third-party applications (X, Google Maps, etc.)
4. Incorporating the new PADS into Caltrain's virtualized environment to provide a highly available hot-standby system for improved redundancy in PADS operations, increasing system reliability and availability.

**Project Location**

Caltrain right-of-way in San Francisco, Santa Clara, and San Mateo Counties

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

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

**Justification for Necessary Amendment**

This request includes an amendment to the Caltrain Maintenance 5YPP to reprogram \$2.4M from the Next Generation VMS project to the subject project. The Next Generation VMS project required immediate financial resources to ensure timely project delivery and proceeded with other sources.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Predictive Arrival and Departure System
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

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

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Predictive Arrival and Departure System
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$2,400,000	\$0	\$0	\$2,400,000
TIRCP Funds	\$0	\$0	\$4,236,455	\$4,236,455
<b>Phases In Current Request Total:</b>	<b>\$2,400,000</b>	<b>\$0</b>	<b>\$4,236,455</b>	<b>\$6,636,455</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$6,636,455	\$2,400,000	FY2025 PCJPB Capital Budget
Operations	\$0		
Total:	\$6,636,455	\$2,400,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	10 Years

<b>PROJECT:</b>		<b>Predictive Arrival/Departure System (PADS)</b>		
<b>Project Cost</b>	<b>Project Phase</b>	<b>Original Estimate</b>	<b>Revised Estimate</b>	
	Planning/CD/Env			
	PE/Env/PSE			
	ROW Acq/Utilities Relo.			
	Procurement			
	Construction	\$6,636,455		
	Closeout			
	<b>TOTAL</b>	<b>\$6,636,455</b>	<b>\$0</b>	
<b>Milestones</b>	<b>Project Phase</b>	<b>Expected Start</b>	<b>Expected Finish</b>	
	Planning/Conceptual Design			
	PE/Env/PSE			
	ROW Acquisition/Utilities Relo.			
	Bid and Award			
	Procurement			
	Construction	05/22/25	07/22/27	
Closeout	09/30/27	12/29/27		
<b>Cost Summary</b>	<b>FY2025</b>	<b>Prior Year</b>	<b>Future Budget</b>	<b>Total Request</b>
	\$2,400,000	\$0	\$0	\$2,400,000
<b>FY24 Funding Plan</b>	<b>Funding Source</b>	<b>Proposed</b>		
	Federal Section 5337	\$0		
	State (AB664)	\$0		
	Local Match JPB Member:	\$2,400,000		
	<i>San Francisco</i>	\$2,400,000		
	<i>San Mateo</i>	\$0		
	<i>Santa Clara</i>	\$0		
	Regional/Other	\$4,236,455		
	<b>TOTAL</b>	<b>\$6,636,455</b>		



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Predictive Arrival and Departure System
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$2,400,000	<b>Total PROP L Recommended</b>	\$2,400,000

<b>SGA Project Number:</b>	208-911006	<b>Name:</b>	Predictive Arrival/Departure System
<b>Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)	<b>Expiration Date:</b>	09/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	36.16%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-208	\$500,000	\$1,400,000	\$500,000	\$2,400,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon project completion, provide 2-3 digital photos of completed project.

**Special Conditions**

1. The recommended allocation is contingent upon amendment of the Prop L Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	63.84%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	63.84%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Predictive Arrival and Departure System
<b>Primary Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$2,400,000
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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:

HS

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Heather Salem	Anna Hibbard
<b>Title:</b>	Manager	Senior Grant Analyst
<b>Phone:</b>	(650) 730-8099	(650) 508-7749
<b>Email:</b>	salemh@samtrans.com	hibbarda@samtrans.com

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
 Caltrain Maintenance (EP 8)  
 Programming and Allocations to Date  
 Pending February 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right of Way Fencing	CON	Allocated	\$462,000					\$462,000
PCJPB	SOGR MOW Track - Track Equipment	CON	Allocated	\$2,113,000					\$2,113,000
PCJPB	Station SOGR	CON	Allocated	\$1,227,000					\$1,227,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	CON	Allocated	\$1,200,000					\$1,200,000
PCJPB	SOGR MOW Track	CON	Allocated		\$2,600,000				\$2,600,000
PCJPB	Next Generation Visual Messaging Signs (VMS) <sup>1</sup>	CON	Programmed		\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed			\$5,000,000			\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed				\$5,000,000		\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed					\$5,000,000	\$5,000,000
PCJPB	Predictive Arrival/Departure System <sup>1</sup>	CON	Pending		\$2,400,000				\$2,400,000
Total Programmed in 2023 5YPP				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Total Allocated and Pending				\$5,002,000	\$5,000,000	\$0	\$0	\$0	\$10,002,000
Total Unallocated				\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$15,000,000
Total Programmed in 2023 Strategic Plan				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- <sup>1</sup> 5YPP amendment to fund Predictive Arrival/Departure System (2025-XX, 2/XX/25):  
 Next Generation Visual Messaging Signs (VMS): Reduced from \$2,400,000 to \$0.  
 Predictive Arrival/Departure System: Added project with \$2,400,000 for Construction in FY25.

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

## Caltrain Maintenance (EP 8)

## Cash Flow (Maximum Annual Reimbursement)

Pending February 2025 Board

Project Name	Phase	Fiscal Year					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Right of Way Fencing	CON	\$250,000	\$212,000				\$462,000
SOGR MOW Track - Track Equipment	CON	\$613,000	\$1,500,000				\$2,113,000
Station SOGR	CON	\$613,000	\$614,000				\$1,227,000
Next Generation Visual Messaging Signs (VMS)	CON	\$300,000	\$600,000	\$300,000			\$1,200,000
SOGR MOW Track	CON		\$900,000	\$500,000	\$500,000	\$700,000	\$2,600,000
Next Generation Visual Messaging Signs (VMS) <sup>1</sup>	CON		\$0	\$0			\$0
San Francisco Caltrain Maintenance - TBD	CON			\$2,500,000	\$2,500,000		\$5,000,000
San Francisco Caltrain Maintenance - TBD	CON				\$2,500,000	\$2,500,000	\$5,000,000
San Francisco Caltrain Maintenance - TBD	CON					\$2,500,000	\$5,000,000
Predictive Arrival/Departure System <sup>1</sup>	CON		\$500,000	\$1,400,000	\$500,000		\$2,400,000
Cash Flow Programmed in 2023 5YPP		\$1,776,000	\$4,326,000	\$4,700,000	\$6,000,000	\$5,700,000	\$25,002,000
Total Cash Flow Allocated and Pending		\$1,776,000	\$4,326,000	\$2,200,000	\$1,000,000	\$700,000	\$10,002,000
Total Cash Flow Unallocated		\$0	\$0	\$2,500,000	\$5,000,000	\$5,000,000	\$15,000,000
Total Cash Flow in 2023 Strategic Plan		\$1,776,000	\$4,826,000	\$4,700,000	\$5,500,000	\$5,700,000	\$25,002,000
Deobligated Funds		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$500,000	\$500,000	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bike Facility Maintenance
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Pedestrian and Bicycle Facilities Maintenance
<b>Current PROP L Request:</b>	\$459,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/ mixed zone markings using green thermoplastic treatment. Additionally, SFMTA will replace plastic traffic channelizers along buffered bikeways.

### Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency requests \$459,000 to maintain bicycle facilities that are in poor condition citywide. The scope will focus on restriping existing bicycle facilities, including green bicycle lanes, green bicycle boxes and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes as well as in separated bike lanes. The SFMTA continues to expand the protected bike lane network through streetscape projects and quick-build projects, and the Prop L funds will be used to purchase delineators and to replace them based on where SFMTA field staff and the public identify a need.

Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. While a more durable material, green thermoplastic is considerably more expensive than the green epoxy. Thus, the epoxy is a more efficient material to use for larger surfaces such as the length of a bicycle lane.

Replacing delineators and maintaining existing bike boxes and green lane markers are essential aspects of Vision Zero.

SFMTA will prioritize bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones.

## 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	\$459,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bike Facility Maintenance
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

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

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bike Facility Maintenance
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-216: Pedestrian and Bicycle Facilities Maintenance	\$0	\$459,000	\$0	\$459,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$459,000</b>	<b>\$0</b>	<b>\$459,000</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$459,000	\$459,000	Previous Work
Operations	\$0		
Total:	\$459,000	\$459,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	11/15/2024
<b>Expected Useful Life:</b>	10 Years



# San Francisco County Transportation Authority **49**

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

<b>Major Line Item Budget - Bicycle Facility Maintenance</b>	
<b>Item</b>	<b>Amount</b>
Construction - Materials	\$80,000
Construction - SFMTA	\$378,500
City Attorney Office Fees	\$500
<b>Project Total</b>	<b>\$459,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bike Facility Maintenance
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$459,000	<b>Total PROP L Recommended</b>	\$459,000

<b>SGA Project Number:</b>	216-907003	<b>Name:</b>	Bicycle Facility Maintenance
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	03/31/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-216	\$230,000	\$229,000	\$459,000

### Deliverables

1. Quarterly progress reports shall report the location and quantity (i.e., number of delineators, miles of lane, number of bike boxes) that the SFMTA has maintained using Prop L funds during the preceding quarter, locations that SFMTA will maintain in the upcoming quarter, 2-3 photos of work being performed and/or of completed, in addition to the standard reporting requirements per the Standard Grant Agreement.

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

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Bike Facility Maintenance
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$459,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

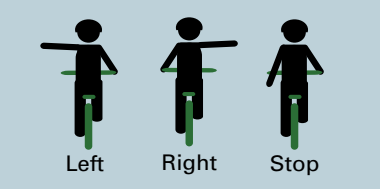
	Project Manager	Grants Manager
<b>Name:</b>	Matt Lasky	Kathryn Studwell
<b>Title:</b>	Project Manager	Grant Administration Manager
<b>Phone:</b>	(415) 646-2265	(415) 517-7015
<b>Email:</b>	matt.lasky@sfmta.com	kathryn.studwell@sfmta.com

### San Francisco Bike Map

- Slow Streets
- RECOMMENDATION**
- Highly Recommended w/ Separate Bikeway
- Highly Recommended
- Recommended
- Other Bikeways



**HAND SIGNALS:**  
Make others aware of your intentions with these hand signals:



DISCLAIMER: SFRM does not assume any responsibility or liability for any property damage, injury, or other adverse circumstances that may arise while using the San Francisco Bikeway Network Map. No representation is intended or made as to the fitness or safety of the facilities shown on this map. You are ultimately responsible for your own safety and the safety of others. You must determine for yourself the suitability of all routes and other facilities shown on this map, with consideration given to present conditions, your level of ability, and any other relevant factors.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Curb Ramps
<b>Current PROP L Request:</b>	\$1,675,000
<b>Supervisorial Districts</b>	District 03, District 05

## REQUEST

### Brief Project Description

Construct 14 curb ramps at 6 intersections with sub-sidewalk basements at Larkin/Sutter, Geary/Leavenworth, Jones/O'Farrell, Kearny/Pine, Polk/Turk, and Battery/Jackson Streets. SFPW's Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide curb ramps that are readily and easily usable by people with disabilities. Locations were identified through public request and SFPW inspection, and three of the project locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs.

### Detailed Scope, Project Benefits and Community Outreach

The scope of this project includes the construction and reconstruction of 14 accessible curb ramps, painted safety zones to bulb-outs conversions, and related sidewalk, curb, gutter, relocated catch basins and roadway work at various locations through out the City.

The project locations all have known sub-sidewalk basements, and will require extensive coordination effort with the private property owners and the City Attorney's Office to obtain a Basement License Agreements. The Project is also partnering with SFMTA for traffic signal and SFPUC for pedestrian lighting improvements at all the project locations.

PW is partnering with SFMTA to convert the following locations from painted safety zones to permeant bulbouts: Larkin St & Suter St, Jones & O'Farrell, and Geary St & Leavenworth St; total of 6 curb ramps.

To limit the construction impacts to the neighboring businesses, SFPW always works on the concrete gutter and curb when a curb ramp is constructed. At the gutter line, we do also limit the concrete road base repair to minimize roadway impacts.

### Prioritization:

The locations are primarily identified through public request and SFPW inspection. Locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs.

Each fiscal year, SFPW and Mayor’s Office on Disability (MOD) develop a prioritized list of locations for each of San Francisco’s supervisorial districts. Citizen requests have one of the most significant impacts on prioritization of curb ramp locations. As SFPW receives new citizen requests, they are added to Public Work’s CRIS database.

SFPW’s prioritization process for selecting curb ramp locations considers the following criteria:

- Citizen requests
  - Each intersection is assigned an initial priority based on the condition of any existing curb ramps at the location and the disability status of the requester.
  - Intersections with at least one corner with ramps in poor condition and a request from a person with a disability are given the highest initial priority. All locations are then cross-referenced with Curb Ramp Information System (CRIS) project data to determine which intersections are already in the scope of existing construction projects.

The data is then mapped, and unresolved requests are evaluated against geospatial criteria including:

- Proximity to government offices and facilities, transportation, places of public accommodation, healthcare facilities, and schools.
- Proximity of locations to one another (for construction efficiency purposes) and SFMTA locations vital for access to transit services.
- Intersections are also assessed based on whether they are located in the High Injury Network and whether they have a suspected or confirmed sub-sidewalk basement.

Intersections in this funding request include Larkin Street and Sutter, Geary and Leavenworth Street, Jones Street and O’Farrell Street, Pine Street and Kearny Street, Polk Street and Turk Street, and Battery Street and Jackson Street. Please keep in mind that as the design phase develops and unforeseen complications arise, the Project Team may choose to swap project locations.

## Project Location

Citywide

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

## Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$1,675,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2024	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)	Jan-Feb-Mar	2024	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2024	Oct-Nov-Dec	2024
Advertise Construction	Jan-Feb-Mar	2025		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

## SCHEDULE DETAILS

The Project is partnering with SFMTA for traffic signal and SFPUC for pedestrian lighting improvements at all of the project locations.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-219: Curb Ramps	\$0	\$1,675,000	\$0	\$1,675,000
Certificate of Participation (COP)	\$0	\$0	\$1,725,000	\$1,725,000
General Fund	\$0	\$821,525	\$0	\$821,525
MTA	\$1,193,245	\$0	\$0	\$1,193,245
<b>Phases In Current Request Total:</b>	<b>\$1,193,245</b>	<b>\$2,496,525</b>	<b>\$1,725,000</b>	<b>\$5,414,770</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,675,000	\$0	\$1,675,000
Certificate of Participation (COP)	\$0	\$0	\$2,408,455	\$2,408,455
General Fund	\$0	\$821,525	\$0	\$821,525
MTA	\$1,193,245	\$0	\$0	\$1,193,245
<b>Funding Plan for Entire Project Total:</b>	<b>\$1,193,245</b>	<b>\$2,496,525</b>	<b>\$2,408,455</b>	<b>\$6,098,225</b>



## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$683,455		Actual costs and estimate to complete
Construction	\$5,414,770	\$1,675,000	Engineers Estimate
Operations	\$0		
Total:	\$6,098,225	\$1,675,000	

<b>% Complete of Design:</b>	95.0%
<b>As of Date:</b>	12/18/2024
<b>Expected Useful Life:</b>	15 Years

## San Francisco County Transportation Authority Prop L/Prop AA/TNC Tax 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	\$ 4,011,000		\$ 3,519,640	\$ 491,360	
2. Construction Management/Support	\$ 601,650	15%	\$ 300,825	\$ 300,825	
3. Contingency	\$ 802,120	20%	\$ 401,060	\$ 401,060	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 5,414,770</b>		<b>\$ 4,221,525</b>	<b>\$ 1,193,245</b>	<b>\$ -</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$1,675,000	<b>Total PROP L Recommended</b>	\$1,675,000

<b>SGA Project Number:</b>	219-908001	<b>Name:</b>	Curb Ramps and Subsidewalk Basements No. 3
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	09/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	30.93%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-219	\$1,340,000	\$335,000	\$1,675,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of project, Sponsor shall provide 2-3 photos of completed work.

**Special Conditions**

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,675,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	69.07%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	72.53%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$1,675,000
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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:

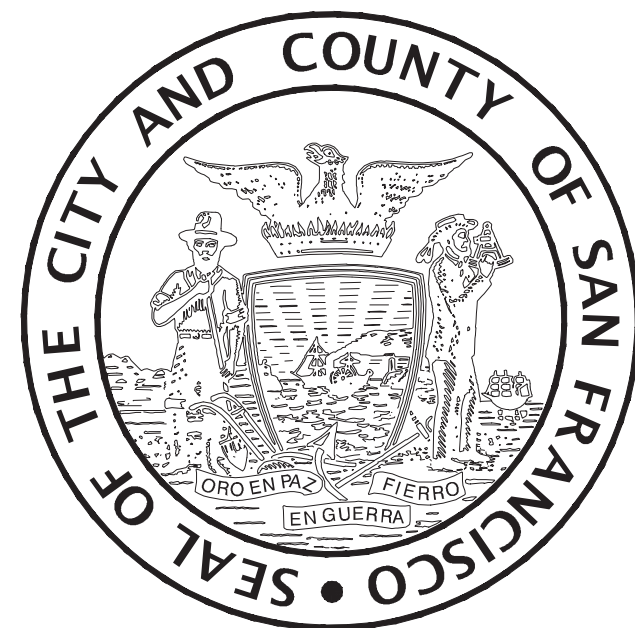
JLY

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Anastastia Haddad	Victoria Chan
<b>Title:</b>	Program Manager	Budget Manager
<b>Phone:</b>	(628) 271-2477	(415) 205-6316
<b>Email:</b>	anastastia.haddad@sfdpw.org	victoria.w.chan@sfdpw.org

**CHECK PRINT**  
BUREAU OF ENGINEERING

SECTION: \_\_\_\_\_  
ORIGINATOR: \_\_\_\_\_ DATE: 25/05/25  
CHECKER: \_\_\_\_\_ DATE: 25/05/25  
BACKCHECKER: \_\_\_\_\_ DATE: 25/05/25  
VERIFIER: \_\_\_\_\_ DATE: 25/05/25



# VARIOUS LOCATIONS CURB RAMPS AND SUB-SIDEWALK BASEMENTS NO. 3

## CONTRACT NO. 10040022



City and County of San Francisco  
London Breed, Mayor  
Carla Short, Director

Public Works  
Infrastructure Design & Construction

**Albert Ko, P.E.**  
City Engineer & Deputy Director



BATTERY STREET AND JACKSON STREET

KEARNY STREET AND PINE STREET

LARKIN STREET AND SUTTER STREET  
GEARY STREET AND LEAVENWORTH STREET  
JONES STREET AND O'FARRELL STREET

POLK STREET AND TURK STREET

### REQUIREMENTS TO BIDDERS

- IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.
- AT THE TIME OF BID OPENING, THE CONTRACTOR SHALL POSSESS A VALID CLASS "A" CALIFORNIA GENERAL ENGINEERING CONTRACTOR'S LICENSE.

LOCATION MAP

**Bid Set: XX 2025**

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 11/07/24 09:50, BY: CHUNT				

REFERENCE INFORMATION  
& FILE NO. OF SURVEYS



BUREAU OF ENGINEERING  
CITY & COUNTY OF SAN FRANCISCO  
SAN FRANCISCO PUBLIC WORKS  
49 SOUTH VAN NESS AVENUE, Suite 800  
SAN FRANCISCO, CA 94103

Section Mgr: D. CALLEROS	Date: xxxx/xxxx
Deputy Bureau Mgr: F. CISNEROS	xxxx/xxxx
Bureau Mgr: P. RIVERA	xxxx/xxxx

DESIGNED: DATE:	C. HUNT 11/2024
DRAWN: DATE:	C. HUNT 11/2024
CHECKED: DATE:	11/2024

SCALE:	NTS
SHEET OF SHEETS	# of #

VARIOUS LOCATIONS CURB RAMPS AND SUB-SIDEWALK BASEMENTS NO. 3
COVER SHEET LOCATION MAP REQUIREMENTS TO BIDDERS

CONTRACT NO.	10040022
DRAWING NO.	G-0
FILE NO.	0
REV. NO.	0

Xrefs: \LocationMap.dwg  
 Login: CHUNT  
 Model Units: Inches  
 Drawing Path: V:\23861-PW-VL-CR-and-Sub-Sawik-Basmt\_No\_3\_V2\_Design\_Working\_Drawings\Drawings\ESH\Current\0\_General\Drawings\BES\Scale\LevelSheet.dwg  
 Plot Time: Thu, 07 Nov 2024 - 11:39am

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Duboce Triangle Slow Streets Study [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Neighborhood Transportation Program
<b>Current PROP L Request:</b>	\$250,000
<b>Supervisory District</b>	District 08

## REQUEST

### Brief Project Description

The Duboce Triangle Slow Streets Study will examine opportunities for a more robust, safe, and comfortable north-south bicycle connection through the Duboce Triangle neighborhood, as well as potentially revising vehicle turn restrictions at the Market St/Castro St and Market St/Noe St. intersections, including traffic and circulation analysis of potential changes to street configurations. The study will explore the feasibility of converting existing Class III shared lane bikeways on Sanchez St and Steiner St into Slow Streets, possibly replacing or adding to the existing Noe Slow Street.

### Detailed Scope, Project Benefits and Community Outreach

#### Project Description

The existing Noe Slow Street is not meeting the SFMTA Board-set volume target of 1,000 vehicles per day. When the SFMTA introduced the idea of a traffic diverter on Noe Street and 15th Street to reduce vehicle volumes, Duboce Triangle residents requested that before introducing any traffic diversion elements, the SFMTA look at potential impacts to traffic within the neighborhood. This study builds on that request and the need for a safe and comfortable north-south bikeway connection across the Duboce Triangle.

The Duboce Triangle Slow Streets Study will examine opportunities for a more robust and connected north-south Slow Street connection through the Duboce Triangle neighborhood and corresponding changes to traffic circulation. The study will explore the feasibility of converting two existing Class III shared lane bikeways into Slow Streets, possibly replacing or adding to the existing Noe Slow Street: 1) Sanchez Street between Market Street and Duboce Avenue and 2) Steiner Street between Duboce Avenue and Waller Street. These two bikeways would form a key north-south connection in the citywide active-transportation network (see the project area map on the last page). The feasibility of allowing eastbound left turns from Market Street onto Castro Street and prohibiting eastbound left turns onto Noe and/or Sanchez streets will also be explored to maintain traffic without a neighborhood destination on arterial and collector streets from neighborhood streets that can better manage higher volumes of vehicle traffic.

#### Background

This project originated from efforts to reduce vehicle volumes on the Noe Slow Street in the Duboce Triangle. In early 2023, the SFMTA began developing concepts to reduce vehicle volumes on the Noe Slow Street to meet the SFMTA Board-set volume target of 1,000 vehicles per day on Slow Streets. Three traffic diverter alternatives proposed for the Noe Street and 15th Street intersection were reviewed with neighbors and businesses along the corridor. A consensus could not be reached among project stakeholders regarding the implementation of a diverter at this intersection, and the project was put on hold. A key concern among stakeholders was the potential for traffic diversion onto side streets, and a desire was expressed for a more holistic review of traffic circulation before the implementation of traffic diversion.

Simultaneously, staff has heard a desire from a group of community members for improvements to “the Wiggle” bike route, specifically the southeastern-most blocks on Steiner Street between Duboce Avenue and Waller Street, as well as safety and operational concerns at the Duboce/Sanchez/Steiner intersection, including the possibility of implementing Slow Streets treatments north of Duboce Avenue to reduce vehicle volumes and speeds.

This study will also consider the feasibility of new Slow Streets through the Duboce Triangle neighborhood in the context of the forthcoming San Francisco Biking and Rolling Plan.

### **Task Descriptions**

The proposed scope of work for this study includes:

**Task 1. Project Management** – This task includes biweekly project team meetings, interagency (e.g., Fire Department) meetings, project administration, and reporting.

*Deliverable: Quarterly progress updates*

**Task 2. Traffic and circulation analysis** – This task includes:

- A study of changes in traffic patterns in the Duboce Triangle neighborhood with Sanchez Street between Market Street and Duboce Avenue and Steiner Street between Duboce Avenue and Waller Street converted into Slow Streets with traffic diversion elements; and,
- An analysis of the feasibility of allowing eastbound left turns from Market Street onto Castro Street and the identification of infrastructure needed (e.g., new signal hardware) if this movement is feasible; and,
- An analysis of the feasibility of eliminating eastbound left turns from Market Street onto Noe and Sanchez streets; and,
- An analysis of the feasibility of traffic calming or diversion elements on Noe Street and circulation changes at the Noe St/16th St/Market St intersection; and,
- An analysis of potential safety impacts, including pedestrian safety, from diverted traffic volumes and turning movements; and,
- An analysis of potential impacts on Muni service from diverter traffic volumes.

*Deliverable: Traffic and circulation analysis summary*

**Task 3. Outreach** – This task includes stakeholder and broader community outreach to understand public interests and circulation needs and to hear feedback on proposed circulation changes and conceptual plans for new Slow Streets in the Duboce Triangle neighborhood. Outreach activities could include:

- Direct stakeholder and neighborhood group meetings
- Door-to-door outreach to area businesses
- Pop-up tabling events
- An online survey
- An open house

*Deliverable: Outreach collateral, outreach summary report*

**Task 4. Final study and conceptual plans, presentation to Transportation Authority Board –**

The final task includes the development of a report documenting the feasibility of new north-south Slow Streets and corresponding circulation changes, as well as how these changes will work in tandem with one another. The report will identify opportunities and tradeoffs for alternatives and, for those deemed feasible, include conceptual plans for new north-south Slow Streets and corresponding changes, such as circulation changes at the Castro and Market intersection and recommendations for the Noe Slow Street. The final study will include recommendations for implementation next steps and will be presented for approval by the Transportation Authority CAC and Board.

*Deliverable: Final study and conceptual plans*

**Task Budget and Schedule**

Task 1 - Project Management

Cost: \$20,000

Task Timeline: February 2025 to February 2026 (ongoing)

Primary Responsible Party: SFMTA staff (Livable Streets)

Task 2 - Traffic and Circulation Analysis

Cost: \$120,000

Task Timeline: February 2025 to July 2025

Primary Responsible Party: SFMTA staff (Livable Streets, Traffic Engineering), Consultant (for traffic counts and modeling/analysis of alternatives)

Task 3 - Outreach

Cost: \$60,000

Task Timeline: June 2025 to February 2026

Primary Responsible Party: SFMTA staff (Livable Streets)

Task 4 - Final study and conceptual plans, presentation to Transportation Authority Board

Cost: \$50,000

Task Timeline: November 2025 to February 2026

Primary Responsible Party: SFMTA staff (Livable Streets, Traffic Engineering)

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



**Project Location**

Duboce Triangle

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	Yes

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$250,000.00

**Justification for Necessary Amendment**

Funding this request requires reducing programmed NTP placeholder funds by \$250,000.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Duboce Triangle Slow Streets Study [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

Community outreach will occur at the outset of the project, in the first quarter of 2025, to understand public interests and circulation needs and continue throughout the planning phase of the project. After the initial outreach, public engagement will focus on soliciting feedback on proposed circulation changes and conceptual plans for new Slow Streets in the Duboce Triangle neighborhood.

Task 1. Project Management - February 2025 to February 2026

Task 2. Traffic and circulation analysis - February 2025 to July 2025

Task 3. Outreach - June 2025 to February 2026

Task 4. Final study and conceptual plans, presentation to Transportation Authority Board - November 2025 to February 2026

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Duboce Triangle Slow Streets Study [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$250,000	\$0	\$0	\$250,000
<b>Phases In Current Request Total:</b>	\$250,000	\$0	\$0	\$250,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000	\$250,000	Based on prior similar SFMTA scopes of work and contracts
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$250,000	\$250,000	

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

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

MAJOR LINE ITEM BUDGET - DUBOCE TRIANGLE SLOW STREETS STUDY					
BUDGET SUMMARY - PLANNING					
Agency	Task 1 - Project Management	Task 2 - Traffic and Circulation Analysis	Task 3 - Outreach	Task 4 - Study and Conceptual Plans	Total
SFMTA	\$ 20,000.00	\$ 41,000	\$ 58,000	\$ 30,000	\$ 149,000
Consultant	\$ -	\$ 79,000	\$ -	\$ 20,000	\$ 99,000
Other Direct Costs *	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
<b>Total</b>	<b>\$ 20,000</b>	<b>\$ 120,000</b>	<b>\$ 60,000</b>	<b>\$ 50,000</b>	<b>\$ 250,000</b>

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

DETAILED LABOR COST ESTIMATE - BY AGENCY					
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Junior Engineer	135.5	\$ 98.13	71.16%	\$ 167.96	\$ 22,757
Associate Engineer	140.0	\$ 127.94	71.16%	\$ 218.98	\$ 30,657
Senior Engineer	40.0	\$ 144.11	71.16%	\$ 246.66	\$ 9,867
Transportation Planner II	220.0	\$ 94.34	71.16%	\$ 161.48	\$ 35,526
Transportation Planner III	220.0	\$ 109.92	71.16%	\$ 188.13	\$ 41,389
Transportation Planner IV	40.0	\$ 128.61	71.16%	\$ 220.13	\$ 8,805
<b>Total</b>	<b>795.49</b>				<b>\$ 149,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Duboce Triangle Slow Streets Study [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$250,000	<b>Total PROP L Recommended</b>	\$250,000

<b>SGA Project Number:</b>		<b>Name:</b>	Duboce Triangle Slow Streets Study
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2026
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-201	\$30,000	\$200,000	\$20,000	\$250,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and feedback received, work anticipated to be performed in the upcoming quarter , and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of Task 2 (anticipated July 2025) provide the traffic and circulation analysis summary.
3. Upon completion of Task 3 (anticipated February 2026) provide the outreach summary report.
4. Prior to completion of Task 4, provide draft final study with sufficient time for Transportation Authority staff review and comment.
5. Upon completion of Task 4 (anticipated February 2026), SFMTA shall provide final study, including results of technical analysis and community engagement, recommendations, and a funding and implementation plan. SFMTA shall present the final study to the CAC and Board for approval or acceptance.

### Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.

### Notes

1. Progress reports will be shared with the District 8 Commissioner.

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

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Duboce Triangle Slow Streets Study [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$250,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
ML

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Mark Dreger	
<b>Title:</b>	Planner	
<b>Phone:</b>	(415) 646-2719	
<b>Email:</b>	mark.dreger@sfmta.com	

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
 Neighborhood Transportation Program (EP 25)  
 Programming and Allocations to Date  
 Pending February 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder	<sup>1,2,3,4,5</sup> TBD	Programmed	\$1,415,855					\$1,415,855
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP]	<sup>1</sup> PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP]	<sup>1</sup> PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP]	<sup>1</sup> PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	<sup>1</sup> PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP]	<sup>2</sup> PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements	<sup>2</sup> PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements	<sup>2</sup> CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP]	<sup>4</sup> PS&E	Pending		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP]	<sup>5</sup> PLAN/CER	Pending		\$250,000				\$250,000



Total Programmed in 2023 5YPP	\$2,315,855	\$3,934,145	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending	\$900,000	\$1,834,145	\$0	\$0	\$0	\$2,734,145
Total Unallocated	\$1,415,855	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,965,855
Total Programmed in 2023 Strategic Plan	\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$1,734,145	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

## FOOTNOTES:

- <sup>1</sup> 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 in FY2023/24 to \$3,150,000.  
 Walter U Lum Place Public Space Study: Added project with \$350,000 in FY2023/24.  
 Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with \$350,000 in FY2023/24.
- <sup>2</sup> 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,150,000 in FY2023/24 to \$2,865,855.  
 Great Highway Gateway: Added project with \$159,145 in FY2024/25.  
 Clement Street Intersection Improvements: Added projects with \$25,000 PS&E and \$125,000 CON in FY2024/25.
- <sup>3</sup> 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,865,855 in FY2023/24 to \$2,165,855.  
 District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with \$700,000 in FY2024/25.
- <sup>4</sup> 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-0xx, 2/25/2025):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 in FY2023/24 to \$1,665,855.  
 Lincoln Way Traffic Signals [NTP]: Added project with \$500,000 in FY2024/25.
- <sup>5</sup> 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-0xx, 2/25/2025):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 in FY2023/24 to \$1,415,855.  
 Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Lincoln Way Traffic Signals [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Neighborhood Transportation Program
<b>Current PROP L Request:</b>	\$500,000
<b>Supervisory District</b>	District 04

## REQUEST

### Brief Project Description

Requested funds will be used for the design phase for new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way to improve safety and right-of-way allocation, and to reduce vehicle and transit delays associated with the upcoming closure to restrict vehicles on Great Highway due to the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, and related infrastructure such as curb ramps.

### Detailed Scope, Project Benefits and Community Outreach

#### DETAILED SCOPE

##### Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$500,000 in District 4 Neighborhood Transportation Program (NTP) funds for the design phase of new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way. The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure to restrict vehicles on Great Highway due to the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, and accessible pedestrian signals. In addition, there will be scope of work as needed for updated curb ramps, streetlighting, hydraulics, fire hydrant relocation, and related signal work.

##### Project Benefits

Lincoln Way is a major east-west arterial street connecting the west side of San Francisco to the Inner Sunset, Outer Sunset, and Golden Gate Park. The following major Muni line services La Playa Street/Lincoln Way: 18 46th Avenue. Through several safety improvements, the signal project's goal is to improve traffic, pedestrian and bicycle safety, and right-of-way allocations at the intersections of 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way.

The new signals will also accommodate traffic diversions to Sunset Boulevard from the closed Upper Great Highway, reduce the frequency of north-south traffic cut through in the adjacent avenues, and

facilitate an additional path of travel around Golden Gate Park, rather than through the park via Chain of Lakes Drive.

### Implementation

The design of signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way can begin after funding is secured. The construction phase budget for these locations has been proposed for federal Housing Incentive Pool (HIP) funding. SFMTA's Sustainable Streets Division will manage the scope of the detailed design. San Francisco Public Works (SFPW) Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the competitively bid contract.

Task: Work Performed By:

- Signal design - SFMTA Sustainable Streets Division
- Civil design - SFPW Infrastructure Design and Construction
- Construction Management - SFPW Infrastructure Construction Management
- Contract Support - SFPW Infrastructure Design and Construction
- Construction Support - SFMTA Sustainable Streets Division

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

### Project Location

45th Avenue/Lincoln Way and La Playa Street/Lincoln Way

<b>Is this project in an Equity Priority Community?</b>	No
<b>Does this project benefit disadvantaged populations?</b>	No

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$500,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Lincoln Way Traffic Signals [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Apr-May-Jun	2025	Apr-May-Jun	2026
Right of Way	Apr-May-Jun	2005	Apr-May-Jun	2026
Design Engineering (PS&E)	Apr-May-Jun	2025	Oct-Nov-Dec	2026
Advertise Construction	Jan-Feb-Mar	2027		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2028		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2029
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2030

## SCHEDULE DETAILS

At the time of this allocation request submittal, the SFMTA acknowledges that environmental review has not been done. SFMTA will request environmental clearance review under the California Environmental Quality Act (CEQA). SFMTA shall not proceed with the construction of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

Since federal Housing Incentive Pool (HIP) funding is being considered for the construction phase budget for this project, the schedule shown assumes that the federal National Environmental Policy Act (NEPA) environmental clearance review process will also need to be completed. HIP funds must be fully obligated by January 31, 2027.

The proposed signal locations will be taken to a public hearing and subsequently to the SFMTA Board of Directors.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Lincoln Way Traffic Signals [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$500,000	\$0	\$0	\$500,000
<b>Phases In Current Request Total:</b>	\$500,000	\$0	\$0	\$500,000

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$500,000	\$0	\$0	\$500,000
Federal Housing Incentive Pool (HIP)	\$0	\$3,400,000	\$0	\$3,400,000
TBD (e.g., Prop B, TSF, GO or Revenue Bonds)	\$389,980	\$0	\$0	\$389,980
<b>Funding Plan for Entire Project Total:</b>	\$889,980	\$3,400,000	\$0	\$4,289,980

## 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	\$500,000	\$500,000	Based on recent projects
Construction	\$3,789,980		Based on recent projects
Operations	\$0		
Total:	\$4,289,980	\$500,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	12/10/2024
<b>Expected Useful Life:</b>	30 Years

## MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 467,840	
2. Consultant		
3. Other Direct Costs *	\$ 500	
4. Contingency (20%)	\$ 31,660	7%
<b>TOTAL PHASE</b>	<b>\$ 500,000</b>	

\* City Attorney \$500

TOTAL LABOR COST BY AGENCY	
<b>SFMTA</b>	\$ 200,840
<b>SFPW</b>	\$ 267,000
<b>TOTAL</b>	<b>\$ 467,840</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Lincoln Way Traffic Signals [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$500,000	<b>Total PROP L Recommended</b>	\$500,000

<b>SGA Project Number:</b>		<b>Name:</b>	Lincoln Way Traffic Signals
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	03/31/2026
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-218	\$100,000	\$200,000	\$150,000	\$50,000	\$500,000

### Deliverables

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

### Special Conditions

1. The recommended allocation is contingent upon amendment of the Neighborhood 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	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	88.34%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Lincoln Way Traffic Signals [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$500,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Geraldine De Leon	
<b>Title:</b>	Lead Engineer	
<b>Phone:</b>	(415) 701-4675	
<b>Email:</b>	geraldine.deleon@sfmta.com	



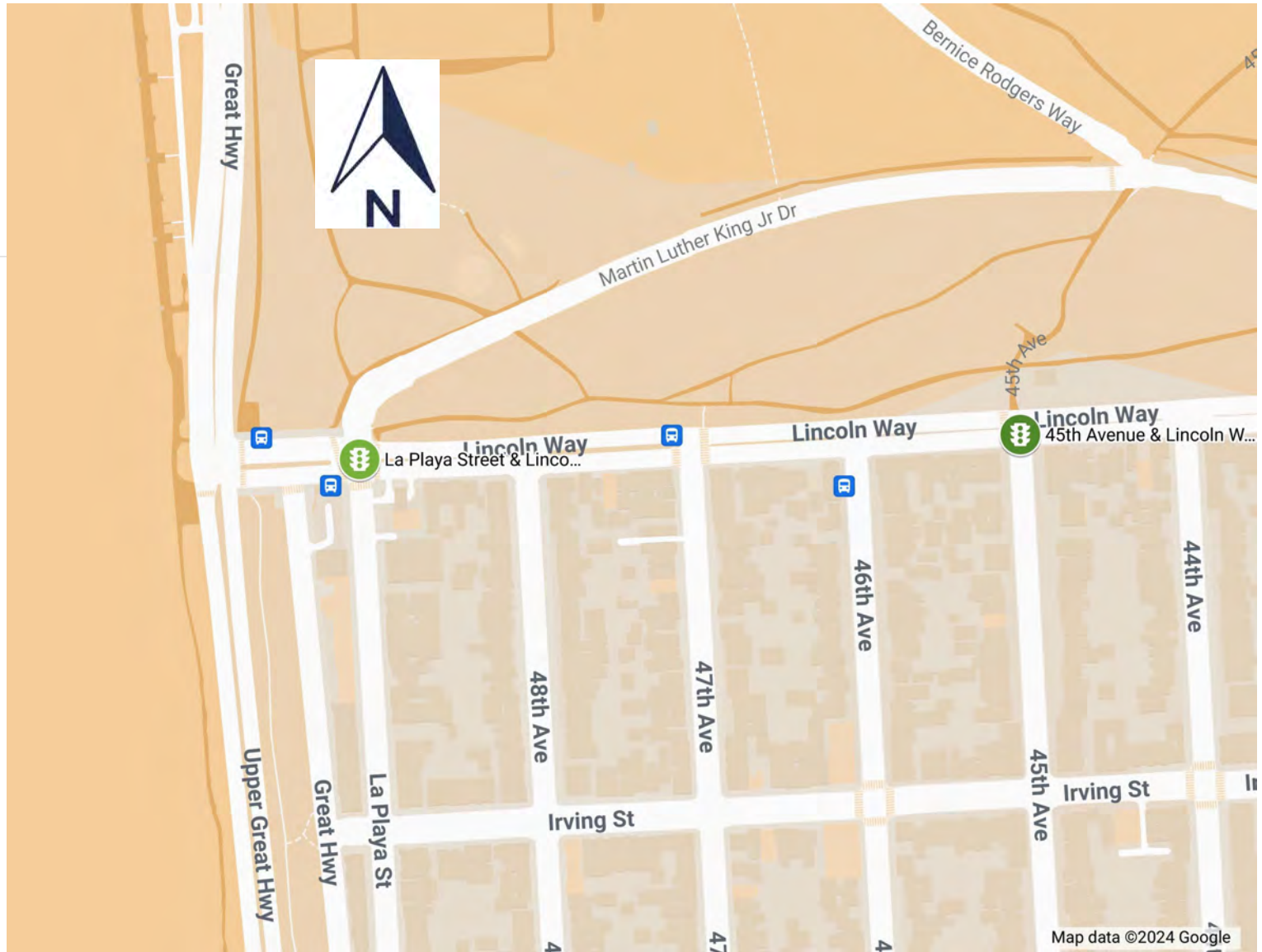
# Map 1 - District 4 Lincoln Way Traffic Signals



45th Avenue & Lincoln Way



La Playa Street & Lincoln Way



2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
 Neighborhood Transportation Program (EP 25)  
 Programming and Allocations to Date  
 Pending February 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder	<sup>1,2,3,4,5</sup> TBD	Programmed	\$1,415,855					\$1,415,855
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP]	<sup>1</sup> PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP]	<sup>1</sup> PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP]	<sup>1</sup> PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	<sup>1</sup> PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP]	<sup>2</sup> PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements	<sup>2</sup> PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements	<sup>2</sup> CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP]	<sup>4</sup> PS&E	Pending		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP]	<sup>5</sup> PLAN/CER	Pending		\$250,000				\$250,000

Total Programmed in 2023 5YPP	\$2,315,855	\$3,934,145	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending	\$900,000	\$1,834,145	\$0	\$0	\$0	\$2,734,145
Total Unallocated	\$1,415,855	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,965,855
Total Programmed in 2023 Strategic Plan	\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$1,734,145	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

## FOOTNOTES:

- <sup>1</sup> 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 in FY2023/24 to \$3,150,000.  
 Walter U Lum Place Public Space Study: Added project with \$350,000 in FY2023/24.  
 Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with \$350,000 in FY2023/24.
- <sup>2</sup> 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,150,000 in FY2023/24 to \$2,865,855.  
 Great Highway Gateway: Added project with \$159,145 in FY2024/25.  
 Clement Street Intersection Improvements: Added projects with \$25,000 PS&E and \$125,000 CON in FY2024/25.
- <sup>3</sup> 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,865,855 in FY2023/24 to \$2,165,855.  
 District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with \$700,000 in FY2024/25.
- <sup>4</sup> 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-0xx, 2/25/2025):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 in FY2023/24 to \$1,665,855.  
 Lincoln Way Traffic Signals [NTP]: Added project with \$500,000 in FY2024/25.
- <sup>5</sup> 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-0xx, 2/25/2025):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 in FY2023/24 to \$1,415,855.  
 Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Curb Ramps
<b>Current PROP L Request:</b>	\$1,675,000
<b>Supervisorial Districts</b>	District 03, District 05

## REQUEST

### Brief Project Description

Construct 14 curb ramps at 6 intersections with sub-sidewalk basements at Larkin/Sutter, Geary/Leavenworth, Jones/O'Farrell, Kearny/Pine, Polk/Turk, and Battery/Jackson Streets. SFPW's Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide curb ramps that are readily and easily usable by people with disabilities. Locations were identified through public request and SFPW inspection, and three of the project locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs.

### Detailed Scope, Project Benefits and Community Outreach

The scope of this project includes the construction and reconstruction of 14 accessible curb ramps, painted safety zones to bulb-outs conversions, and related sidewalk, curb, gutter, relocated catch basins and roadway work at various locations through out the City.

The project locations all have known sub-sidewalk basements, and will require extensive coordination effort with the private property owners and the City Attorney's Office to obtain a Basement License Agreements. The Project is also partnering with SFMTA for traffic signal and SFPUC for pedestrian lighting improvements at all the project locations.

PW is partnering with SFMTA to convert the following locations from painted safety zones to permeant bulbouts: Larkin St & Suter St, Jones & O'Farrell, and Geary St & Leavenworth St; total of 6 curb ramps.

To limit the construction impacts to the neighboring businesses, SFPW always works on the concrete gutter and curb when a curb ramp is constructed. At the gutter line, we do also limit the concrete road base repair to minimize roadway impacts.

### Prioritization:

The locations are primarily identified through public request and SFPW inspection. Locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs.

Each fiscal year, SFPW and Mayor’s Office on Disability (MOD) develop a prioritized list of locations for each of San Francisco’s supervisorial districts. Citizen requests have one of the most significant impacts on prioritization of curb ramp locations. As SFPW receives new citizen requests, they are added to Public Work’s CRIS database.

SFPW’s prioritization process for selecting curb ramp locations considers the following criteria:

- Citizen requests
  - Each intersection is assigned an initial priority based on the condition of any existing curb ramps at the location and the disability status of the requester.
  - Intersections with at least one corner with ramps in poor condition and a request from a person with a disability are given the highest initial priority. All locations are then cross-referenced with Curb Ramp Information System (CRIS) project data to determine which intersections are already in the scope of existing construction projects.

The data is then mapped, and unresolved requests are evaluated against geospatial criteria including:

- Proximity to government offices and facilities, transportation, places of public accommodation, healthcare facilities, and schools.
- Proximity of locations to one another (for construction efficiency purposes) and SFMTA locations vital for access to transit services.
- Intersections are also assessed based on whether they are located in the High Injury Network and whether they have a suspected or confirmed sub-sidewalk basement.

Intersections in this funding request include Larkin Street and Sutter, Geary and Leavenworth Street, Jones Street and O’Farrell Street, Pine Street and Kearny Street, Polk Street and Turk Street, and Battery Street and Jackson Street. Please keep in mind that as the design phase develops and unforeseen complications arise, the Project Team may choose to swap project locations.

**Project Location**

Citywide

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

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$1,675,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2024	Jan-Feb-Mar	2024
Environmental Studies (PA&ED)	Jan-Feb-Mar	2024	Jan-Feb-Mar	2024
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2024	Oct-Nov-Dec	2024
Advertise Construction	Jan-Feb-Mar	2025		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

## SCHEDULE DETAILS

The Project is partnering with SFMTA for traffic signal and SFPUC for pedestrian lighting improvements at all of the project locations.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-219: Curb Ramps	\$0	\$1,675,000	\$0	\$1,675,000
Certificate of Participation (COP)	\$0	\$0	\$1,725,000	\$1,725,000
General Fund	\$0	\$821,525	\$0	\$821,525
MTA	\$1,193,245	\$0	\$0	\$1,193,245
<b>Phases In Current Request Total:</b>	<b>\$1,193,245</b>	<b>\$2,496,525</b>	<b>\$1,725,000</b>	<b>\$5,414,770</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,675,000	\$0	\$1,675,000
Certificate of Participation (COP)	\$0	\$0	\$2,408,455	\$2,408,455
General Fund	\$0	\$821,525	\$0	\$821,525
MTA	\$1,193,245	\$0	\$0	\$1,193,245
<b>Funding Plan for Entire Project Total:</b>	<b>\$1,193,245</b>	<b>\$2,496,525</b>	<b>\$2,408,455</b>	<b>\$6,098,225</b>

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$683,455		Actual costs and estimate to complete
Construction	\$5,414,770	\$1,675,000	Engineers Estimate
Operations	\$0		
Total:	\$6,098,225	\$1,675,000	

<b>% Complete of Design:</b>	95.0%
<b>As of Date:</b>	12/18/2024
<b>Expected Useful Life:</b>	15 Years



# San Francisco County Transportation Authority

## Prop L/Prop AA/TNC Tax 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	\$ 4,011,000		\$ 3,519,640	\$ 491,360	
2. Construction Management/Support	\$ 601,650	15%	\$ 300,825	\$ 300,825	
3. Contingency	\$ 802,120	20%	\$ 401,060	\$ 401,060	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 5,414,770</b>		<b>\$ 4,221,525</b>	<b>\$ 1,193,245</b>	<b>\$ -</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

**SFCTA RECOMMENDATION**

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$1,675,000	<b>Total PROP L Recommended</b>	\$1,675,000

<b>SGA Project Number:</b>	219-908001	<b>Name:</b>	Curb Ramps and Subsidewalk Basements No. 3
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	09/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	30.93%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-219	\$1,340,000	\$335,000	\$1,675,000

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of project, Sponsor shall provide 2-3 photos of completed work.

**Special Conditions**

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,675,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	69.07%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	72.53%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Curb Ramps and Subsidewalk Basements No.3
<b>Primary Sponsor:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$1,675,000
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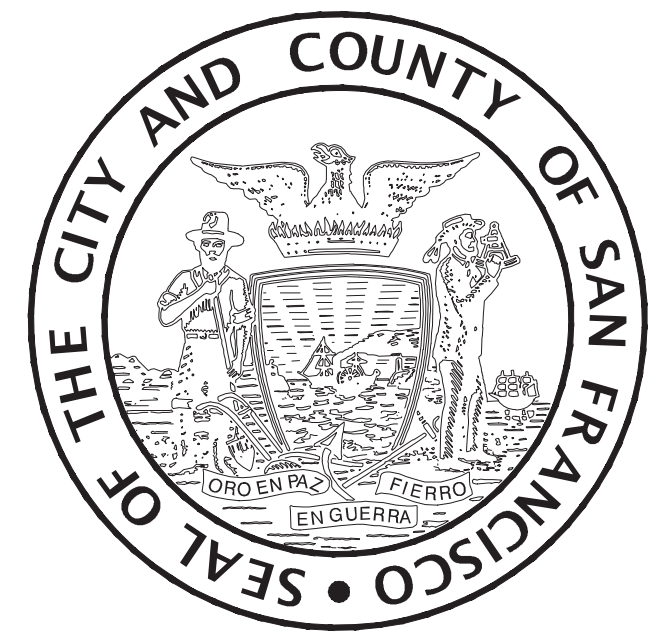
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
JLY

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Anastastia Haddad	Victoria Chan
<b>Title:</b>	Program Manager	Budget Manager
<b>Phone:</b>	(628) 271-2477	(415) 205-6316
<b>Email:</b>	anastastia.haddad@sfdpw.org	victoria.w.chan@sfdpw.org

**CHECK PRINT**  
 BUREAU OF ENGINEERING  
 SECTION: \_\_\_\_\_  
 ORIGINATOR: \_\_\_\_\_ DATE: 11/07/24  
 CHECKER: \_\_\_\_\_ DATE: 11/07/24  
 BACKCHECKER: \_\_\_\_\_ DATE: 11/07/24  
 VERIFIER: \_\_\_\_\_ DATE: 11/07/24



# VARIOUS LOCATIONS CURB RAMPS AND SUB-SIDEWALK BASEMENTS NO. 3

## CONTRACT NO. 10040022



City and County of San Francisco  
 London Breed, Mayor  
 Carla Short, Director

Public Works  
 Infrastructure Design & Construction

**Albert Ko, P.E.**  
 City Engineer & Deputy Director



- BATTERY STREET AND JACKSON STREET
- KEARNY STREET AND PINE STREET
- LARKIN STREET AND SUTTER STREET  
GEARY STREET AND LEAVENWORTH STREET  
JONES STREET AND O'FARRELL STREET
- POLK STREET AND TURK STREET

### REQUIREMENTS TO BIDDERS

1. IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.
2. AT THE TIME OF BID OPENING, THE CONTRACTOR SHALL POSSESS A VALID CLASS "A" CALIFORNIA GENERAL ENGINEERING CONTRACTOR'S LICENSE.

LOCATION MAP

**Bid Set: XX 2025**

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 11/07/24 09:50, BY: CHUNT				

REFERENCE INFORMATION  
 & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING  
 CITY & COUNTY OF SAN FRANCISCO  
 SAN FRANCISCO PUBLIC WORKS  
 49 SOUTH VAN NESS AVENUE, Suite 800  
 SAN FRANCISCO, CA 94103

Section Mgr: D. CALLEROS	Date: xxxx/xxxx	DESIGNED: DATE: C. HUNT 11/2024
Deputy Bureau Mgr: F. CISNEROS	xxxx/xxxx	DRAWN: DATE: C. HUNT 11/2024
Bureau Mgr: P. RIVERA	xxxx/xxxx	CHECKED: DATE: 11/2024

SCALE: NTS
SHEET OF SHEETS # of #

VARIOUS LOCATIONS CURB RAMPS AND SUB-SIDEWALK BASEMENTS NO. 3	CONTRACT NO. 10040022
COVER SHEET LOCATION MAP REQUIREMENTS TO BIDDERS	DRAWING NO. G-0
	FILE NO. 0
	REV. NO. 0

Xrefs: \LocationMap.dwg  
 Login: CHUNT  
 Model Units: Inches  
 Drawing Path: V:\23861-PW-VL-CR-and-Sub-Sawik-Basmt-No\_3\_V2\_Design\_Working\_Drawing\_Sheet.dwg  
 Plot Time: Thu, 07 Nov 2024 - 11:39am



# Memorandum

## AGENDA ITEM 7

**DATE:** January 16, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 2/11/2025 Board Meeting: Adopt Fiscal Year 2025/26 Transportation Fund for Clean Air Local Expenditure Criteria

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input type="checkbox"/> Action</p> <p>Adopt Fiscal Year (FY) 2025/26 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria</p> <p><b>SUMMARY</b></p> <p>The TFCA program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area. The Bay Area Air Quality Management District (Air District) makes 40 percent of the TFCA program revenues available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions. As the designated administering agency for San Francisco, the Transportation Authority is required annually to adopt Local Expenditure Criteria to guide how projects will be prioritized for San Francisco’s share of TFCA funds. Our proposed FY 2025/26 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District’s TFCA policies. The criteria establish a prioritization methodology based on project type, emission reduction benefits, program diversity, project readiness, and sponsor’s project delivery track record. Additional criteria give higher priority to projects that benefit Equity Priority Communities, demonstrate community support, and for applicants that are not public agencies, including commensurate non-public investments. Following Board approval of the criteria, we will issue the FY 2025/26 call for projects for about \$650,000.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

In 1991, the California Legislature authorized the Air District to impose a \$4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions, helping the Bay Area meet state and federal air quality standards and greenhouse gas emission reduction goals. The Air District awards 60% of the TFCA funds through the TFCA Regional Fund, a suite of competitive grant programs for projects that reduce emissions from on-road motor vehicles. The Air District holds calls for projects for each of the project categories available (i.e., bikeways, electric vehicle charging stations, zero-emission and partial-zero-emission vehicles, and shuttle and ridesharing projects).

The Air District transfers the remaining forty percent of the TFCA funds to designated administering agencies, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects. Each year the Air District adopts the 40 Percent Fund (formerly known as the County Program manager Fund) Expenditure Plan Guidance, which includes the list of eligible projects and defines policies for the expenditure of the 40 Percent Fund. The latest guidance document (enclosed) includes policy changes, such as:

- Slight increase in the maximum cost-effectiveness limit for alternative fuel vehicles;
- Redefine the Air District's "Priority Areas" by removing the Air District's Community Air Risk Evaluation (CARE) areas from the definition;
- Revert the amount of time in which a grantee is required to commence a project from 24 to 12 months, as was the policy pre-pandemic;
- Update language so that zero emission vehicles are not restricted to the same gross vehicle weight rating as the baseline vehicle being replaced, which is intended to reduce restrictions on heavier battery-electric vehicles;
- Updated the bike-parking language to allow for upgrades from bike racks to e-lockers or to bicycle storage facilities;
- Removed a requirement to submit Interim Project Reports to the Air District.

As in past years, any public agency may be a project sponsor for a TFCA-funded project. Private entities may sponsor vehicles projects such as alternative-fuel vehicles and infrastructure projects, or partner with public agencies for all other project types.



## **DISCUSSION**

Our proposed FY 2025/26 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District's TFCA policies for FY 2025/26. Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund most, if not all, of the projects that satisfy TFCA eligibility requirements established by the Air District, including a requirement that each project must achieve a cost effectiveness ratio as established in the adopted TFCA 40 Percent Fund Guidance. Thus, while some counties have established a complex point system for rating potential TFCA projects across multiple local jurisdictions and project sponsors, our assessment is that over time San Francisco has been better served by not assigning a point system to evaluate applications.

Upon application, projects first undergo an eligibility screening. As in prior years, only projects that meet all of the Air District's TFCA eligibility requirements will be prioritized for funding using the Transportation Authority's Local Expenditure Criteria. The prioritization criteria include consideration of the following factors:

- Project type (e.g., highest priority to zero-emissions non-vehicle projects like bike projects)
- Cost effectiveness
- Project readiness (e.g., ability to meet TFCA timely-use-of-funds guidelines)
- Program diversity
- Community Support
- Benefits Equity Priority Communities
- Investment from Non-Public Project Sponsors or Partners, if applicable
- Other factors (e.g., the project sponsor's recent delivery track-record for TFCA projects)

We continue to work with the Air District and other administering agencies to improve the TFCA program's effectiveness at achieving air quality benefits, decrease its administrative burden, and allow the administering agencies more flexibility to address each county's unique air quality challenges and preferred methods of reducing mobile source emissions.

**Next Steps.** Following Board approval of the Local Expenditure Criteria, we will release the TFCA call for projects, anticipated by March 7, 2025. After reviewing and evaluating project applications, we anticipate presenting a recommended TFCA FY 2025/26 program of projects to the Community Advisory Committee in May and the



Board in June 2025 for approval. Attachment 2 details the proposed schedule for the FY 2024/2025 TFCA call for projects.

### **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's adopted FY 2024/25 budget associated with the recommended action. Approval of the Local Expenditure Criteria will allow the Transportation Authority to program an expected \$650,000 in local TFCA funds to eligible San Francisco projects and to receive an expected \$45,000 for ongoing administration of the TFCA program. These funds will be incorporated into the FY 2025/26 budget and subsequent year budgets to reflect anticipated TFCA project cash reimbursement needs.

### **CAC POSITION**

The CAC will consider this item at its January 22, 2025 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Draft FY 2025/26 TFCA Local Expenditure Criteria
- Attachment 2 - Draft Schedule for FY 2025/26 TFCA Call for Projects
- Attachment 3 - San Francisco Equity Priority Communities Map
- Enclosure - Air District 40 Percent Fund Expenditure Plan Guidance for Fiscal Year Ending 2026



**DRAFT FISCAL YEAR 2025/26 TFCA LOCAL EXPENDITURE CRITERIA**

The following are the Fiscal Year 2025/26 Local Expenditure Criteria for San Francisco’s TFCA 40 Percent Fund program.

**ELIGIBILITY SCREENING**

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District’s TFCA 40 Percent Fund Expenditure Plan Guidance Commencing Fiscal Year Ending 2026. Consistent with the policies, a key factor in determining eligibility is a project’s cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project’s estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District’s guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District’s CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District’s official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District’s guidelines, in order to be eligible for Fiscal Year 2025/26 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.**

**PROJECT PRIORITIZATION**

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 – TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see below).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow administering agencies to rollover any unprogrammed funds to the next year’s funding cycle. If Fiscal Year 2025/26 funds are not programmed within 6 months of the Air District’s approval of San Francisco’s funding allocation, expected in May 2025, funds can be redirected (potentially to non-San Francisco projects) at the Air District’s discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board’s adopted Local Priorities.

**Local Priorities**

The Transportation Authority’s Local Priorities for prioritizing TFCA funds include the following factors:

**1. Project Type** – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**Attachment 1**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/26 Transportation Fund for Clean Air**

**2. Cost Effectiveness of Emissions Reduced**– Priority will be given to projects that achieve high CE (i.e., a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NOx, PM, and CO<sub>2</sub> emissions. However, the Air District’s calculation only includes the reductions in ROG, NOx, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco’s 2021 *Climate Action Plan*.

**3. Project Readiness** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2026 or earlier (e.g., to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**4. Community Support** – Priority will be given to projects with demonstrated community support (e.g., recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor or a community-based organization).

**5. Benefits Equity Priority Communities** – Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see map in Attachment 3) or can demonstrate benefits to disadvantaged populations.

**6. Investment from Non-Public Project Sponsors or Partners** – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

**7. Project Delivery Track Record** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

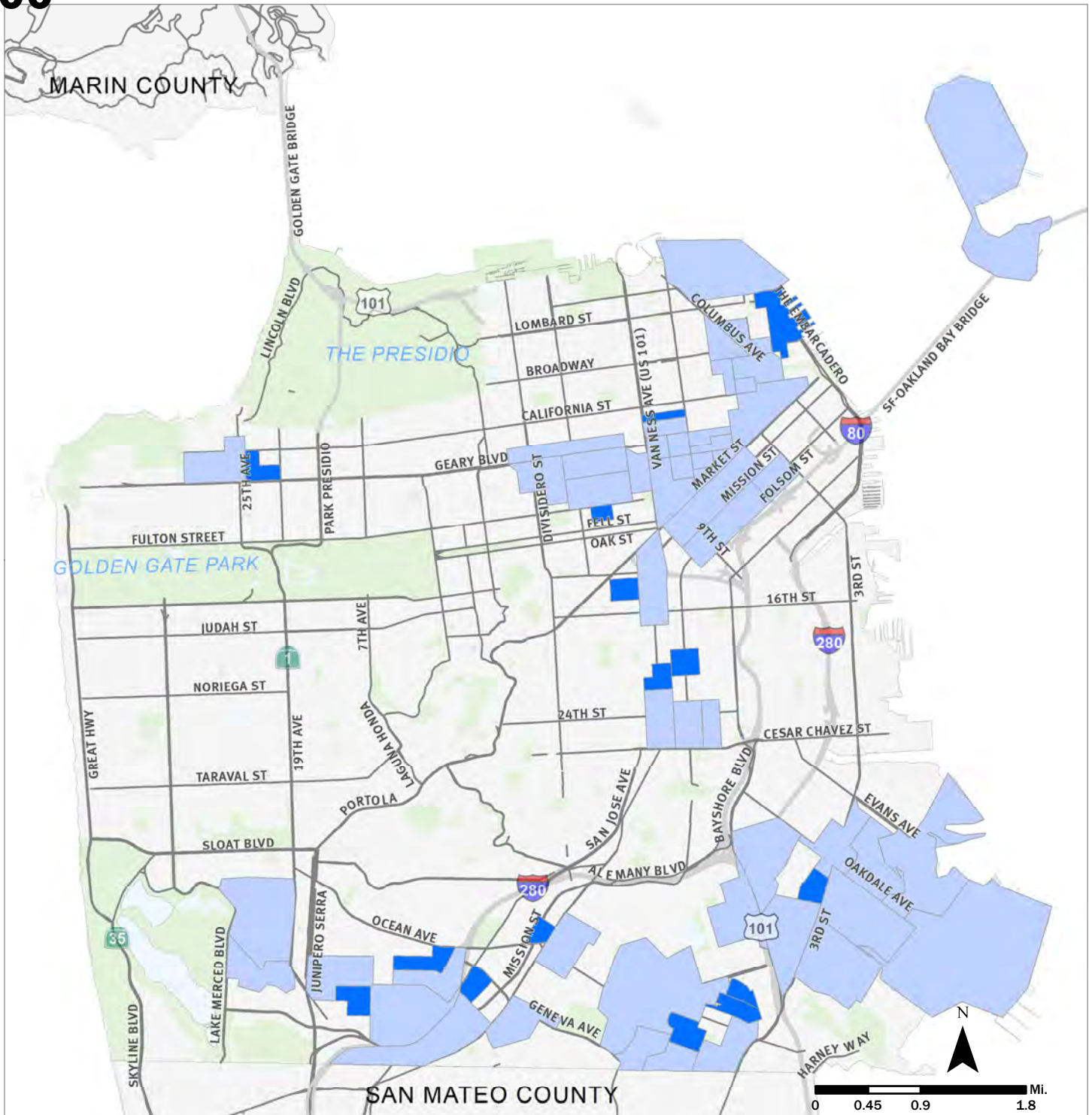
**8. Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

**Attachment 2**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/26 Transportation Fund for Clean Air**

**Draft Schedule for Fiscal Year 2025/26 TFCA Call for Projects\***

Wednesday, January 22, 2025	Community Advisory Committee Meeting – ACTION Local Expenditure Criteria
Tuesday, February 11, 2025	Transportation Authority Board Meeting – PRELIMINARY ACTION Local Expenditure Criteria
Tuesday, February 25, 2025	Transportation Authority Board Meeting – FINAL ACTION Local Expenditure Criteria
By Friday, March 7, 2025	Transportation Authority Issues TFCA Call for Projects
Friday, April 18, 2025	TFCA Applications Due to the Transportation Authority
Wednesday, May 28, 2025	Community Advisory Committee Meeting – ACTION TFCA staff recommendations
Tuesday, June 10, 2025	Transportation Authority Board Meeting - PRELIMINARY ACTION TFCA staff recommendations
Tuesday, June 24, 2025	Transportation Authority Board Meeting – FINAL ACTION TFCA staff recommendations
Sept 2025 (estimated)	Funds expected to be available to project sponsors

\* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/events](http://www.sfcta.org/events)).



# San Francisco Equity Priority Communities 2021

<https://www.sfcta.org/policies/equity-priority-communities>

- MTC 2021 Equity Priority Communities
- SFCTA 2021 supplemental Equity Priority Communities boundaries\*
- Parks and Open Space

\*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Equity Priority Community definition and contiguous with MTC identified census tracts are included.





# Memorandum

## AGENDA ITEM 8

**DATE:** January 17, 2024

**TO:** Transportation Authority Board

**FROM:** Amber Crabbe - Senior Public Policy Manager

**SUBJECT:** 2/11/25 Board Meeting: Approval of the 2025 State and Federal Advocacy Program

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Approve the 2025 State and Federal Advocacy Program</p> <p><b>SUMMARY</b></p> <p>Every year, the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. We developed the attached 2025 State and Federal Advocacy Program in coordination with local, regional, and statewide partners. It continues many themes from prior years and builds on them to address new opportunities and legislation currently being discussed at the federal, state, and regional level. This year, it focuses on protecting and securing transportation funding; engaging in potential authorization for a regional revenue measure; ensuring reasonable oversight of autonomous vehicles; and supporting the city’s equity, mobility, climate, and Vision Zero goals.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input checked="" type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

The State and Federal Advocacy Program, adopted annually by the Transportation Authority Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff, and our advocacy consultants in Sacramento and Washington, D.C., will use this program to plan legislative strategies and communicate positions to the city’s state and federal legislative delegations, other



transportation agencies, and advocates, as well as to develop recommendations to bring to the Board, as appropriate.

The proposed 2025 State and Federal Advocacy Program reflects key principles gathered from our common positions with the San Francisco Municipal Transportation Agency (SFMTA), the Mayor's Office, other city agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC); as well as our understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year, we will be reporting on the status of bills that are of significance to the Transportation Authority and developing recommendations for positions as appropriate.

## DISCUSSION

Our 2025 State and Federal Advocacy Program continues many themes from prior years and builds on them to address new opportunities and legislation currently being discussed at the federal, state, and regional level. Highlights are below.

### State Advocacy

**Bay Area Transit Coordination and Regional Revenue Measure.** In 2022, MTC began implementing the region's Transit Transformation Action Plan, which identifies actions to improve the connectivity and customer-facing features of Bay Area transit and actions for the region to pursue in the near-term. Over the past year, MTC has been conducting stakeholder engagement on a future regional revenue measure that would provide a stable source of ongoing transit operations funding as well as potential support for capital projects across all transportation modes. Specifically, MTC has been exploring several potential measure frameworks with varying revenue mechanisms, funding levels, geographic extents, eligible uses, and durations. Senators Wiener and Arreguin recently introduced Senate Bill (SB) 63, which is an intent bill that is anticipated to carry the language to authorize MTC to place a measure on the ballot no earlier than 2026. We have been working with MTC and SFMTA staff, as well as the Senator Wiener's staff directly, and engaging in conversations with other stakeholders (e.g. county transportation authorities, transit operators, labor, advocates) to provide feedback on possible measure frameworks to hopefully maximize benefit to San Francisco and avoid provisions that could disbenefit the city and its transit operators moving forward. At its February meeting, the MTC Commission will review polling results and discuss provisions for potential incorporation into SB 63. We will continue working with MTC and partners throughout 2025 on the development of the authorizing legislation and any subsequent measure framework.



**Cap-and-Trade Extension.** California's cap-and-trade program is a key element of California's strategy to reduce greenhouse gas (GHG) emissions which auctions permits to major producers of GHG. Revenues are committed through an expenditure plan where 65% is dedicated to established spending categories and 35% is identified annually through the state budget. Of the transportation-related committed funding categories, 25% of total cap-and-trade revenue is dedicated for California High-Speed Rail (HSR), 10% is dedicated to transit capital projects, and 5% is dedicated to transit operations.

It is a major legislative priority this year to extend the cap-and-trade program past 2030 and potentially include bonding authority. While the current cap-and-trade program doesn't expire until 2030, extension is necessary now in part because the Transit Intercity Rail Capital Program (TIRCP) has already pre-committed most funding through 2030. This means the program doesn't have capacity to provide grants for San Francisco projects that were anticipating future awards (e.g. The Portal, SFMTA and BART capital priorities). Extending cap-and-trade, and revisiting the expenditure plan, could also provide an opportunity to increase the amount of funding for transit operations to help address transit operator budget shortfalls in the near term.

The Legislature and the Governor have signaled their intent to pursue an extension of cap-and-trade in 2025. This effort is likely to garner significant discussion, engagement, and advocacy from those currently receiving funding (transportation interests and those from other funded sectors), as well as advocates within and outside these ecosystems. We are working collaboratively with partners across the region and the state to advocate maintaining, or ideally increasing, the amount of funding going to transit programs in the expenditure plan.

**Transportation Funding.** In his January budget, Governor Gavin Newsom announced an anticipated budget surplus of \$16.5 million due to stronger than expected performance of the economy. However, the budget estimate in his May Revise is likely to change significantly given the recent wildfires in Southern California. The current budget proposal would maintain planned transportation spending, including the \$5.1 billion state transit package that was included in the FY 2023/24 state budget. MTC has committed \$445 million of the formula share it receives to help with transit operator budget shortfalls, the bulk of which is programmed to SFMTA and BART. We will join other public sector representatives and advocates in ensuring that legislators and the Governor understand the critical need to maintain and potentially increase transportation funding in the budget. We will also continue seeking state "bridge" funding for transit operations to help address the anticipated transit operator financial shortfalls past FY 2025/26, until new revenues are available.

**The Portal and California HSR.** The Portal's funding plan assumes a \$1 billion state share of the \$7.5 billion project cost through a combination of TIRCP and other state funds. As noted above, cap-and-trade extension is key to securing a future TIRCP grant, which TJPA is seeking to cover the bulk of that need. The remainder would require funding from another state



source, potentially as a designated “bookend” project of the California HSR project. Cap-and-trade extension would also establish ongoing funding for that project, the bulk of which would be used to support the segment under construction in the near term. However, there is past precedent for committing a portion of new funding to support the delivery of joint benefit projects that will support future HSR implementation on the north and south segments. We will advocate for the HSR project to contribute to the construction of its eventual terminus, as well as seek other possible state resources.

**Emerging Mobility.** With respect to our advocacy around transportation technology and emerging mobility, we anticipate a focus on autonomous vehicles. In partnership with the SFMTA, we will continue to advocate for policies that balance their benefits and impacts; ensure safety, equity, and accessibility; and secure local access to data to provide transparency to inform local planning and regulation. We will also participate in Department of Motor Vehicles and California Public Utilities Commission autonomous vehicle regulatory efforts. Additionally, we will seek opportunities to advance the adoption of electric vehicles and other e-mobility (e.g. e-bikes), focusing on incentives for low income residents and communities.

**Climate Goals.** We will work to support legislation that advances San Francisco’s Climate Action Plan (2021). This includes supporting SFMTA’s and other transit operators’ efforts to secure state and federal funding as they work to transition their fleets to clean vehicles, consistent with the state’s Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emissions by 2040.

## Federal Advocacy

Given the new Administration and Congress, we anticipate a significant shift in our 2025 advocacy from seeking new opportunities to advance San Francisco’s priorities to defending existing funding and fighting for policies that support our agency’s goals.

**Transportation Funding and Appropriations.** The 2021 approval of the federal Bipartisan Infrastructure Law included a five-year reauthorization of the federal transportation bill through October 2026. However, there are opportunities for lawmakers to delay, redirect, or reprioritize funding. We will focus on maintaining funding consistent with the current transportation bill, including for the Federal Transportation Administration’s Capital Investment Grant program, from which The Portal is expecting to receive \$3.4 billion once its Full Funding Grant Agreement is approved. We will also be working with MTC, SFMTA, and other interested parties on the development of future surface transportation reauthorization legislation, which kicked off in 2024.

**Autonomous Vehicles.** In December, the National Highway Transportation Safety Administration released a voluntary framework for autonomous vehicles that would set up a review and reporting standard for cars operating on public roads, with a goal of improving





public transparency related to their safety and oversight as the technology rapidly evolves. While this is a promising development, we anticipate the incoming Administration may pursue a different direction, with initial indications that it may seek to relax current reporting requirements. We will continue to engage with policymakers on this topic, in an effort not just to protect existing reporting requirements, but to advocate for future regulations that set clear goals; perform data-driven research to evaluate the public benefits and impacts of these services; and mandate access to critical data for local and regional governments to ensure their safety, equity, and accessibility.

### **CAC POSITION**

The CAC will consider this item at its January 22, 2025, meeting.

### **FINANCIAL IMPACT**

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

### **SUPPLEMENTAL MATERIALS**

Attachment 1 - Draft 2025 State and Federal Advocacy Program

**Attachment 1**

San Francisco County Transportation Authority  
 Draft 2025 State and Federal Advocacy Program

STATE		
Area	Goal	Strategy
1. Funding	a. Secure new revenue and financing measures for transportation	<ul style="list-style-type: none"> <li>• Work with Senator Wiener in partnership with the Metropolitan Transportation Commission (MTC), local agencies, and other interested parties to advance San Francisco’s priorities in the development of legislation to authorize the placement of a regional transportation funding measure on a future ballot, including oversight and accountability provisions with safeguards to protect core transit services.</li> <li>• Support San Francisco-serving transit operators seeking authorization to pursue transportation revenue measures in their service areas as complements or back-up plans for a regional measure</li> <li>• Strengthen SFCTA’s ability/flexibility to seek voter-approved ballot measures.</li> <li>• With regional and state partners, seek additional ‘bridge’ funding to address transit operators’ anticipated operating shortfalls due to effects from the COVID-19 pandemic and slower-than-expected ridership and revenue recovery, until new revenues are available</li> <li>• Monitor and potentially support efforts to establish other new transportation revenue mechanisms or to otherwise raise additional funds dedicated to transportation. (See also 1.c. below)</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2025 State and Federal Advocacy Program

	<p>b. Secure and extend cap-and-trade revenues for transportation</p>	<ul style="list-style-type: none"> <li>• Extend the state cap-and-trade program past 2030 to, among other things, increase the availability of funding for the Transit and Intercity Rail Capital Program (TIRCP) and other current spending programs. Extending the cap-and-trade program past 2030 is critical for TJPA to secure a multi-year state funding commitment to The Portal and an extension could also include bonding authority. SFMTA also needs future TIRCP funding to advance priority projects. An extension of cap-and-trade could also serve as a potential source of new ongoing funding for transit operations.</li> <li>• Maintain or increase cap and trade funding for current transportation programs (e.g., transit operations, electric vehicle (EV) buses and infrastructure, transit expansion) and seek discretionary grants for San Francisco priorities (The Portal, SFMTA train control and facilities, Embarcadero Seawall).</li> </ul>
	<p>c. Protect transportation funding</p>	<ul style="list-style-type: none"> <li>• Maintain transit funding at levels promised in the \$5.1 billion state transit package that was included in the Fiscal Year (FY) 2023/24 state budget. MTC’s funding commitment of its formula distribution includes \$445 million of its share of these funds to help with transit operating shortfalls. Restore Active Transportation Program funding that was cut in the FY 2023/24 budget.</li> <li>• Advocate against the elimination or redirection of other funds or authority to seek voter support for funds dedicated to transportation (e.g., High-Speed Rail funds, protect ability to pursue Citizens Initiatives revenue).</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2025 State and Federal Advocacy Program

	<p>d. Modify evaluation criteria and distribution formulas for state transportation funds and regulations</p>	<ul style="list-style-type: none"> <li>• Advocate to modify the state definition of disadvantaged communities (e.g., CalEnviroScreen) to better align with MTC’s Equity Priority Communities.</li> <li>• Oppose unfunded mandates and seek cost recovery for state requirements (e.g., autonomous vehicle (AV) permitting, transit zero emission requirements).</li> <li>• Advocate to use factors in formula distribution calculations that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage rather than centerline roadway miles.</li> </ul>
	<p>e. Streamline and improve state grant program administration (e.g., cap-and-trade, Active Transportation Program, Transportation Fund for Clean Air)</p>	<ul style="list-style-type: none"> <li>• Advocate for efficient, clear, relevant, streamlined, and flexible grant administration processes (e.g., consolidating state grant program calls for projects).</li> <li>• Advocate for a stronger role for regional and local governments in prioritizing projects for funding (e.g., support policies and programs that link land use/housing to transportation, incentivizing and rewarding jurisdictions that pursue Transit Oriented Developments).</li> </ul>
<p>2. High-Speed Rail (HSR)</p>	<p>a. Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> <li>• Work with partner agencies to advance the HSR project, oppose redirection of existing funds, and advocate that the HSR early investment projects are implemented in a manner consistent with the northern California Memorandum of Understanding to develop a blended system, including achieving level boarding at all shared Caltrain/High Speed Rail facilities.</li> <li>• Advocate for the California High-Speed Rail Authority to commit funding for The Portal and other efforts that advance the northern California segment (e.g., geotechnical studies).</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2025 State and Federal Advocacy Program

<p>3. Policy Initiatives</p>	<p>a. Ensure the implementation of emerging mobility innovations (e.g., Transportation Network Companies (TNCs), scooters, autonomous vehicles) is consistent with new mobility principles</p>	<ul style="list-style-type: none"> <li>• Support the development of legislative and regulatory proposals that ensure the transparency of data, an ability to enforce compliance with driver statutes, and incremental permitting procedures to ensure the safety, operational efficiency, and effective deployment of AV services. Seek inclusion of local jurisdictions in the decision-making process for testing and deployment.</li> <li>• Continue efforts to ensure emerging mobility is regulated and deployed in a way that balances benefits and impacts and ensures safety, equity, and accessibility.</li> <li>• Advance recommendations from the CalSTA Transforming Transportation Advisory Committee.</li> <li>• Advocate for updated state regulations and state traffic codes, as appropriate, and compliance with these, to ensure the safety, operational efficiency, climate benefits, and effective deployment of emerging mobility.</li> <li>• Continue to support efforts to develop and implement requirements for Transportation Network Companies' (TNCs') greenhouse gas emissions and accessibility (e.g., California Air Resources Board's (CARB's) Clean Mile Standard). Improve the transparency and integrity of California Public Utility Commission's (CPUC's) TNC data.</li> <li>• Seek cost recovery fees for addressing new mobility (e.g., AVs) regulatory and policy activities in state rulemakings and hearings.</li> </ul>
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**Attachment 1**

San Francisco County Transportation Authority  
Draft 2025 State and Federal Advocacy Program

	<p>b. Advance San Francisco's Vision Zero goals and improve safety</p>	<ul style="list-style-type: none"> <li>• Support development of next-generation Vision Zero policy and work with local partners to identify and secure funding for San Francisco’s Vision Zero projects.</li> <li>• Support efforts to improve safety for all road users, including supporting bills that advance best practices in safe roadway and vehicle design. Protect against bills that would have negative safety impacts.</li> <li>• Advocate for incremental, performance-based safety framework to be developed for AV permitting and certification, including VMT reporting requirements to facilitate rate-based analyses.</li> </ul>
	<p>c. Support the delivery of infrastructure on Treasure Island/ Yerba Buena Island and the Treasure Island Mobility Management Agency’s (TIMMA) work for sustainable mobility on Treasure Island</p>	<ul style="list-style-type: none"> <li>• Advocate for funding for the YBI Multi-use Path (e.g., Solutions for Congested Corridors Program, federal grant programs)</li> <li>• Seek funding and advance toll policy development for implementation of the Treasure Island Transportation Improvement Program.</li> </ul>
	<p>d. Improve reliability and efficiency of San Francisco’s roadway network, transit network, and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> <li>• Consider supporting new legislation that promotes innovative TDM strategies such mandating an employer-provided transit pass program as part of an updated regional Commuter Benefits Program ordinance, which also could support transit operations to help with forecasted financial shortfalls.</li> <li>• Continue to monitor and, as appropriate, provide input into the State Roadway Pricing Working Group, other working groups regarding roadway pricing strategies, and the state Road Charge Collection Pilot (Senate Bill 339 (Wiener)).</li> <li>• Support MTC’s efforts to improve compliance with occupancy requirements in High Occupancy Vehicle lanes.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2025 State and Federal Advocacy Program

	<p>e. Advance the adoption and integration of e-mobility in a manner consistent with other city priorities</p>	<ul style="list-style-type: none"><li>• Advocate for electric vehicle (EV) legislation that is equitable, consistent with San Francisco’s other mobility policies (e.g., transit-first) and that supports San Francisco’s deployment of EV infrastructure (e.g., curbside charging, installing EV chargers in multi-family dwellings).</li><li>• Support funding opportunities for EV infrastructure planning, promotion, and deployment. This includes expanding eligibility of existing or new state funds to help transit operators meet the state’s Innovative Clean Transit rule that requires public transit bus fleets to be 100% zero-emission by 2040.</li><li>• Support incentives for e-bike adoption, focusing funding on low income residents and communities.</li></ul>
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**Attachment 1**

San Francisco County Transportation Authority  
 Draft 2025 State and Federal Advocacy Program

	<p>f. Advance legislative and administrative actions in support of other policy goals (e.g., equity, climate)</p>	<ul style="list-style-type: none"> <li>• Support efforts to advance a more affordable, connected public transit system in the Bay Area with integrated and/or discounted transit fares to benefit both low-income transit riders and attract new riders to the system, informed by the Bay Area’s Transit Transformation Action Plan, provided a sustainable fund source is identified. Monitor and, as relevant, comment on proceedings of CalSTA’s Transit Transformation Task Force.</li> <li>• Work with state and local partners to advance and update at the regulatory level the implementation of the California State Transportation Agency’s (CalSTA’s) Climate Action Plan for Transportation Infrastructure (CAPTI), which seeks to align state investments with policies to reduce greenhouse gas emissions, reduce vehicle miles traveled, and provide clean transportation options.</li> <li>• Support funding programs and policies that facilitate implementation of San Francisco’s Hazards and Climate Resilience Plan, Sea Level Vulnerability and Consequences Assessment, and Climate Action Plan. This includes engaging in any legislative effort to guide state expenditure on climate resiliency and adaptation projects.</li> <li>• Consider supporting the development of environmental review streamlining for projects that support San Francisco’s greenhouse gas emission reduction goals (e.g., transit, walking and biking, transit-oriented development on publicly owned property near transit).</li> <li>• With other County Transportation Agencies (CTAs), work to modernize Congestion Management Program regulations to support key policies and reinforce CTAs’ role in state, regional, and local transportation planning, congestion management, and funding.</li> <li>• Support the Metropolitan Transportation Commission’s effort to modernize statutes and requirements for the development of the region’s Sustainable Communities Strategy (i.e., Plan Bay Area).</li> </ul>
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**Attachment 1**

San Francisco County Transportation Authority  
Draft 2025 State and Federal Advocacy Program

<b>FEDERAL</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
1. Transportation Funding	a. Sustain or increase federal transportation funding, including through the Fiscal Year 2026 appropriations process and future surface transportation reauthorization legislation	<ul style="list-style-type: none"> <li>• Advocate for federal transportation spending at levels authorized in the Bipartisan Infrastructure Law, including funding for the Federal Transit Administration’s Capital Investment Grant program (i.e., New Starts, Small Starts, and Core Capacity programs).</li> <li>• Advocate for the continuation of Inflation Reduction Act transportation programs and funding, including those related to low-emission transportation technologies.</li> <li>• Oppose efforts to reduce or redirect transportation funding from California and from the nation as a whole.</li> <li>• Secure directed funding (i.e., earmarks) for San Francisco’s priority transportation projects.</li> <li>• Support innovative approaches to transportation and equity challenges such as congestion management, public transit affordability programs, technology demonstrations, and alternative project delivery methods.</li> </ul>
	b. Secure funding for transit operations.	<ul style="list-style-type: none"> <li>• Advocate for funding for transit operators and additional flexibility for federal formula funding programs to sustain services that are critical to economic recovery and disproportionately provide mobility for low income, minority, and transit dependent persons.</li> <li>• Lead effort to codify roadway pricing revenue’s usage for transit operations.</li> </ul>
	c. Secure federal approvals for San Francisco’s project priorities	<ul style="list-style-type: none"> <li>• Continue to advocate for the approval of a Full Funding Grant Agreement for the Transbay Joint Powers Authority’s anticipated Capital Investment Grant (CIG) funding application for The Portal (also known as Downtown Rail Extension).</li> <li>• Support SFMTA funding priorities such as facility and zero-emission bus investments.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
Draft 2025 State and Federal Advocacy Program

<p>2. Transportation Policy Initiatives</p>	<p>a. Advance autonomous vehicle (AV) regulations and policy that improve safety and facilitate local evaluation of their performance</p>	<ul style="list-style-type: none"> <li>• Advocate to maintain and improve current federal AV deployment and reporting requirements and secure the ability of jurisdictions to appropriately oversee their safe operation. Ensure the availability of collected data.</li> <li>• Continue to engage in and support efforts to develop a national policy framework for AV testing, deployment, and regulation to ensure their safe, efficient, and effective deployment.</li> <li>• Partner with state and local governments to advocate for research that supports evidence-based regulations to inform AV policy and regulation.</li> </ul>
	<p>b. Address the impacts of emerging mobility and technology services (e.g., artificial intelligence) and ensure their safety, equity, and accessibility</p>	<ul style="list-style-type: none"> <li>• Contribute to the development of regulatory and pilot programs that balance their benefits and impacts on climate, safety, equity, accessibility, and data security, provide for state and local regulation, and secure access to critical data.</li> <li>• Support new federal funding for pilot programs that include a robust analysis of outcomes to inform future investment and regulation.</li> </ul>
	<p>c. Advance regulatory actions and policies in support of other city and regional policy goals</p>	<ul style="list-style-type: none"> <li>• Support or prevent the discontinuation of equitable policies to achieve greenhouse gas emissions reduction goals and to shift travel to affordable low-carbon modes, consistent with San Francisco’s Climate Action Plan.</li> <li>• Monitor other potential regulation activities (e.g., mobile applications, privacy protection) that would impact San Francisco’s range of transportation services.</li> <li>• Support or prevent the discontinuation of policies and funding programs that advance San Francisco’s climate adaptation and resiliency priorities, such as the Embarcadero Seawall.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
 Draft 2025 State and Federal Advocacy Program

<b>STATE AND FEDERAL (Project Delivery and Administration)</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
1. Project Delivery	a. Expand use of innovative strategies for efficient delivery of transportation infrastructure	<ul style="list-style-type: none"> <li>• Advocate for additional opportunities to use alternative delivery methods to manage risk and improve implementation of transportation infrastructure projects.</li> <li>• Advocate for retention and expansion of innovative financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as additional flexibility.</li> <li>• Support efforts to increase the efficiency of Caltrans and the Federal Highway Administration in reviewing and approving project documents and permits.</li> </ul>
2. General Administration	a. Ensure efficient and effective Transportation Authority and TIMMA operations	<ul style="list-style-type: none"> <li>• Advocate for the streamlining of administrative requirements.</li> <li>• Oppose legislation and regulations that constrain the Transportation Authority’s and TIMMA’s ability to contract for goods and services and conduct business efficiently and effectively. Support legislation and regulations that positively affect our effectiveness and limit or transfer our risk of liability.</li> </ul>

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# Regional Transportation Revenue Measure Update

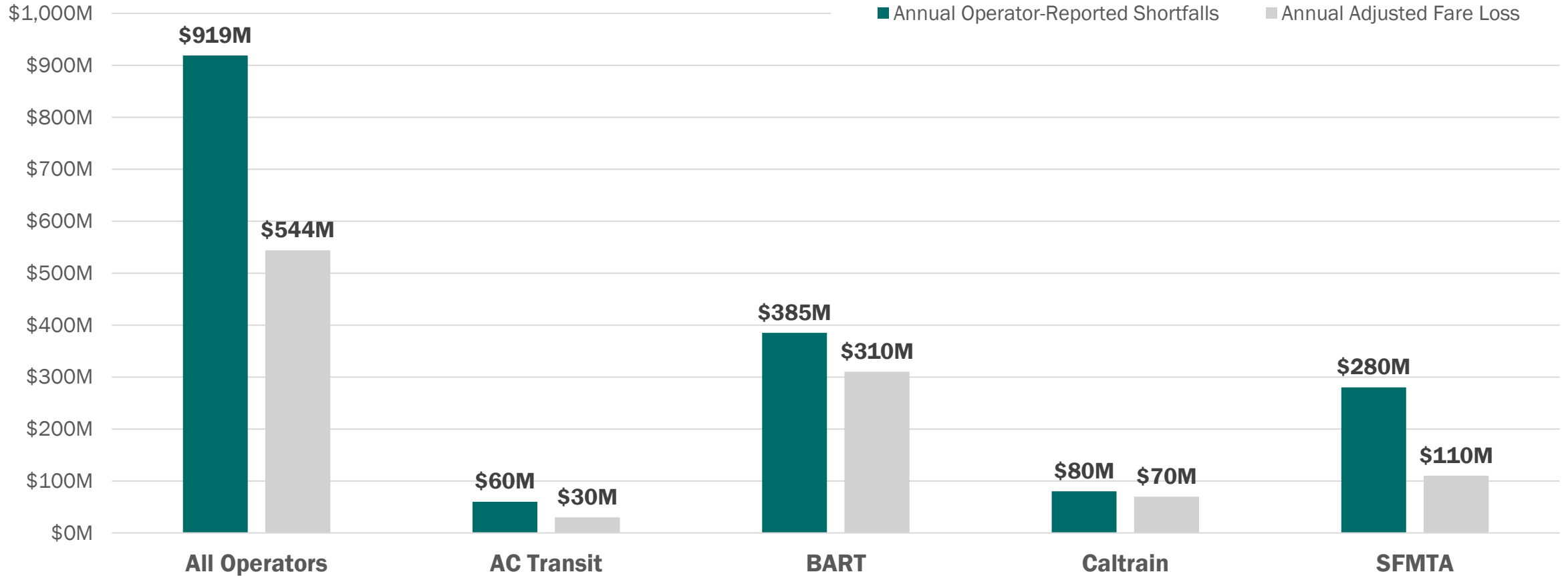


San Francisco  
County Transportation  
Authority

Community Advisory Committee — Agenda Item 9  
January 22, 2025

# Transit Operating Shortfalls Recap

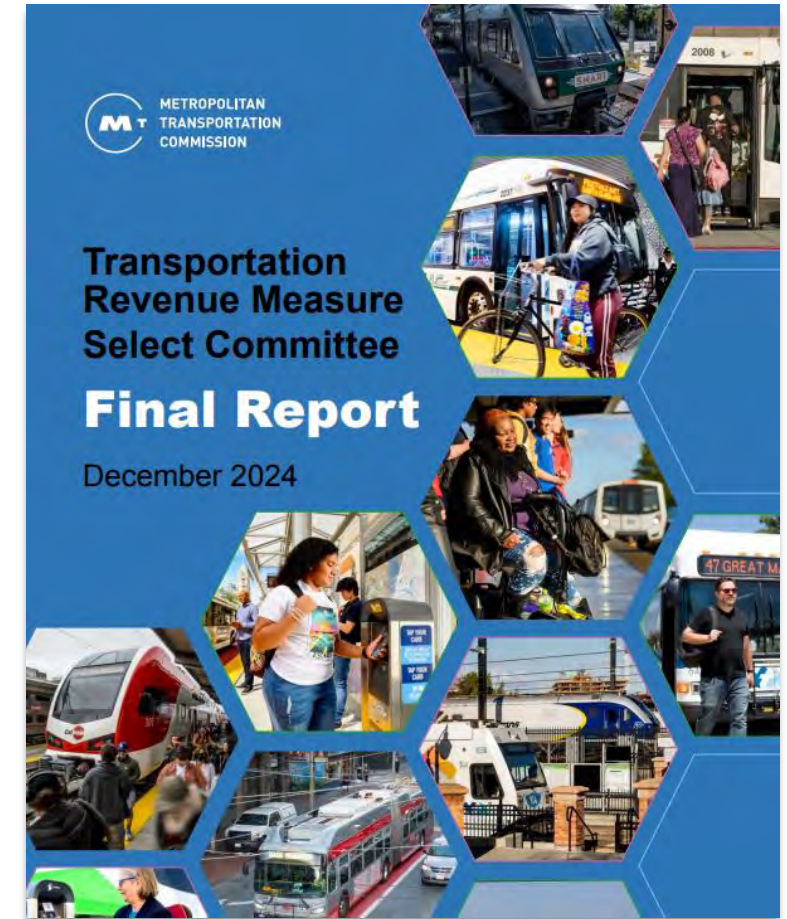
## Estimated Annual Operating Shortfalls by Agency FY26-27



# Regional Transportation Measure Recap

## On December 9, the Metropolitan Transportation Commission (MTC) acted on Select Committee motions

1. Approved policy provisions
2. Endorsed two scenarios for polling, inclusive of potential language for a variable rate tax
3. Return in February 2025 with polling results and considerations for enabling legislation



# Select Committee Policy Provisions

- Enabling legislation should include new accountability provisions
- Operators should be required to report on and comply with policies/programs related to Transit Transformation developed through the Regional Network Management framework to be eligible for funds
- Transit consolidation should be studied outside of a measure
- Enabling legislation should authorize a citizen initiative

## Select Committee on Bay Area Transportation Revenue Measure

October 21, 2024

### Agenda Item 4c

I move that the Select Committee adopt the following recommendation to the Commission related to policy provisions in enabling legislation for a transportation revenue measure:

- Enabling legislation should include new accountability provisions to provide greater oversight of transit agency financial information.
- It should also provide that to be eligible for funding from measure, operators should be required to report on and comply with policies and programs related to Transit Transformation that would be developed through the Regional Network Management framework.
- The Commission should also consider that transit consolidation is worthy of further study but should be pursued separate from enabling legislation for a transportation revenue measure.
- A citizen initiative should be authorized as part of the enabling legislation.

The motion was approved unanimously.



# Revenue Mechanisms Explored by MTC

	RATE FOR \$1 BILLION PER YEAR	COMMENTS
Sales Tax	½ cent	Some opposition due to equity concerns but very common source in California
Parcel Tax	\$0.186 per building sq. ft.	Some precedent in transportation but not typical in California. Common source for schools
Payroll Tax	0.36%	Could be split 50/50 employee/employer
Income Tax	0.17%	Strong opposition from businesses, wealthy households
Corporate Head Tax	\$216 per employee	Strong opposition from businesses
Vehicle Registration Surcharge	\$100 - \$600 per year	Rate varies based on vehicle value
Vehicle Miles Traveled Fee	\$0.0152 per mile	Politically challenging, not supported by public

Source: Metropolitan Transportation Commission Transportation Revenue Measure Select Committee Final Report December 2024

# MTC Scenario 1a

## Short-term, smaller, focused on transit fiscal emergency

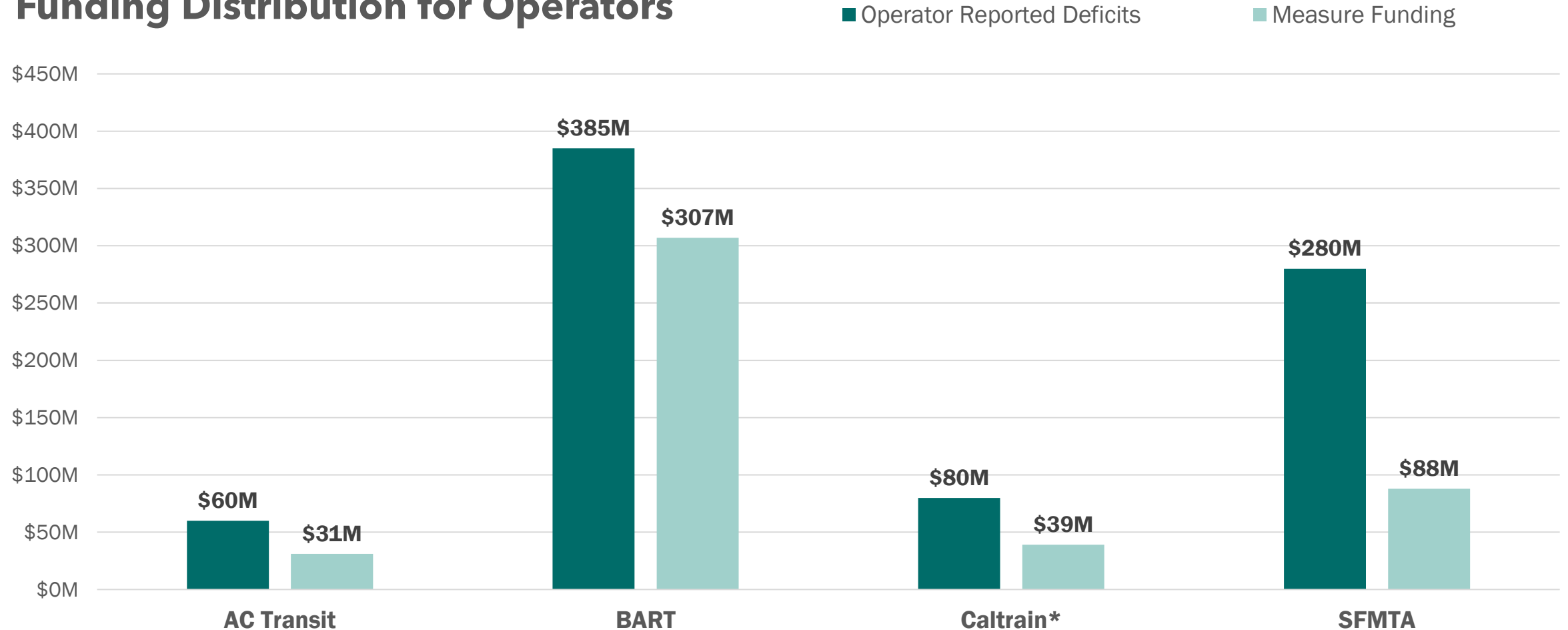
- ½ cent sales tax generating at least \$562 million annually for 10 years
- Alameda, Contra Costa, San Francisco and San Mateo must participate, Santa Clara may opt in
- 10% for transit transformation
- 90% for transit operations, covers adjusted fare loss of most operators



Source: Metropolitan Transportation Commission Transportation Revenue Measure Select Committee Final Report December 2024

# MTC Scenario 1a

## Funding Distribution for Operators



\*Assumes Caltrain would receive partial funding towards deficit from Santa Clara County outside the regional measure if Santa Clara does not opt in.

Source: Metropolitan Transportation Commission Transportation Revenue Measure Select Committee Final Report December 2024

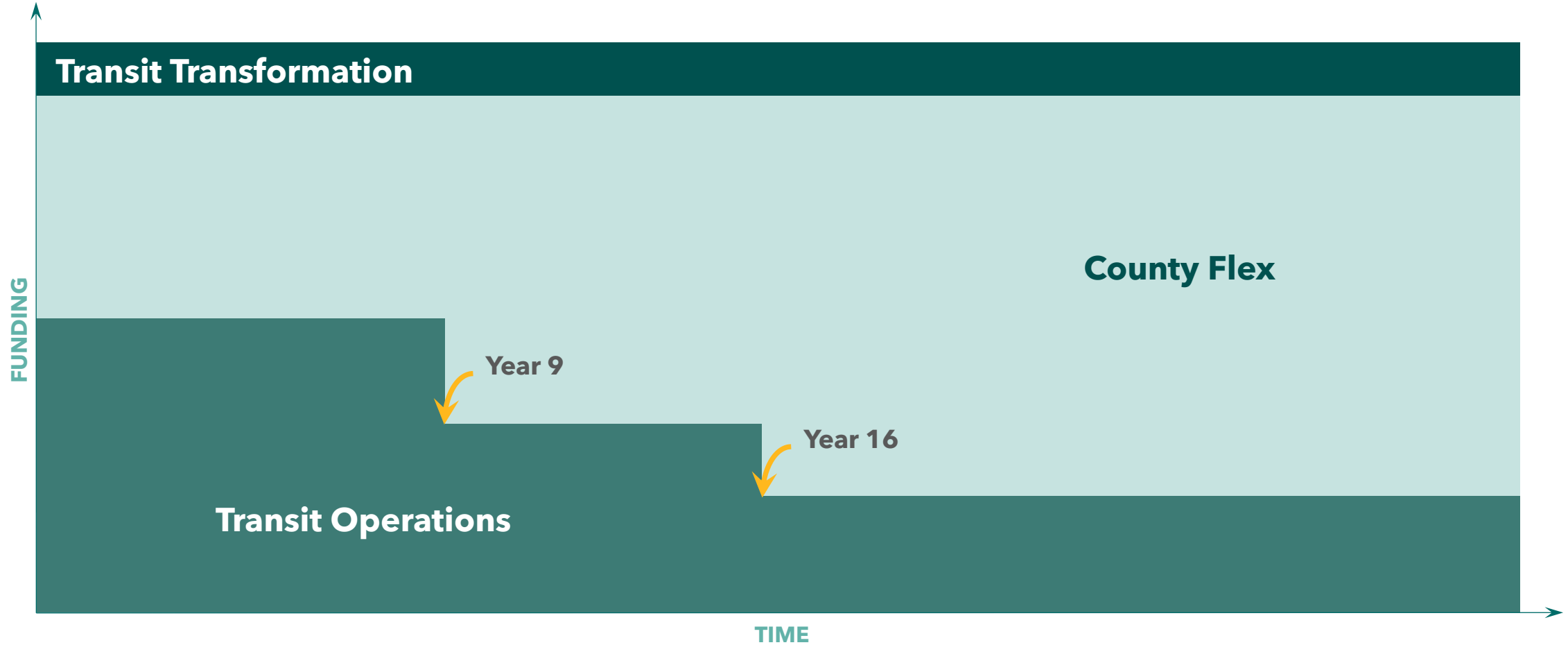
# MTC Hybrid Scenario

## Long-term, larger, includes multimodal expenditure plan

- ½ cent sales tax and \$0.09 parcel tax generating at least \$1.3 billion annually for 30 years
- Alameda, Contra Costa, San Francisco and San Mateo must participate, others may opt in. This scenario would only advance if Santa Clara opts in
- 10% for transit transformation
- ~50% for transit operations initially (first 8 years) if all counties participate, provides more robust funding for operators; however, guaranteed support for transit deficits significantly declines over time
- County flex pot provides discretionary funding and grows over time

Source: Metropolitan Transportation Commission Transportation Revenue Measure Select Committee Final Report December 2024

# MTC Hybrid Scenario

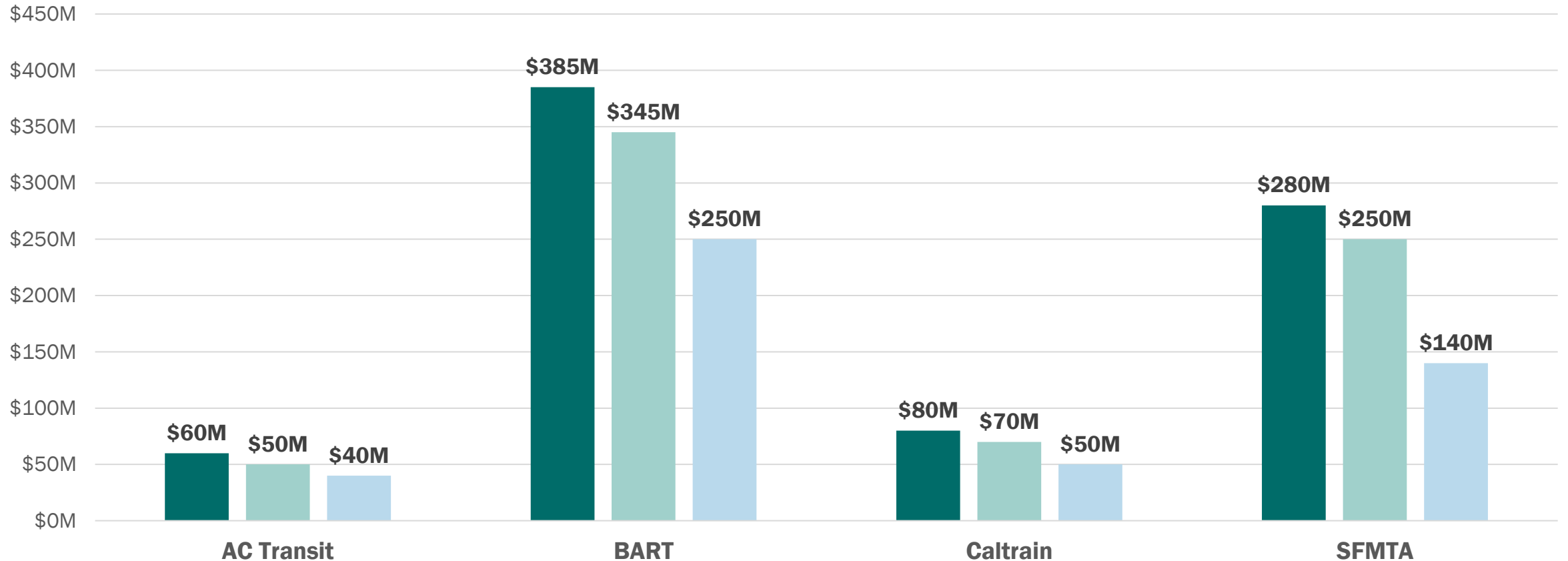


Source: Metropolitan Transportation Commission Transportation Revenue Measure Select Committee Final Report December 2024

# MTC Hybrid Scenario

## Funding Distribution for Operators\*

■ Operator Reported Deficits ■ Years 1 – 8 Funding ■ Years 9 – 15 Funding



\* In Year 14, MTC would lead a regional process to determine how much funding operators would receive for operating needs for Years 16 - 30.

Source: Metropolitan Transportation Commission Transportation Revenue Measure Select Committee Final Report December 2024

# SFMTA/Operator Proposal

## Variable rate parcel or sales tax, multimodal expenditure plan

- Parcel tax (per building square foot) ranging from \$0.11 to \$0.28 by county generating over \$800 million per year for 11.5 years. May also use sales tax with equivalent rates
- Alameda (\$0.20), Contra Costa (\$0.20), San Francisco (\$0.28), San Mateo (\$0.20) and Santa Clara (\$0.11) would participate
- Provides \$428 million for AC Transit, \$3.5 billion for BART, \$836 million for Caltrain, \$1.0 billion for SFMTA, \$700 million for VTA and additional funding for other operators over life of measure
- Funds both transit operations and capital as well as county flex for all counties except San Francisco which has higher transit operations needs

Source: MTC Transportation Revenue Measure Select Committee Oct 21 Item 4a

# Bay Area Sales Tax Rates

Ordered by minimum base sales tax rate

	MINIMUM BASE SALES TAX RATE <sup>1</sup>	MAXIMUM JURISDICTION SALES TAX RATE <sup>1</sup>	INCREMENT DEDICATED TO TRANSPORTATION <sup>2</sup> (EXCLUDING TDA 0.25%)
Solano	7.38%	9.25%	
Napa <sup>3</sup>	7.75%	8.75%	0.500%
Marin	8.25%	9.25%	0.750%
San Francisco	8.63%	8.63%	1.125%
Contra Costa	8.75%	10.25%	1.000%
Santa Clara <sup>3</sup>	9.13%	9.88%	1.750%
Sonoma <sup>3</sup>	9.25%	10.50%	0.500%
San Mateo	9.38%	9.88%	1.625%
Alameda	10.25%	10.75%	1.500%

<sup>1</sup> Source: California Department of Tax and Fee Administration website

<sup>2</sup> Source: MTC Transportation Revenue Measure Select Committee July 29, 2024 Item 4b. Includes both single-county sales taxes as well as BART, Caltrain, and other operator multi-county sales taxes dedicated to transportation.

<sup>3</sup> Reflects upcoming (not yet effective) sales tax increases approved by voters in November 2024 based on SFCTA staff review of election results.



# Senate Bill 63 (Wiener, Arreguin)

## Introduced January 9, 2025

“It is the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024.”



# Parallel Efforts for New Revenues

## BART

- Conducted polling in September on sales/parcel taxes in 5-county service area
- Seeking legislation this year

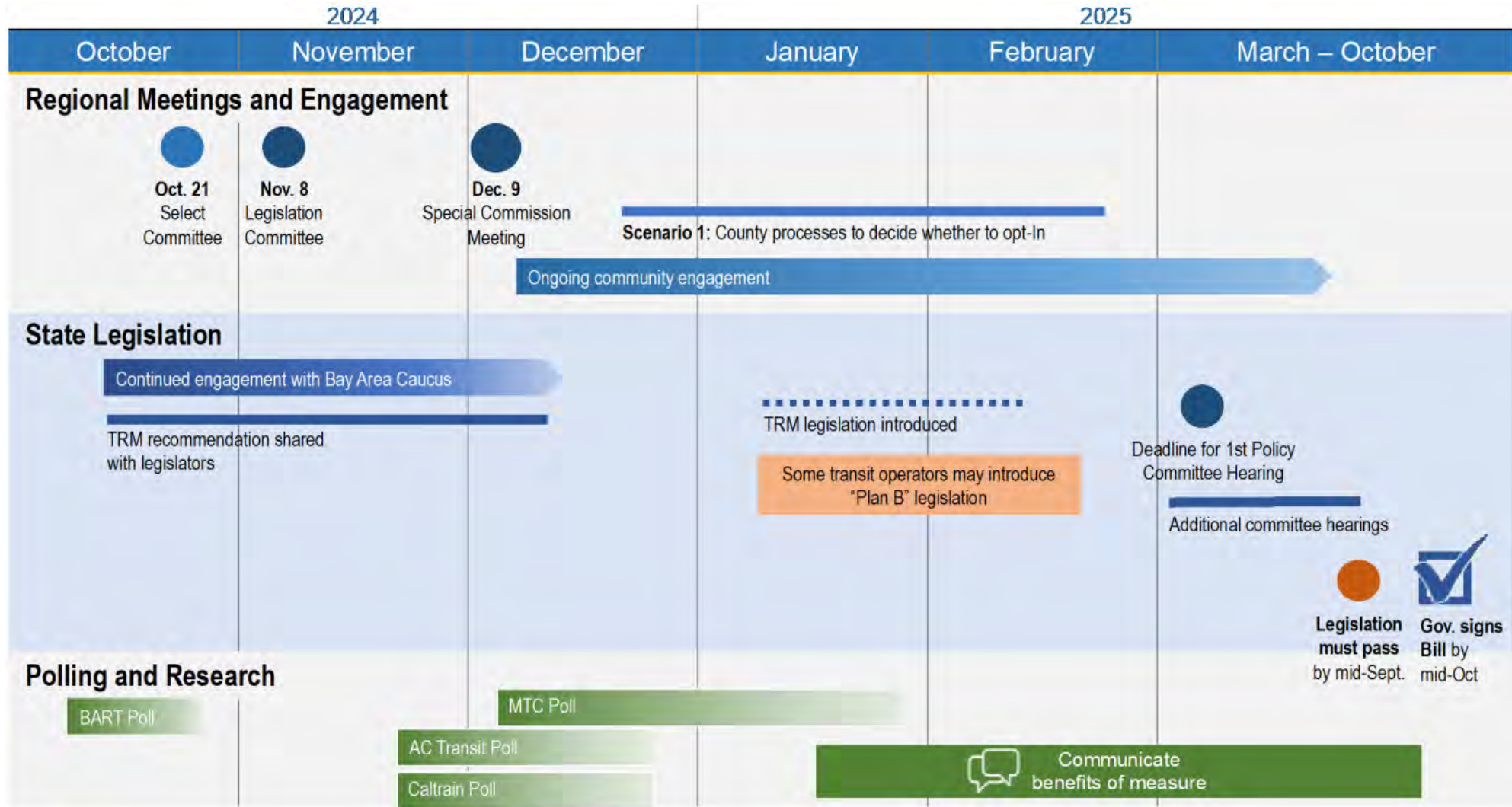
## Caltrain

- Polling this month on sales tax and parcel tax in 3-county service area
- Seeking legislation this year

## SFMTA

- Convening the Muni Funding Working Group to identify new revenue opportunities, expected to wrap up in early 2025

# Schedule



# Thank you.

**Martin Reyes**

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415-522-4824 office



San Francisco  
County Transportation  
Authority



[sfcta.org/stay-connected](https://sfcta.org/stay-connected)

# Biking and Rolling Plan

PLAN UPDATE 1222025  
SFCTA CAC  
ITEM 10



San Francisco  
County Transportation  
Authority



SFMTA



Jan 2023

Jan 2024

Jan 2025

**Introduction**

SFMTA Board Informational

CBO Partner Summit

**What we've learned**

SFMTA Board Informational

**Draft Goals**

SFMTA Board Informational

Jan 2024

CBO Partner Summit

**First Draft**

SFMTA Board Informational

SFMTA Board Informational

*We are here!*

*February 2025*

**Board Approval**

**Final Draft**

**OUTREACH**

Community Partnerships, Survey, Events | Policy Working Group

Project Re-evaluation

Merchant Sessions | Open Houses | On-going Meetings & Feedback


**ANALYSIS**

Bicycle Conditions Index, Technical Analysis

Map Options & Facilities Development | Connectivity, Equity

## February – Final Plan Adoption



- **Final draft of plan**
    - **Community Action Plans**
    - **Policies**
    - **Programs**
    - **Network**
- 



# What is the Biking and Rolling Plan?



The Biking and Rolling Plan envisions a citywide infrastructure connecting communities across San Francisco, making it easy to travel to school, work, shops and parks via bike, skateboard, motorized scooter, and other low-speed wheeled devices.



A strong biking and rolling network supports a safe and well-connected city and aligns with the goals of SFMTA's Transit First Policy, Vision Zero Policy, the City's Climate Action Plan and goal that 80% of trips are made on low-carbon modes by 2030, and others.



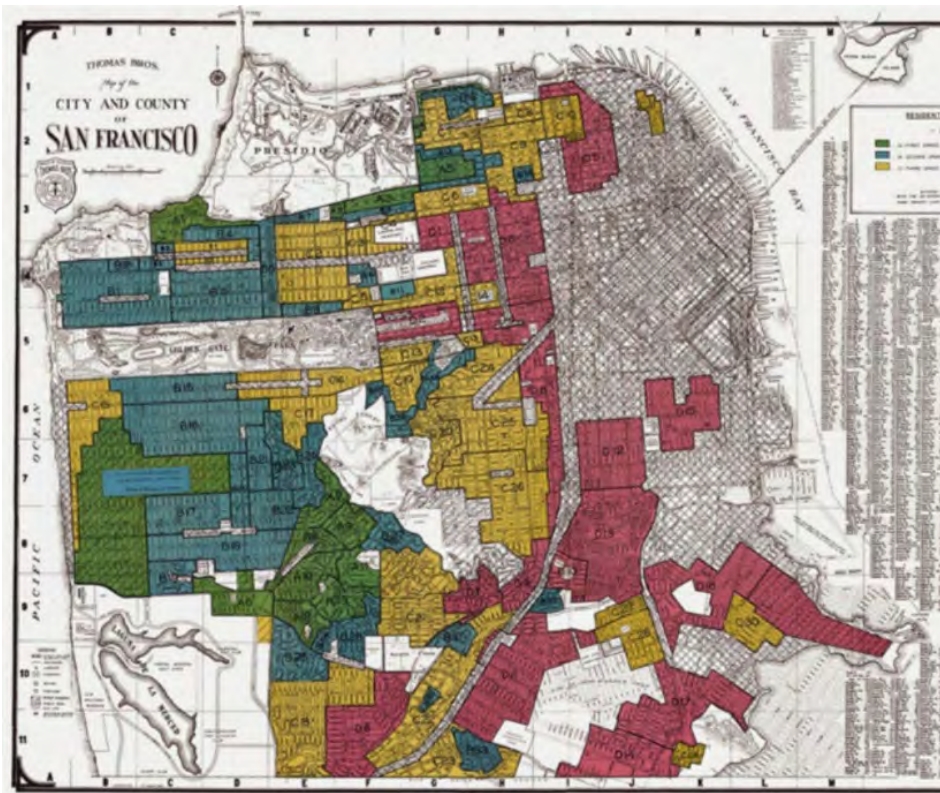
# Plan Goals



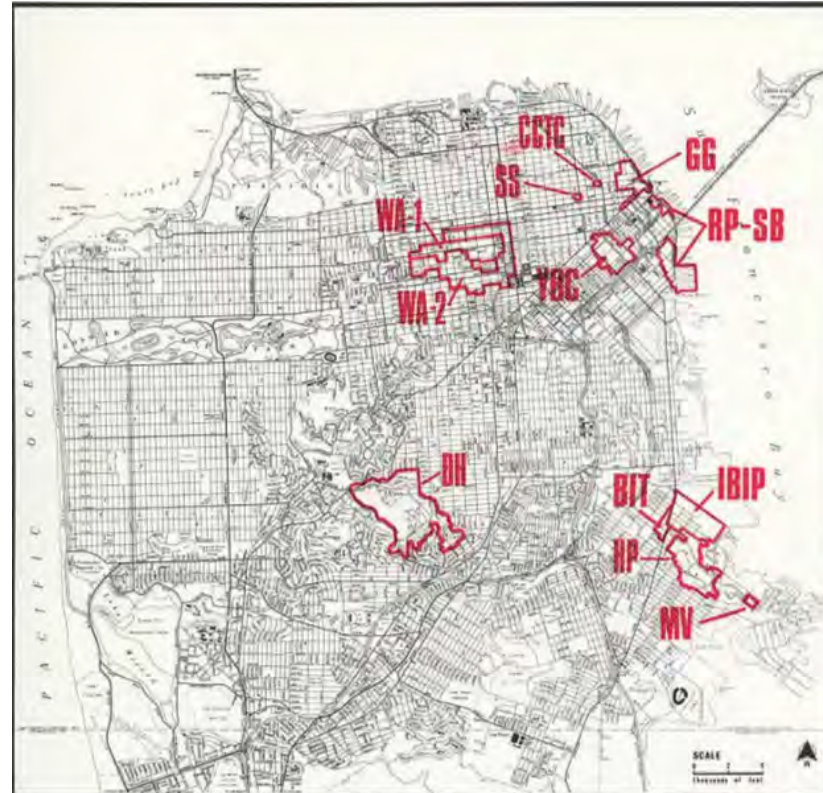
**Putting People First**  
**Setting a North Star**  
**Serving Local Needs**  
**Delivering the Plan**  
**Resourcing People**



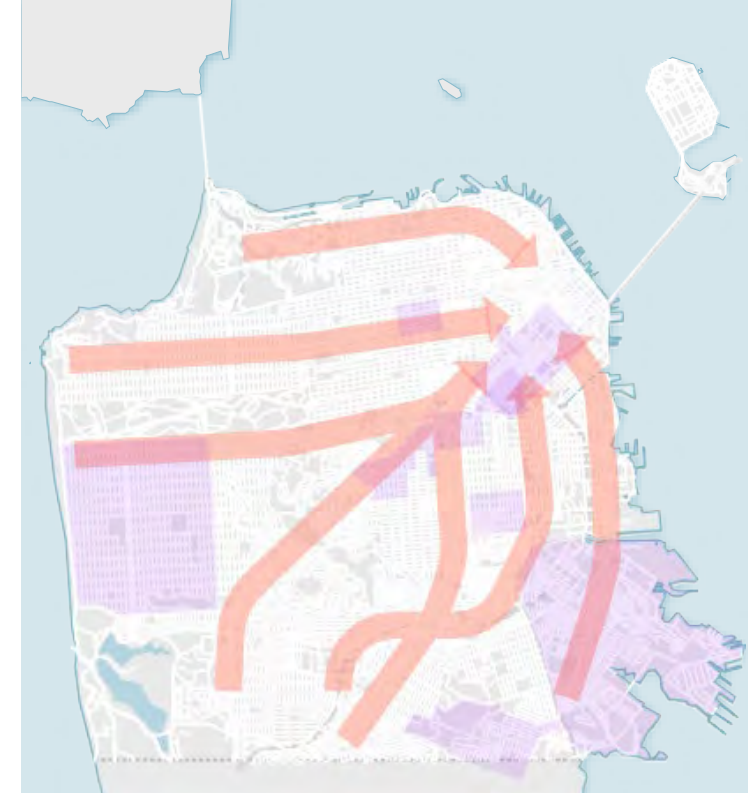
# Acknowledging Past Harms



Redlining Map



SAN FRANCISCO REDEVELOPMENT AREAS



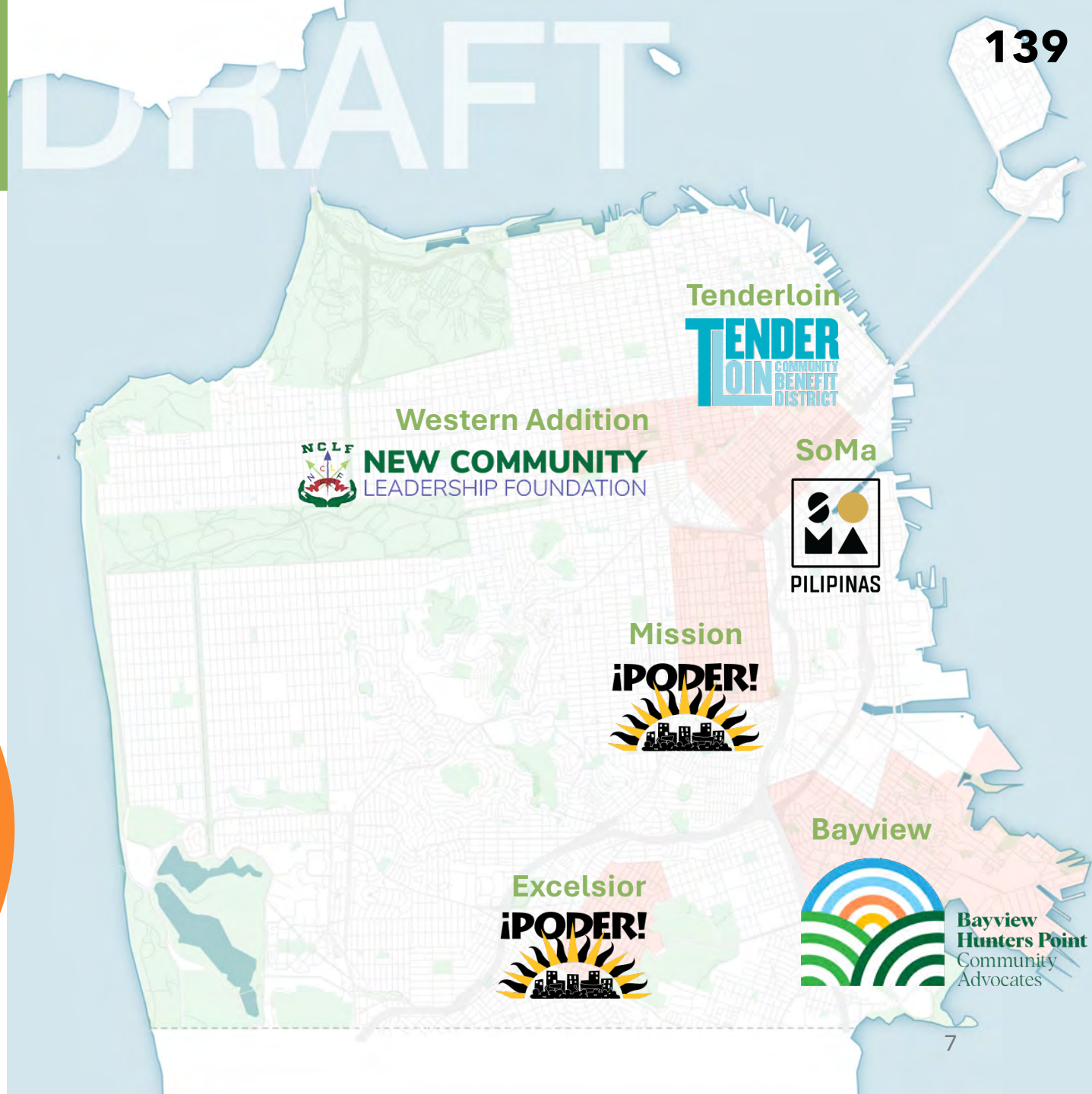
Downtown Oriented Connectivity

# Who are our partners?

Neighborhoods where we first need to repair harm from the past

Commitment to deep engagement and strong agency

Community Action Plans



Chinatown Community Development Center  
 Chinatown TRIP  
 CYC – Bayview  
 CYC – Richmond  
 Family Connections Center  
 SOMCAN  
 We are OMI  
 OMI Cultural Participation Project  
 Excelsior Collaborative  
 Excelsior District Improvement Association  
 New Mission Terrance Improvement  
 Association  
 Glen Park Association  
 Bayview Hill Neighborhood Association  
 Southeast Community Facility Commission  
 BMAGIC  
 SF Council of District Merchants  
 Tenderloin Neighborhood Development  
 Corporation  
 Potrero Boosters  
 Dogpatch Neighborhood Association  
 East Cut Community Benefit District  
 Financial District CBD

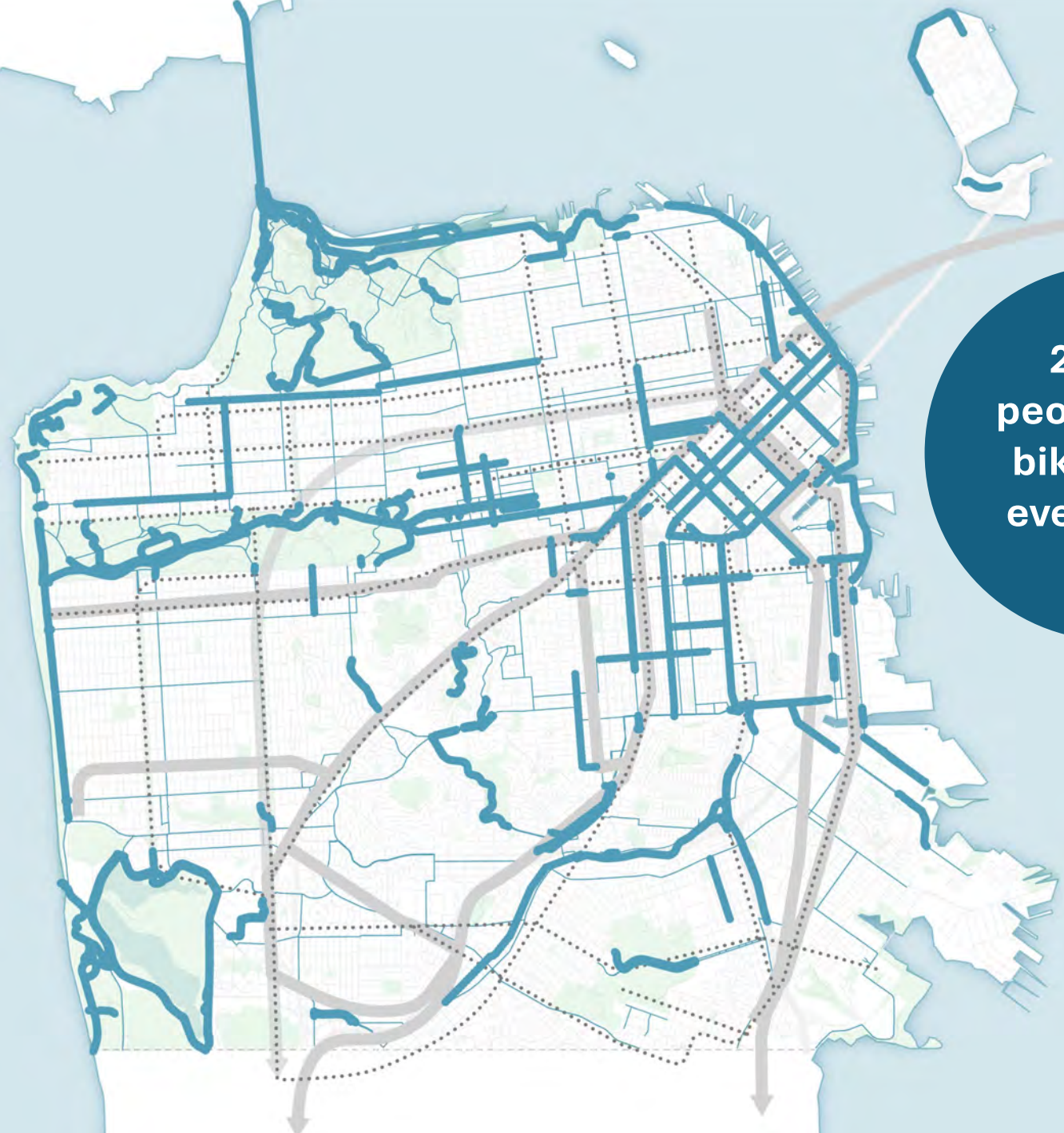
SF Bike Bus  
 KidSafe SF  
 SF Parks Alliance  
 Outer Sunset Neighbors  
 Senior Power  
 Lighthouse for the Blind  
 Mission Merchants Association  
 NorCal Pedal Gang  
 Skating on Native Land  
 Common Roots  
 Lower Polk CBD  
 Lower Polk Neighbors  
 Discover Polk  
 Barbary Coast Neighborhood Association  
 Telegraph Hill Dwellers  
 North Beach Neighbors  
 North Beach Business Association  
 Northern Neighbors  
 Richmond Families  
 University of California, San Francisco  
 North of Panhandle Neighborhood  
 Association

Duboce Triangle Neighborhood Association  
 Golden Gate Restaurant Association  
 Transgender District  
 SF African American Arts & Cultural District  
 Bay Area Outreach and Recreation Program  
 Mission YMCA  
 Bayview YMCA  
 Grattan Elementary School  
 Flynn Elementary School  
 Tenderloin Community School  
 Outer Sunset Farmer's Market  
 Castro Farmer's Market  
 Fort Mason Farmer's Market  
 Earth Day SF  
 SF Youth Commission  
 Bring Your Own Big Wheel  
 Central City SRO  
 Citywide CBD Alliance  
 Small Business Commission  
 SFMTA Small Business Working Group

Just some of whom we have met with...



# Biking and rolling today

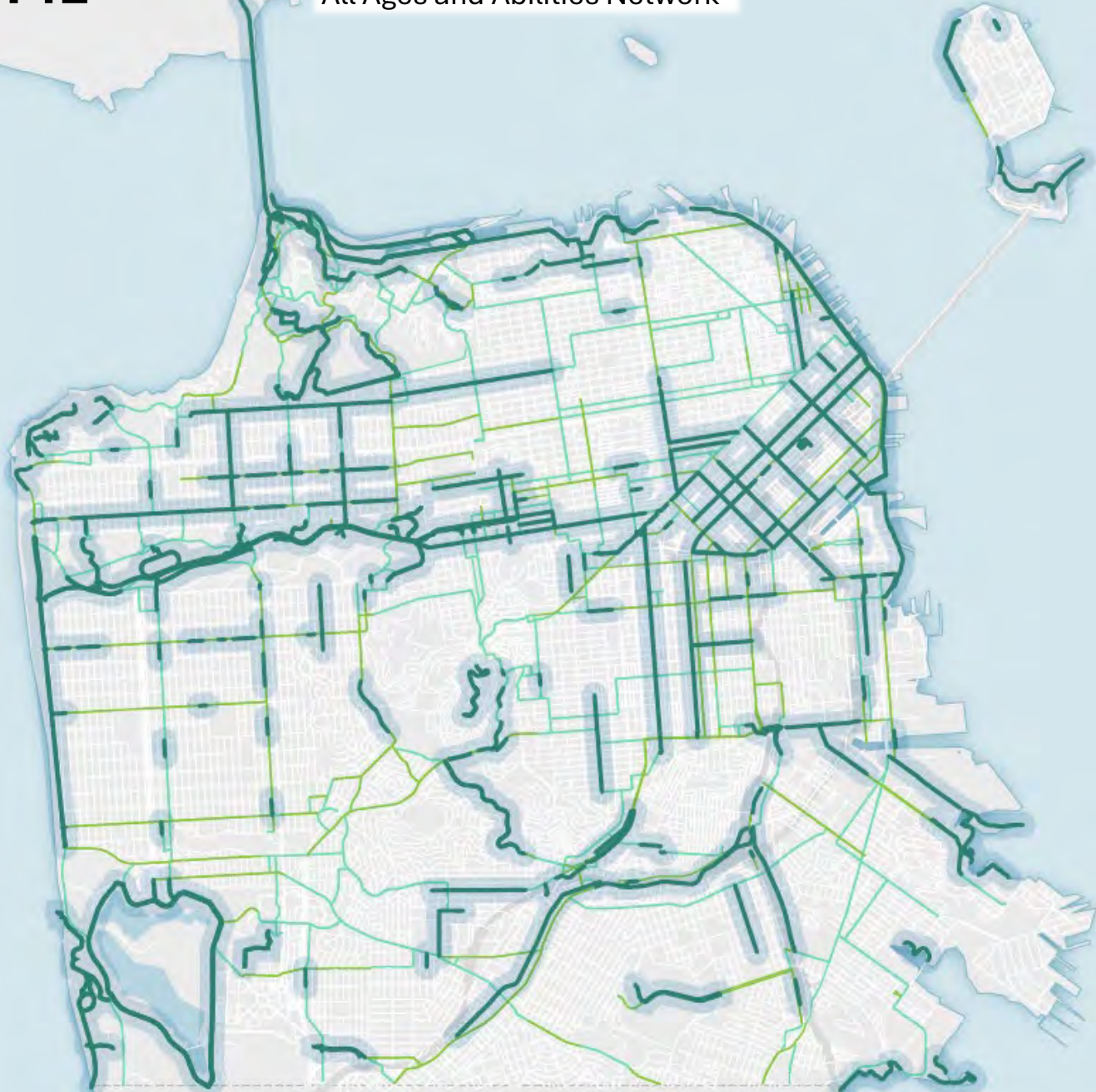


**29% of people in SF bike or roll every week**

**Quick-builds increased bicycle trips by 27%**



- Quick-build, protected, and car-free facilities added since 2010**
- Existing sharrows and painted lanes**



## Biking and rolling today



## All Ages and Abilities Facilities Network



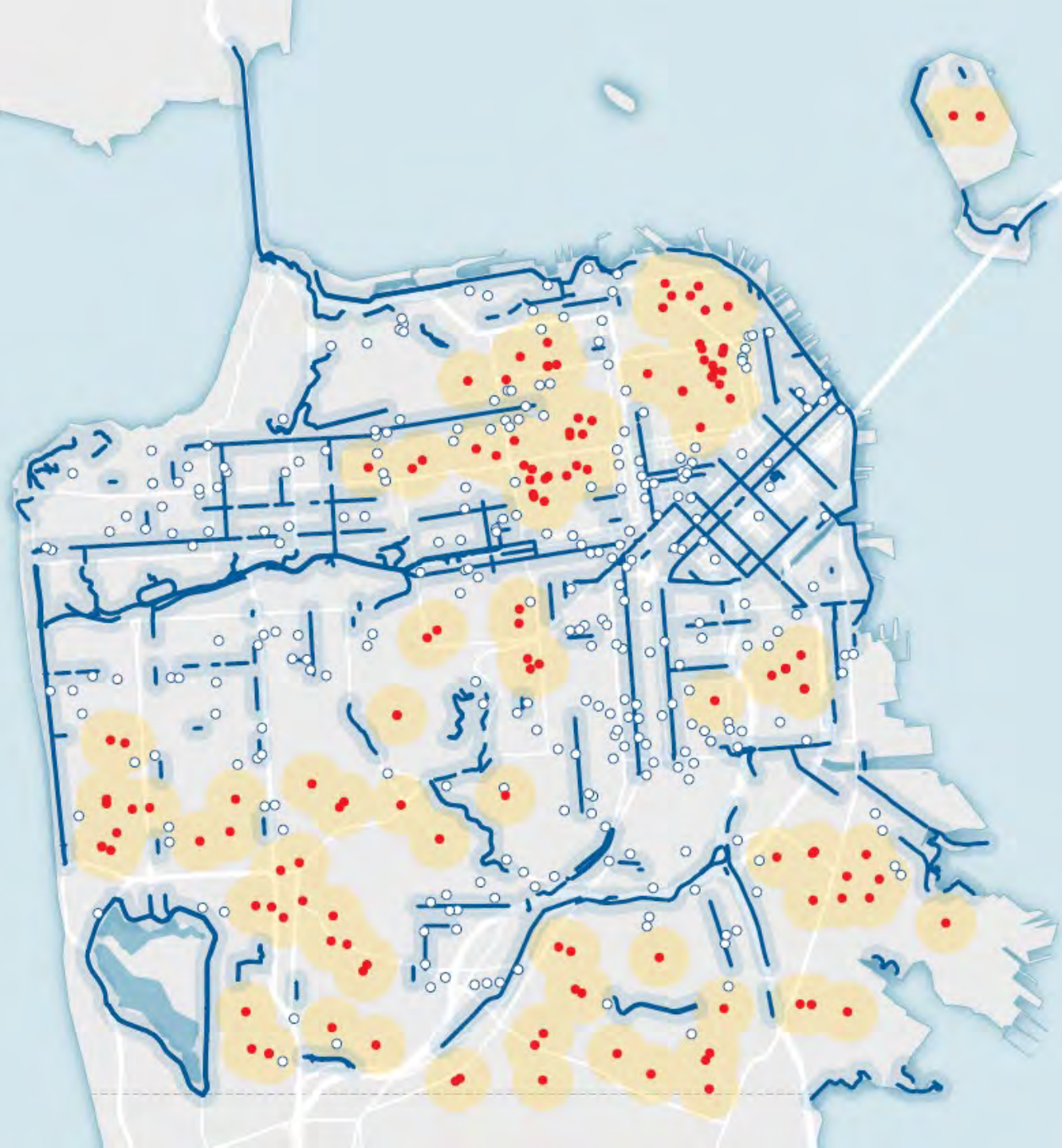
— All-ages and abilities network

*Class I, Class IV, and Slow Streets  
Class II with BCI > 80  
Class III with traffic calming and BCI > 80*

— Class II facilities

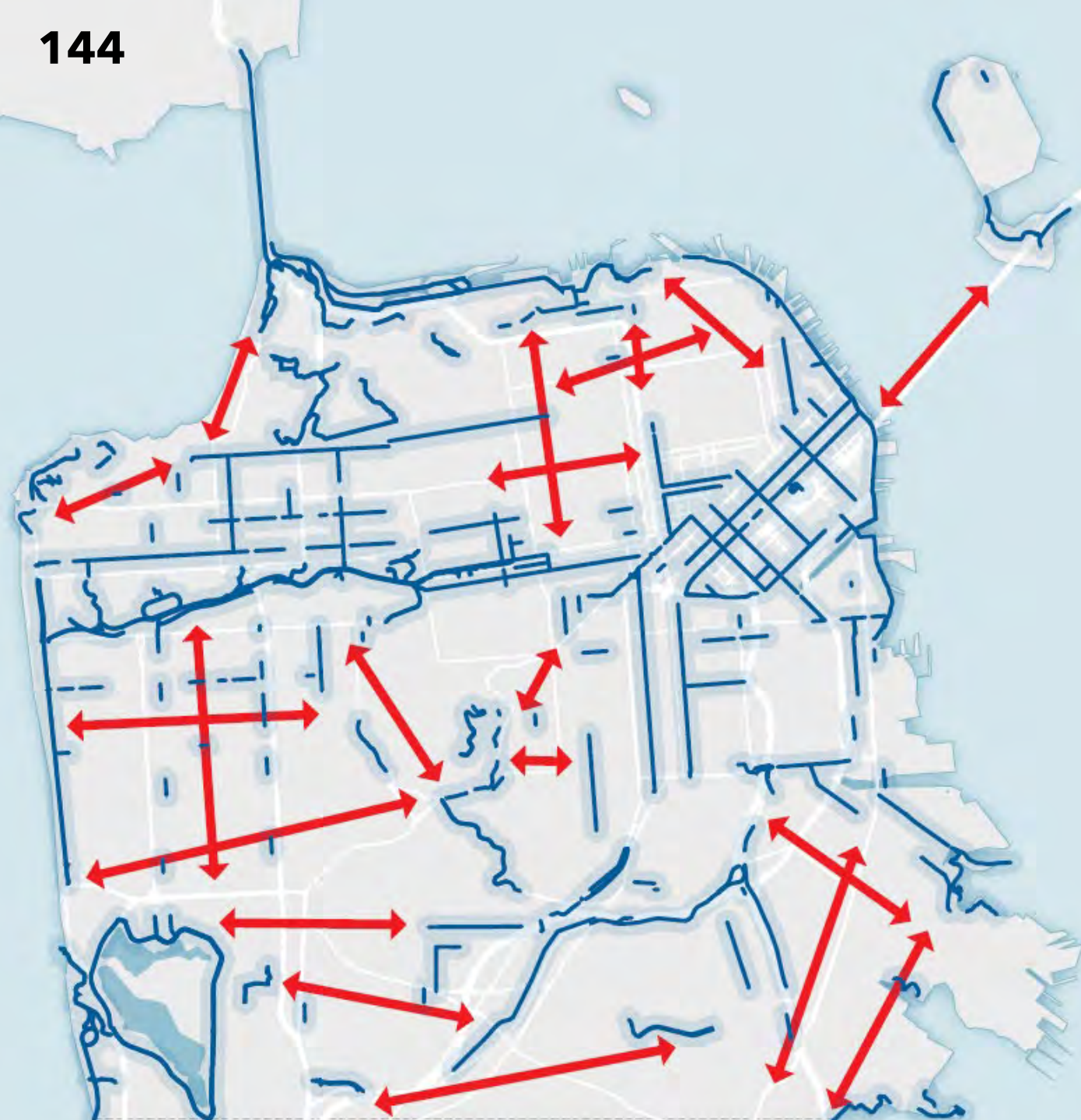
— Class III facilities

# School Access




Over half of public K-12 schools are further than a ¼ mile from a bikeway designed for All Ages and Abilities


- All-ages and abilities network
- Schools not near all-ages and abilities network
- Schools near all-ages and abilities network



A truly connected network is more than just having bike lanes and paths – it requires facilities that form a coherent system where people of all ages and abilities can safely travel from their starting point to their destination

 All-ages and abilities network

*Class I, Class IV, and Slow Streets*  
*Class II with BCI > 80*  
*Class III with traffic calming and BCI > 80*

 Major gaps between the network



# The Draft Plan





## Community Action Plans



**Building stability looks different across communities, but there are some similarities.**

**Intersectional approach that includes:**

- **Increasing Muni service and reliability**
- **Improving conditions for people walking, in wheelchairs, and seniors**
- **Comprehensive planning for those who rely on driving**

**Desired outcomes:**

- **Improved connectivity between communities**
- **Upgrades to existing routes and quick-builds**
- **Accountability**



# Moving towards the North Star

## Existing Programs



**Bike Parking**



**Bikeshare**



**Traffic Calming**



**School Traffic Calming Program**



**Quick-Builds**



**Capital and Streetscape Projects**



**Slow Streets and Neighborways**



**Design Review & Partnering with Developments**



**Spot Improvements**



**Education and Encouragement**



# Moving towards the North Star

## Our Draft Network for All Ages and Abilities



The Biking and Rolling Plan does not exclude cars from any street in San Francisco

NACTO's All Ages & Abilities facility selection guidelines considers factors such as vehicle speeds and volumes



**Thank you!**

**[www.sfmta.com/bikeroll](http://www.sfmta.com/bikeroll)**

