



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Meeting Notice

DATE: Tuesday, February 11, 2025, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99
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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: **2661 453 0727 # #**

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COMMISSIONERS: Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Sherrill, and Walton

CLERK: Amy Saeyang

Participation

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

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

- 1. Roll Call
- 2. Approve the Minutes of the January 28, 2025 Meeting – **ACTION*** **5**
- 3. Community Advisory Committee Report – **INFORMATION*** **9**



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|----|--|------------|
| 4. | Appoint Jerry Levine as the District 2 Representative to the Community Advisory Committee – ACTION* | 19 |
| 5. | Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests – ACTION*
Projects: <u>Prop L</u> : 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). | 27 |
| 6. | Approve the 2025 State and Federal Advocacy Program – ACTION* | 87 |
| 7. | Adopt Fiscal Year 2025/26 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION* | 103 |
| 8. | SFMTA Bike and Roll Plan Update – INFORMATION* | 113 |

Other Items

9. Introduction of New Items – INFORMATION

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

10. Public Comment

11. Adjournment

*Additional Materials

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

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County Transportation
Authority**

Board Meeting Notice – Agenda

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MINUTES

San Francisco County Transportation Authority

Tuesday, January 28, 2025

1. Roll Call

Chair Mandelman called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent at Roll Call: 0

2. Chair's Report - INFORMATION

Chair Mandelman welcomed colleagues to the new year and acknowledged the five new Board members: Commissioners Sherrill, Sauter, Mahmood, Fielder, and Chen. He also extended best wishes to Mayor Lurie and expressed support for Alicia Jean-Baptiste, the incoming Chief of Infrastructure, Climate, and Mobility.

He emphasized the Transportation Authority's commitment to ongoing discussions, including addressing operating shortfalls at Muni, BART, and other transit systems, advancing Vision Zero, and supporting economic recovery. He also expressed sympathy for folks impacted by the Los Angeles wildfires and reaffirmed support for rebuilding efforts while seeking statewide infrastructure funding. He then congratulated several agencies on securing grants earlier in the month including \$25 million to BART for its Train Control and Modernization program and \$9.2 million to SFMTA for its Presidio Bus Yard Reconstruction in U.S. Department of Transportation RAISE grant funding. He then expressed appreciation to former Secretary Buttigieg and the Federal delegation for their support.

Chair Mandelman reported that two grants for electric vehicle charging were expected to be secured by San Francisco Environment (SFE): \$15 million from the Federal Highway Administration and \$1.2 million from the Joint Office of Energy and Transportation. He stated that on January 20, President Trump issued an Executive Order titled "Unleashing American Energy," which sought to pause the disbursement of funds for electric vehicle charging and that SFE was awaiting further guidance from federal partners on how to proceed. The Chair congratulated BART, SFMTA, and SFE on their grant awards and pledged continued support for all agencies in their implementation.

Chair Mandelman said he had been able to join SFMTA, San Francisco Public Works, former Board member Dean Preston, and community leaders to celebrate the completion of the Safer Taylor Street project earlier that month. He said that the Transportation Authority contributed \$2.5 million in sales tax funds to the project, which aimed to enhance traffic safety, access, and livability in this Equity Priority Community.



He stated that over 1,000 Tenderloin community members provided input on the design, which included widened sidewalks, curb extensions, a traffic lane reduction, streetscape improvements, and upgraded loading zones. Chair Mandelman said that the Transportation Authority, alongside Commissioner Mahmood, would monitor the project's impact and other similar initiatives in District 5 and citywide.

Chair Mandelman concluded by announcing that he would soon step down as Chair and thanked previous Board members for the opportunity to serve as the Transportation Authority Chair for the past four years and Vice Chair for the two years prior. He expressed gratitude to Director Chang and her team for their efforts and highlighted the work done on the sales tax renewal. Chair Mandelman appreciated the chance to gain a deeper understanding of the Transportation Authority's work during his tenure as Chair and also thanked his legislative aide Calvin Ho for their assistance.

During public comment, a commenter stated his discontent with the Transportation Authority's 2024 Annual Report.

3. Executive Director's Report - INFORMATION

Chair Mandelman noted that the Executive Director's Report was posted on the Transportation Authority website but there was no presentation planned since Executive Director Chang would present on the 2024 Annual Report (Item 6) later in the meeting.

During public comment, a commenter stated his discontent with the state of affairs.

4. Approve the Minutes of the December 17, 2024 Meeting - ACTION

During public comment, a commenter stated his discontent with the state of affairs.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent: 0

5. Election of Chair and Vice Chair for 2025 – ACTION

Chair Mandelman called the nominations to order for Chair and Vice Chair. He said that he would not be seeking reappointment. He then nominated Vice Chair Myrna Melgar as the next Chair and praised the Vice Chair as a fantastic partner over the past several years in addressing transportation issues and emphasized the critical work ahead. Chair Mandelman noted the importance of the coming year, particularly in light of the transit fiscal cliff and changes to the national administration and their potential impacts.

Commissioner Sherrill seconded the motion and Commissioner Melgar accepted the nomination.

During public comment, a commenter stated his displeasure with the state of affairs.

A commenter opposed Vice Chair Melgar's appointment as Chair, arguing that anyone supporting a \$100,000 study for a gondola from Laguna Honda to Forest Hill Station amid SFMTA's fiscal crisis should not oversee the budget. The commenter urged pausing all non-Muni spending.



A commenter opposed the nomination of Commissioner Melgar, echoing concerns raised by the previous commenter. They cited the West Portal situation and opined that Commissioner Melgar disregarded community input.

Chair Mandelman closed nominations.

The motion to elect Commissioner Melgar as Chair for 2025 was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent: 0

Chair Melgar expressed appreciation to her colleagues and opened nominations for Vice Chair. She nominated Commissioner Sauter and highlighted his strong interest in affordable transportation and understanding of its importance to climate and equity.

Commissioner Mandelman seconded the motion and Commissioner Sauter accepted the nomination.

During public comment, a commenter stated his displeasure with the nomination of Chair Melgar.

The motion to elect Commissioner Sauter as Vice Chair for 2025 was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent: 0

6. [Final Approval on First Appearance] Adopt the 2024 Annual Report - ACTION

Tilly Chang, Executive Director, presented the item.

During public comment, a commenter expressed his displeasure with Vision Zero.

Marie Hurabiell expressed concern about the public's lack of understanding regarding the distinction between the SFMTA and the Transportation Authority. She noted that this confusion made it more challenging for San Francisco, regardless of the organization involved. She emphasized that the best approach to support economic recovery was to stop making it harder for people to live and shop in the city. She criticized congestion pricing, stating it would harm retail businesses. She acknowledged the efforts of staff who had worked on securing funding and on projects but cautioned that the city was facing a significant challenge. She opined that cutting costs should be the primary focus and cautioned that eliminating car usage would also impact revenues raised from cars.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, Sauter, Sherrill, and Walton (11)

Absent: 0



Other Items

7. Introduction of New Items - INFORMATION

There were no new items introduced.

8. Public Comment

During public comment, a speaker expressed dissatisfaction with the government.

A commenter noted that while the presentation contained valuable points, a few issues stood out, including the \$100,000 spent on a gondola study between Laguna Honda and Forest Hill Station, which they deemed a poor use of funds. They speculated that over half of the city relied on cars, including families and caregivers who couldn't rely on public transportation or biking. They questioned the Transportation Authority's focus on reducing car use, suggesting that it was detrimental to economic recovery. The commenter speculated that forthcoming recommendations from the Muni Funding Working Group would worsen the economic situation and urged that actions making it harder to park and move around San Francisco should be stopped.

Marie Hurabiell, Executive Director of ConnectedSF, stated no city agencies had ever contacted her for outreach. She also addressed fiscal concerns, advocating for cost-cutting measures and criticized the effectiveness of Vision Zero.

9. Adjournment

The meeting was adjourned at 10:58 a.m.



MINUTES

Community Advisory Committee

Wednesday, January 22, 2025

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:00 p.m.

CAC members present at Roll: Najuwanda Daniels, Austin Milford-Rosales, Sharon Ng, Rachael Ortega, and Kat Siegal (5)

CAC Members absent at Roll: Sara Barz, (entered during Item 9), Phoebe Ford, Sean Kim, and Venecia Margarita (entered during Item 3) (4)

2. Chair's Report - INFORMATION

Chair Siegal announced the Transportation Authority Board's first 2025 meeting scheduled for January 28, would be the first for five new members and would include 2025 chair and vice chair elections, mirroring that evening's CAC elections. She stated the Executive Director's Report and 2024 Annual Report would be shared with the CAC next week.

Chair Siegal noted that at the November meeting, Member Milford-Rosales inquired about the future of San Francisco Municipal Transportation Agency's (SFMTA) trolley bus fleet, a topic she had also expressed interest in. She stated staff advised that Acting SFMTA Director Julie Kirschbaum would attend the February CAC meeting to address this issue as part of a proposed amendment to the Prop L Muni Maintenance 5-Year Prioritization Program, which funds procurement of Muni vehicles and facilities.

There was no public comment.

3. Election of Chair and Vice Chair for 2025 - ACTION

Chair Siegal reported that at the November 2024 CAC meeting, she was nominated for 2025 Chair and Vice Chair Daniels for 2025 Vice Chair. She noted their qualification statements were included in the agenda.

During public comment, Edward Mason inquired about how the time allocated for public comment would be managed, particularly in cases where agenda items included multiple sub-items.

Member Milford-Rosales moved to approve the nomination of Kat Siegal for Chair.

The nomination was approved by the following vote:

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

Absent: CAC Members Barz, Ford, and Kim (3)

Member Margarita moved to approve the nomination of Najuwanda Daniels for Vice Chair.



The nomination was approved by the following vote:

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

Absent: CAC Members Barz, Ford, and Kim (3)

Consent Agenda

4. Approve the Minutes of the November 20, 2024 Meeting - ACTION

5. Audit Report for the Fiscal Year Ended June 30, 2024 - INFORMATION

There was no public comment.

Member Milford-Rosales moved to approve the Consent Agenda, seconded by Member Daniels.

The Consent Agenda was approved without objection by the following vote:

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

Absent: CAC Members Barz, Ford, and Kim (3)

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

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).

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Member Ortega asked about the green epoxy and thermoplastic used in the Bicycle Facility Maintenance project. She stated that based on her experience, these materials became very slick when wet and requested further information on the performance of these materials under wet conditions.

Matt Lasky, SFMTA Bike Program Manager, clarified that the materials used were specifically designed for bikeways and road use. He stated that they contained a level of grit, were rated for friction, and had been tested by the manufacturer. He offered to investigate specific locations where Member Ortega had observed issues and agreed to share additional product material specifications with Member Ortega.

Member Ortega concluded by stating that water frequently dripped from the Highway 101 bridge onto the bicycle facilities on 13th Street.

Mr. Lasky stated that water dripping from the freeway was likely a mixture of water and oil from vehicles and that the issue could stem from that rather than the paint. He said that the SFMTA would investigate the issue.



Bryant Wu, Senior Traffic Engineer with SFMTA, stated that skid resistance varied based on material used and its placement. He explained that resistance tended to be lower near gutters due to water and debris accumulation.

Member Ng asked for clarification on the definition of a sub-sidewalk basement.

Mr. Wu explained that a sub-sidewalk basement was a privately owned basement located beneath the sidewalk, typically found in older parts of the city.

Member Ng requested clarification on the necessity of the proposed curb ramps and noted that many intersections included in the project already featured curb ramps positioned above the basements.

Anastasia Hadad, SFPW Curb Ramps Program Manager, clarified that areas with existing curb ramps were in the process of being converted to full bulb outs. She also stated that SFMTA had identified these areas as needing traffic calming and requested their conversion to bulb outs.

During public comment, Edward Mason asked about the thermoplastic used for bicycle facility maintenance, questioning what happens when it deteriorates and potentially flows into the Bay. He expressed concerns about the amount of plastic being used and the material's sustainability. He also expressed concern about public spending on replacing the existing curb ramps and the associated additional costs. Additionally, he commented on Slow Streets Initiatives. He said they were a public relations problem for the City and expressed concerns about their potential to be disruptive and costly for Muni.

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

The item was approved by the following vote:

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

Absent: CAC Members Barz, Ford, and Kim (3)

7. Adopt a Motion of Support to Adopt Fiscal Year 2025/26 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

Mike Pickford, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Siegal asked what category incentives for ridership would fall under.

Mike Pickford responded that it would likely be listed as a zero emissions non-vehicle project, as it incentivized the use of alternative modes of transportation. He stated that the Transportation Authority had funded the San Francisco Environment Department's Emergency Ride Home program, a similar program designed to incentivize sustainable modes of transportation.

Member Margarita asked about a shuttle service at San Francisco State University that was discontinued and asked how the shuttle service could be restored from BART to the university.

Mr. Pickford said he was not familiar with the exact service that Member Margarita was



referring to. He said that approximately five years ago, staff had discussed potential shuttle routes with San Francisco State University, but were not able to design a feasible project that complied with Air District eligibility requirements, which prohibited shuttle services from being too close to existing transit services.

During public comment, Edward Mason asked about the shuttle services listed in the project type, asking whether the shuttles would be public or private.

Mr. Pickford responded that the Air District required the shuttle services be open to the public, as outlined in the TFCA guidance document in the enclosure.

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

The item was approved by the following vote:

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

Absent: CAC Members Barz, Ford, and Kim (3)

8. Adopt a Motion of Support to Approve the 2025 State and Federal Advocacy Program – ACTION

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Member Milford-Rosales stated that he understood there were many obstacles to getting safety data reporting from autonomous vehicles. He asked if there were any indications that would change this year.

Ms. Crabbe responded that local jurisdictions continued to receive insufficient data from autonomous vehicle companies, the California Public Utility Commission, and the Department of Motor Vehicles. She noted that in Governor Newsom's veto message on autonomous vehicle legislation last year indicated his receptiveness to the importance of performance data. She said that state agencies had also been discussing how to modify their data subsequently released draft guidelines on stepping up their role in collecting data. She stated that if data was collected, it was still unclear whether local jurisdictions would receive it. She added that even if it were only available to state regulators, it would still be a step in the right direction.

During public comment, Edward Mason stated that autonomous vehicles should pay for public sector oversight since they didn't pay medallion fees like taxis and members of the public were disadvantaged by them. He said reports should be released on autonomous vehicle incidents. He noted that the public were also disadvantaged by electric vehicle charging infrastructure, in particular curbside infrastructure.

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

The item was approved by the following vote:

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



Absent: CAC Members Barz, Ford, and Kim (3)

9. Regional Transportation Revenue Measure Update – INFORMATION

Martin Reyes, Principal Transportation Planner, presented the item per the staff memorandum.

Member Ortega asked why SFMTA's anticipated deficit appeared to be much higher than other agencies' shortfalls despite SFMTA performing better in terms of ridership recovery.

Mr. Reyes responded that fare revenues comprised only a portion of SFMTA's budget, and other funding sources that SFMTA relied on such as general fund and parking revenues, had not recovered as much due to the impacts of work-from-home and other changes in travel behavior.

Member Ortega asked why San Francisco generated lower tax revenues compared to Alameda, Contra Costa, San Mateo and Santa Clara counties.

Mr. Reyes explained that San Francisco's lower sales tax revenues were attributed to lower taxable sales and provided estimates of how much a half-cent sales tax in other counties generated compared to San Francisco. Mr. Reyes further clarified that a variable rate tax framework being explored in some scenarios would allow San Francisco to implement a higher tax rate as compared to other counties, which would help address its higher share of transit operating shortfalls.

Chief Deputy Director Maria Lombardo added that SFMTA carried more than half of the region's transit ridership and that approximately 60 percent of regional trips had one end in San Francisco, which contributed to the magnitude of operating shortfalls that the agency expected.

Member Margarita asked why Santa Clara had the opportunity to choose whether to opt in to the regional measure and requested information on how much SFMTA spent on overtime.

Mr. Reyes responded that Santa Clara County had been opposed to participating in a regional measure the previous year, which contributed to Senate Bill 1031 being paused, in part because they did not want to interfere with reauthorization of one of their existing sales tax measures. However, Mr. Reyes said that they had expressed a willingness to contribute to the transit operator deficits through their sales tax program.

Additionally, Mr. Reyes noted that information on overtime would be requested from SFMTA.

Member Margarita asked why Marin County was not included in the regional measure frameworks.

Mr. Reyes stated that, while Marin County had deficit challenges for Golden Gate Transit, MTC had decided to focus the regional measure on the core counties of Alameda, Contra Costa, San Francisco, and San Mateo.

Chief Deputy Lombardo added that a regional measure could also be seen as competing with a planned reauthorization of a sales tax for Sonoma-Marín Area Rail Transit, a concern that had previously been expressed by north bay representatives.



She further explained that a ballot measure is a huge lift and MTC had to take into consideration the pro's and con's of adding a particular county to the mix, including whether it would help or hinder the ability to get a measure passed.

Mr. Reyes stated that even if North Bay counties wanted to participate in a measure, MTC would eventually need to make a decision about which counties should be able to participate after considering polling results and determining which geography would offer the best chance of passing a measure.

Member Ortega asked if consolidation of transit agencies had been considered to help address anticipated shortfalls.

Mr. Reyes explained that there was general support for studying transit consolidation and the benefits it could bring. However, based on the experience with SB 1031, MTC hoped to keep those discussions separate from efforts for the regional measure for fear it would unravel support.

Member Milford-Rosales asked who would be responsible for staffing and paying for a citizen measure.

Mr. Reyes explained that a regional measure framework could be partially developed by MTC and through legislation; however, ultimately volunteers and non-governmental organizations would be responsible for raising funding, gathering signatures, and placing a measure on the ballot.

Chair Siegal asked about the obstacles in moving the Hybrid Scenario and why it had required Santa Clara County to opt in before advancing.

Mr. Reyes explained that Santa Clara County had expressed interest in contributing to shortfalls through a reauthorization of one of its own sales tax measures instead of through a regional measure. He added that MTC had developed the Hybrid Scenario in response to asks from advocates and other stakeholders who had supported advancing a large, multimodal transportation measure.

Ms. Lombardo added that MTC had developed the Hybrid Scenario to help build support from a larger, more diverse group of potential supporters.

Chair Siegal asked if the Transportation Authority would consider taking a position on Senate Bill 63 and endorsing a specific framework.

Mr. Reyes explained that staff would return to both the CAC and the Transportation Authority Board with a recommendation for a position on the bill once language had been further developed.

There was no public comment.

10. SFMTA Bike and Roll Plan Update – INFORMATION

SFMTA's Christy Osorio, Transportation Planner, presented the item.

Vice Chair Daniels thanked Ms. Osorio for acknowledging that biking and rolling was a sensitive issue for District 10. She said that she was pleased that Bayview Advocates and New Community Leadership were included as partners and asked how the partners had been chosen. She asked whether the community action plans were available and requested more explanation about the level of participation by community partners.



Ms. Osorio replied that partners who led community action plan development had been selected through an application process. She said that different groups participated at different levels because some partners had a lot of capacity and background in transportation while others required more assistance, and she stated that all community action plans had been written by community partners. Ms. Osorio shared that when the Biking and Rolling Plan was adopted by the SFMTA Board, the community action plan writing process would end. Though the formal process was concluding, Ms. Osorio shared that cooperation would continue because SFMTA had committed to working with community groups to ensure the plan recommendations were implemented in the coming 10-15 years and anticipated 2-year updates which could provide check-in points.

Vice Chair Daniels thanked SFMTA for continuing to keep partners involved, especially those who had been harmed and excluded by the transportation system. She asked about the size of the grant given to community partners and if it had been equally distributed to all partners.

Ms. Osorio replied that all partners had received \$40,000, except for Poder, which was working in two communities and had received \$50,000.

Vice Chair Daniels asked if SFMTA's commitments to follow up on plans were in writing.

Ms. Osorio shared the community action plans and SFMTA commitments were available both online and in writing.

Member Barz noted that on SFMTA's North Star Network Map, there were several areas, circled in red, such as the area around City College in District 7. She asked whether there was an estimate for when plans would be developed for those circled areas.

Ms. Osorio replied that there was currently no timeline for those planning processes. She elaborated that, specifically for the City College area, interagency coordination had been required with Caltrans and the San Francisco Recreation and Parks Department.

Member Barz asked whether areas that required more study might not receive any improvements over the lifetime of the plan.

Ms. Osorio responded that that was possible.

Member Barz shared that she was pleased with the focus on the National Association of City Transportation Officials all ages and abilities goal. However she noted that sometimes facilities designated as all ages and abilities did not live up to those expectations. For example, she explained that Hearst was a Slow Street, but had been consistently out of compliance with the speed goals. She asked what measures were being taken to ensure facilities were actually meeting all ages/abilities guidelines.

Ms. Osorio replied that this had been done with a combination of monitoring and data analysis. She also acknowledged that data couldn't always capture the experience of riding a route and that assessments would need to consider both data analysis and user experience.

Member Barz asked if there would be a monitoring program akin to the annual slow-



streets evaluation for this program.

Ms. Osorio shared that SFMTA's Slow Streets Program was nestled within the Biking and Rolling Plan and was one tool to implement the network. She said that analysis would happen mostly when segments were implemented rather than through a constant monitoring approach.

Member Ortega shared that she found the north star map helpful, but thought it would be helpful to see the topographic map overlaid because topography creates challenges for all-ages and abilities. She said that she also wanted to understand how SFMTA planned to handle storm drains and stormwater management, especially in the context of rising sea levels. She asked if the Biking and Rolling Plan had addressed that topic.

Ms. Osorio replied that the Bicycle Conditions Index used in the plan considered slope and noted the request for a topographic map. She shared that they were working with Public Works on facility maintenance and had a Memorandum of Understanding on that topic.

Member Barz stated that she was pleased with upgrades to some of the facilities in District 7 but was also disappointed with some aspects. She noted that there were not many protected facilities recommended and asked why no protected lanes had been recommended on Portola Drive, Monterey Boulevard, or Kirkham Street where bicycle volumes were high.

Ms. Osorio replied that residential neighborhoods typically were not good candidates for protected bike lanes because there were often many driveways. She shared that Portola did not meet the slope standard for a protected facility and that she could follow-up with information about Monterey Boulevard.

Member Barz noted that the city of Montreal had protected bike lanes on streets with driveways and that she was a little disappointed but understood there were challenges. Member Barz also noted that part of San Jose Avenue was shown as meeting the all-ages-and-abilities standard. She pointed out that there are mixing zones in that area with high speeds, and that it was not actually comfortable as a cyclist. She asked if SFMTA planned to upgrade that area.

Ms. Osorio replied that data was helpful, but didn't always tell the full story. She said that SFMTA would apply judgement in areas where data didn't match experience. Ms. Osorio shared that class III facilities, or sharrows, could be appropriate in some cases, for example, shared routes on a residential roadway, but that they were inappropriate in other areas with different traffic conditions.

During public comment, Edward Mason asked how many people actually rode bicycles and noted that many micromobility devices used bike lanes. He asked whether there was any plans to require licenses for micromobility users. He stated that he thought a licensing system would be beneficial. Mr. Mason then asked about how much money had been spent and was anticipated to be spent on biking programs.



Other Items

11. Introduction of New Business - INFORMATION

Member Milford-Rosales expressed appreciation to staff for the upcoming trolley bus update. He then inquired about the possibility and process of inviting the author of a 2023 Columbia University study on the benefits of trolley buses compared to battery buses, specifically in relation to road impacts, to present at a future CAC meeting.

Chief Deputy Director Maria Lombardo replied that it was possible if Chair Siegal approved it and dependent on having time on the agenda.

Member Margarita asked if there was a way to lower the speed limit within San Francisco to 15 miles-per-hour (mph), citing several pedestrian deaths caused by speeding vehicles.

Chair Siegal expressed her belief that SFMTA's responses to past inquiries about Vision Zero progress had mostly been self-referential context. She stated that it was time to consider more drastic and untried measures to prevent pedestrian deaths. She also mentioned that she would like a more open-ended opportunity to ask city agencies what else could be done that hadn't been tried yet.

Member Ortega inquired whether the San Francisco Police Department could attend a CAC meeting to discuss enforcement policies, particularly regarding traffic violations. She referenced an article about a driver who, after exiting a San Francisco highway, was speeding at 98 mph, rear-ended a Waymo car, injured seven people, and caused one fatality.

Member Barz mentioned that there appeared to be several pedestrian deaths during a period when San Francisco was actively working to meet its Vision Zero goals. She expressed a desire for a different type of conversation about traffic safety and potential actions. She then echoed Member Milford-Rosales's question regarding the possibility of bringing in an external expert to speak to the CAC.

Ms. Lombardo replied that a request for an external expert to make a CAC presentation was feasible and she would follow up with Chair Siegal on the matter.

There was no public comment.

12. Public Comment

During public comment, Edward Mason stated that New York City had implemented its congestion pricing plan and recommended that the CAC initiate discussions with the Transportation Authority Board to implement a similar congestion pricing plan for San Francisco, particularly to allocate the funds to support Muni.

13. Adjournment

The meeting was adjourned at 8:04 p.m.

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Memorandum

AGENDA ITEM 4

DATE: January 31, 2025

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 02/11/25 Board Meeting: Appoint Jerry Levine as the District 2 Representative to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is an open seat on the 11-member CAC for District 2 as the result of the term expiration in November 2024 for the prior representative (Jerry Levine). Commissioner Sherrill has indicated his intent to nominate Jerry Levine to the District 2 CAC seat. Mr. Levine will attend the February 11th Board meeting to speak to his interests and qualifications for serving on the CAC as required by the Administrative Code. CAC members serve for a two-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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BACKGROUND

As described in the Transportation Authority’s Administrative Code, the CAC shall provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;



3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and
4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are accepted on a continuous basis and can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants are advised that they need to appear in person before the Board in order to be appointed unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. Applicants who were previously CAC members, but whose membership was terminated due to missing four of the last 12 regularly scheduled meetings must appear before the Board to be reappointed.

FINANCIAL IMPACT

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

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.



SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Application
- Attachment 3 - Resolution

ATTACHMENT 1

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
VACANT			2				
VACANT			11				
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2025
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2025
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	February 2026
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	February 2026
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and racial justice; Neighborhood; Public Policy	July 2022	July 2026
Sharon Ng	F	A	3	Inner Sunset	Environment; Social and racial justice; Neighborhood; Public Policy; Senior	September 2024	September 2026
Najuawanda Daniels	F	AA	10	NP	Social and racial justice; Labor; Neighborhood; Public Policy	September 2022	October 2026
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2026

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian

* H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



**San Francisco
County Transportation
Authority**

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

San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Jerry FIRST NAME	Levine LAST NAME	Male GENDER (OPTIONAL)	[redacted] WORK SUPERVISORIAL DISTRICT
Caucasian, European, or White ETHNICITY (OPTIONAL)		No IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 2 HOME SUPERVISORIAL DISTRICT	Cow Hollow NEIGHBORHOOD OF RESIDENCE	[redacted] HOME PHONE	[redacted] HOME EMAIL
[redacted] STREET ADDRESS OF HOME	[redacted] CITY	[redacted] STATE	[redacted] ZIP

Statement of qualifications:

Before retiring 15 years ago, I worked in various capacities with the City and County of San Francisco for over three decades. I was assigned by Mayor Feinstein to set up an Office of Economic Development and about a year later, began work with the SFPUC, then Muni on Federal/Regional/Local/Transportation issues. For many years, I was SFMTA's primary grants administrator to the Federal Transit Administration (FTA)-Region 9. After retiring, I served for four years as a member of the Metropolitan Transportation Commission (MTC) Policy Advisory Council and for the past 4 years, have served as a member of the SFCTA Community Advisory Committee.

I continue to have strong interest (both personally and professionally) in Transportation Policy. I believe my experience and expertise over the years have been a voice toward solid transportation policy and planning for District 2 and the City and County of San Francisco.

Statement of objectives:

I have several areas of interest and concern.

- I'm particularly interested in the linkage between affordable housing, small business maintenance and development, traditional and alternative transportation modes and their impact on the City's infrastructure.
- I'm quite concerned about the continued lack of community engagement in the planning and implementation of transportation projects throughout the City.
- I will keep pushing for more local control, or at the very least, oversight over the huge number of autonomous vehicles congesting our streets.
- The increase in electric bikes, scooters and other motorized, battery powered vehicles has resulted in a large spike in injuries. I believe the City must undertake a concerted education campaign on rules of the road for these alternative transportation modes.
- Although my primary focus is on the transportation priorities of District 2, it is also critical that these priorities be integrated, as much as possible, with the priorities and issues of the rest of the City.

Please select all categories of affiliation or interest that apply to you:

Business; Neighborhood; Public policy

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Levine Jerry

NAME OF APPLICANT

1/31/2025

DATE



San Francisco
County Transportation
Authority

BD021125

RESOLUTION NO. 25-XX

RESOLUTION APPOINTING JERRY LEVINE AS THE DISTRICT 2 REPRESENTATIVE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is currently a vacancy on the CAC for a District 2 representative; and

WHEREAS, At its February 11, 2025 meeting, Commissioner Sherrill nominated Jerry Levine as the District 2 CAC representative and Jerry Levine spoke to his interest and qualifications for serving on the CAC; and

WHEREAS, The Board reviewed and considered the applicant's qualifications and experience and recommended appointing Jerry Levine to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Jerry Levine as the District 2 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.

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Memorandum

AGENDA ITEM 5

DATE: January 23, 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>RECOMMENDATION <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"> Predictive Arrival/Departure System <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"> Bicycle Facility Maintenance (\$459,000) Duboce Triangle Slow Streets Study [NTP] (\$250,000) Lincoln Way Traffic Signals [NTP] (\$500,000) <p>Allocate \$1,675,000 in Prop L funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> Curb Ramps and Subsidewalk Basements No. 3 <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate \$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 considered this item at its January 22, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	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
TOTAL				\$ 5,284,000	\$ 13,260,225				

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 Descriptions¹

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 Descriptions¹

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.
TOTAL			\$5,284,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
8	PCJPB	Predictive Arrival/Departure System	\$ 2,400,000	Special Condition: 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	Special Condition: 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	Special Condition: 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.
TOTAL			\$ 5,284,000	

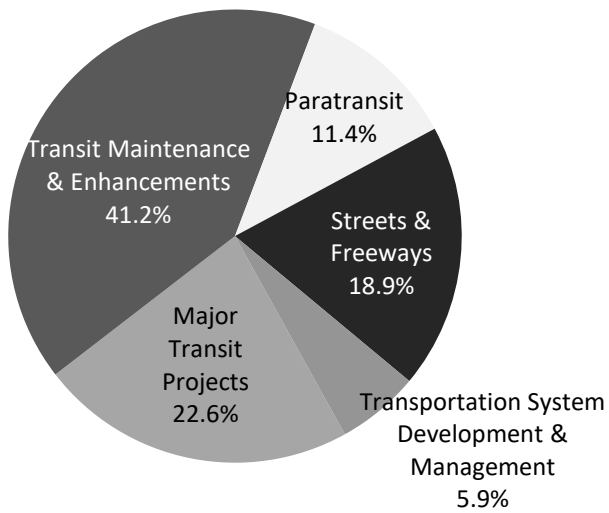
¹ See Attachment 1 for footnotes.

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

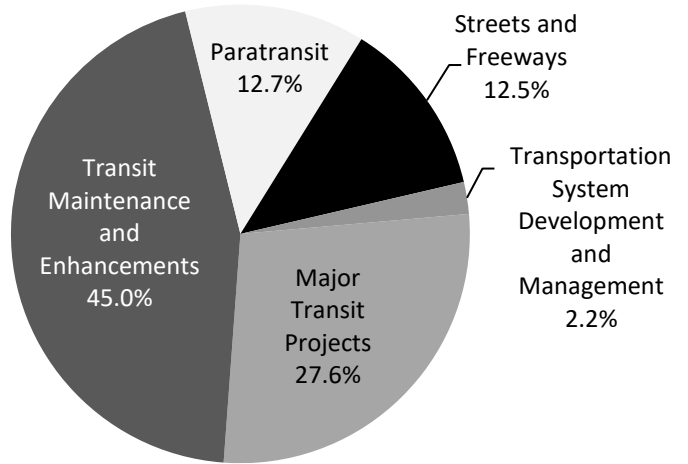
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 94,412,672	\$ 27,535,072	\$ 39,893,282	\$ 19,779,318	\$ 7,205,000	\$ -
Current Request(s)	\$ 5,284,000	\$ 630,000	\$ 3,370,000	\$ 1,234,000	\$ 50,000	\$ -
New Total Allocations	\$ 99,696,672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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$2,400,000
Supervisory District	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

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

This request includes an amendment to the 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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	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

FY of Allocation Action:	FY2024/25
Project Name:	Predictive Arrival and Departure System
Primary Sponsor:	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
Phases In Current Request Total:	\$2,400,000	\$0	\$4,236,455	\$6,636,455

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	

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

PROJECT:		Predictive Arrival/Departure System (PADS)		
Project Cost	Project Phase	Original Estimate	Revised Estimate	
	Planning/CD/Env			
	PE/Env/PSE			
	ROW Acq/Utilities Relo.			
	Procurement			
	Construction	\$6,636,455		
	Closeout			
	TOTAL	\$6,636,455	\$0	
Milestones	Project Phase	Expected Start	Expected Finish	
	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		
Cost Summary	FY2025	Prior Year	Future Budget	Total Request
	\$2,400,000	\$0	\$0	\$2,400,000
FY24 Funding Plan	Funding Source	Proposed		
	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		
	TOTAL	\$6,636,455		

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,400,000	Total PROP L Recommended	\$2,400,000

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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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
Name:	Heather Salem	Anna Hibbard
Title:	Manager	Senior Grant Analyst
Phone:	(650) 730-8099	(650) 508-7749
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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) ¹	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 ¹	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:

¹ 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) ¹	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 ¹	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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Pedestrian and Bicycle Facilities Maintenance
Current PROP L Request:	\$459,000
Supervisory District	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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

FY of Allocation Action:	FY2024/25
Project Name:	Bike Facility Maintenance
Primary Sponsor:	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
Phases In Current Request Total:	\$0	\$459,000	\$0	\$459,000

COST SUMMARY

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

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

San Francisco County Transportation Authority **47**

Prop L/Prop AA/TNC Allocation Request Form

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$459,000	Total PROP L Recommended	\$459,000

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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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
Name:	Matt Lasky	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	(415) 646-2265	(415) 517-7015
Email:	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:

Left Right Stop

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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Curb Ramps
Current PROP L Request:	\$1,675,000
Supervisory Districts	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

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	\$1,675,000.00

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

FY of Allocation Action:	FY2024/25
Project Name:	Curb Ramps and Subsidewalk Basements No.3
Primary Sponsor:	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
Phases In Current Request Total:	\$1,193,245	\$2,496,525	\$1,725,000	\$5,414,770

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
Funding Plan for Entire Project Total:	\$1,193,245	\$2,496,525	\$2,408,455	\$6,098,225

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	

% Complete of Design:	95.0%
As of Date:	12/18/2024
Expected Useful Life:	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	\$ 3,877,425				
General Work Related Items	\$ 674,060	17%		\$ 172,741	\$ 501,319
Curb Ramp Related Items	\$ 255,590	7%		\$ 67,368	\$ 188,222
Structural Related Items	\$ 1,997,945	52%		\$ -	\$ 1,997,945
Drainage Related Items	\$ 551,649	14%		\$ 463,349	\$ 88,300
Traffic Signal Related Items	\$ 398,181	10%		\$ 92,064	\$ 306,117
2. Construction Management/Support	\$ 625,169	16%	\$ 454,136	\$ 171,033	
3. Contingency	\$ 912,176	24%	\$ 780,276	\$ 131,900	
TOTAL CONSTRUCTION PHASE	\$ 5,414,770		\$ 1,234,412	\$ 1,098,455	\$ 3,081,903

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,675,000	Total PROP L Recommended	\$1,675,000

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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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
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Email:	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

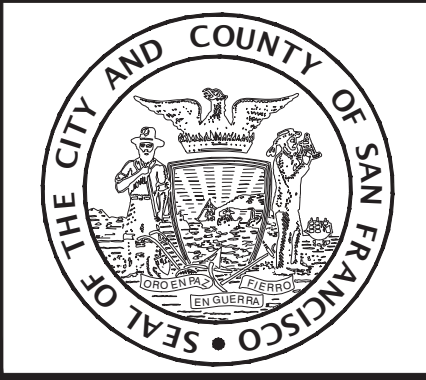
- IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.
- 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	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	CONTRACT NO. 10040022
SHEET OF SHEETS # of #	DRAWING NO. G-0
	FILE NO. 0
	REV. NO. 0

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

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
Measurement Units are English
Plot Time: Thu, 07 Nov 2024 - 11:39am

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$250,000
Supervisory District	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

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

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

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

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

FUNDING PLAN - FOR CURRENT REQUEST

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

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

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

MAJOR LINE ITEM BUDGET - 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
Total	\$ 20,000	\$ 120,000	\$ 60,000	\$ 50,000	\$ 250,000

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

DETAILED LABOR COST ESTIMATE - BY AGENCY					
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	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
Total	795.49				\$ 149,000

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$250,000	Total PROP L Recommended	\$250,000

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-225	\$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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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

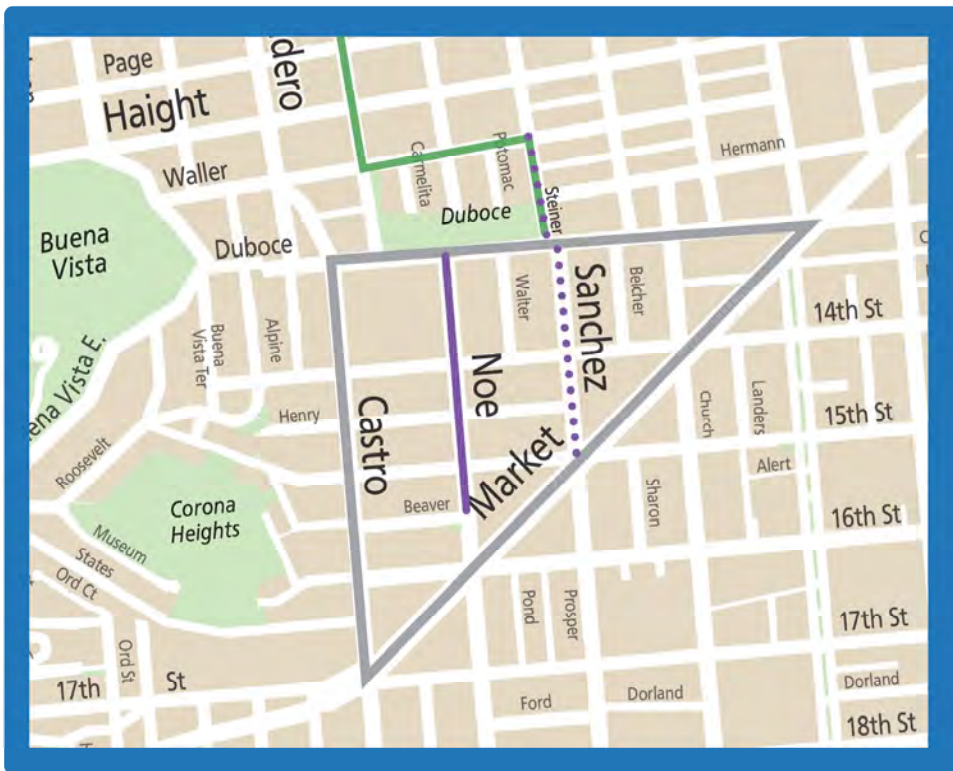
CONTACT INFORMATION

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



Duboce Triangle Slow Streets Study

Project area map



Legend

- Duboce Triangle Neighborhood
- Existing Slow Street
- Potential Future Slow Street
- The Wiggles Bicycle Route

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 ^{1,2,3,4,5}	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] ¹	PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] ¹	PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP] ²	PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements ²	PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements ²	CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] ⁴	PS&E	Pending		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] ⁵	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:

- ¹ 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.
- ² 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.
- ³ 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.
- ⁴ 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.
- ⁵ 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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$500,000
Supervisory District	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

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

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

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

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$500,000	\$0	\$0	\$500,000
Phases In Current Request Total:	\$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
Funding Plan for Entire Project Total:	\$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	

% Complete of Design:	0.0%
As of Date:	12/10/2024
Expected Useful Life:	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%
TOTAL PHASE	\$ 500,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 200,840
SFPW	\$ 267,000
TOTAL	\$ 467,840

* City Attorney \$500

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$500,000	Total PROP L Recommended	\$500,000

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-225	\$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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$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
Name:	Geraldine De Leon	
Title:	Lead Engineer	
Phone:	(415) 701-4675	
Email:	geraldine.deleon@sfmta.com	

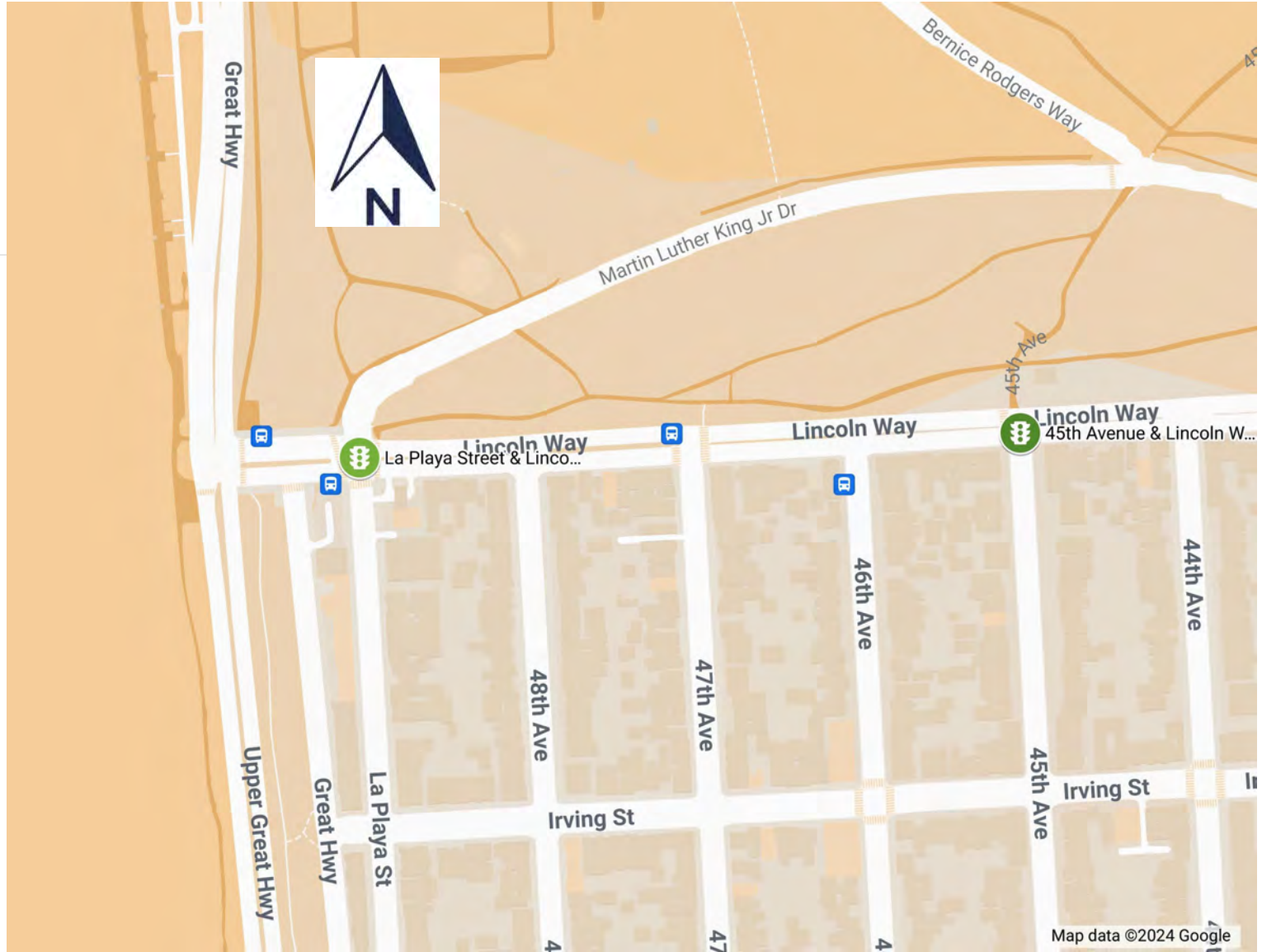
Map 1 - District 4 Lincoln Way Traffic Signals



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	^{1,2,3,4,5} 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]	¹ PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP]	¹ PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP]	¹ PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	¹ PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP]	² PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements	² PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements	² CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	³ PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	³ PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	³ CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP]	⁴ PS&E	Pending		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP]	⁵ 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:

- ¹ 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.
- ² 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.
- ³ 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.
- ⁴ 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.
- ⁵ 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.



RESOLUTION ALLOCATING \$5,284,000 IN PROP L SALES TAX FUNDS, WITH
CONDITIONS, FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of \$5,284,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Prop L Caltrain Maintenance; Pedestrian and Bicycle Facilities Maintenance; Curb Ramps; and Neighborhood Transportation Program programs; and

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

WHEREAS, Two of the requests are consistent with the relevant 5YPP; and

WHEREAS, The Peninsula Corridors Joint Powers Board's (PCJPB's) request for the Predictive Arrival/Departure System project requires amendment of the Prop L Caltrain Maintenance 5YPP to reprogram \$2,400,000 from the Next Generation Visual Messaging System (VMS) FY25 project to the subject project as summarized in Attachment 3 and detailed in the attached allocation request form;

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Duboce Triangle Slow Streets Study and the Lincoln Way Traffic Signals project require amendment of the Prop L Neighborhood Transportation Program 5YPP to add these projects with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$5,284,000 in Prop L funds, with conditions, for five requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L allocation amounts,



required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

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

WHEREAS, At its January 22, 2025, meeting, the Community Advisory Committee was briefed on the subject requests and after discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Caltrain Maintenance 5YPP to add the Predictive Arrival/Departure System project with funding from the Next Generation Visual Messaging System (VMS) FY25 project as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop L Neighborhood Transportation Program 5YPP to add the Duboce Triangle Slow Streets Study and the Lincoln Way Traffic Signals project with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$5,284,000 in Prop L funds, with conditions, for five requests as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject



to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

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

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

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

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

Attachments:

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

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Memorandum

AGENDA ITEM 6

DATE: January 23, 2025
TO: Transportation Authority Board
FROM: Deputy Director Name - Deputy Director Title
SUBJECT: 02/11/2025 Board Meeting: Approval of the 2025 State and Federal Advocacy Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2025 State and Federal Advocacy Program</p> <p>SUMMARY</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"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 considered this item at its January 22, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

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 2 - Resolution

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"> • 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. • 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 • Strengthen SFCTA’s ability/flexibility to seek voter-approved ballot measures. • 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 • 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)

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"> • 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. • 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).
	<p>c. Protect transportation funding</p>	<ul style="list-style-type: none"> • 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. • 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).

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"> • Advocate to modify the state definition of disadvantaged communities (e.g., CalEnviroScreen) to better align with MTC’s Equity Priority Communities. • Oppose unfunded mandates and seek cost recovery for state requirements (e.g., autonomous vehicle (AV) permitting, transit zero emission requirements). • 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.
	<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"> • Advocate for efficient, clear, relevant, streamlined, and flexible grant administration processes (e.g., consolidating state grant program calls for projects). • 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).
<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"> • 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. • 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).

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"> • 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. • Continue efforts to ensure emerging mobility is regulated and deployed in a way that balances benefits and impacts and ensures safety, equity, and accessibility. • Advance recommendations from the CalSTA Transforming Transportation Advisory Committee. • 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. • 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. • Seek cost recovery fees for addressing new mobility (e.g., AVs) regulatory and policy activities in state rulemakings and hearings.
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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"> • 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. • 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. • Advocate for incremental, performance-based safety framework to be developed for AV permitting and certification, including VMT reporting requirements to facilitate rate-based analyses.
	<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"> • Advocate for funding for the YBI Multi-use Path (e.g., Solutions for Congested Corridors Program, federal grant programs) • Seek funding and advance toll policy development for implementation of the Treasure Island Transportation Improvement Program.
	<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"> • 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. • 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)). • Support MTC’s efforts to improve compliance with occupancy requirements in High Occupancy Vehicle lanes.

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"> • 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). • 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. • Support incentives for e-bike adoption, focusing funding on low income residents and communities.
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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"> • 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. • 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. • 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. • 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). • 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. • Support the MTC’s effort to modernize statutes and requirements for the development of the region’s Sustainable Communities Strategy (i.e., Plan Bay Area).
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Attachment 1

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

FEDERAL		
Area	Goal	Strategy
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"> • 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). • Advocate for the continuation of Inflation Reduction Act transportation programs and funding, including those related to low-emission transportation technologies. • Oppose efforts to reduce or redirect transportation funding from California and from the nation as a whole. • Secure directed funding (i.e., earmarks) for San Francisco’s priority transportation projects. • Support innovative approaches to transportation and equity challenges such as congestion management, public transit affordability programs, technology demonstrations, and alternative project delivery methods.
	b. Secure funding for transit operations.	<ul style="list-style-type: none"> • 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. • Lead effort to codify roadway pricing revenue’s usage for transit operations.
	c. Secure federal approvals for San Francisco’s project priorities	<ul style="list-style-type: none"> • Continue to advocate for the approval of a Full Funding Grant Agreement for the Transbay Joint Powers Authority’s anticipated CIG funding application for The Portal (also known as Downtown Rail Extension). • Support SFMTA funding priorities such as facility and zero-emission bus investments.

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"> • 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. • 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. • Partner with state and local governments to advocate for research that supports evidence-based regulations to inform AV policy and regulation.
	<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"> • 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. • Support new federal funding for pilot programs that include a robust analysis of outcomes to inform future investment and regulation.
	<p>c. Advance regulatory actions and policies in support of other city and regional policy goals</p>	<ul style="list-style-type: none"> • 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. • Monitor other potential regulation activities (e.g., mobile applications, privacy protection) that would impact San Francisco’s range of transportation services. • 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.

Attachment 1

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

STATE AND FEDERAL (Project Delivery and Administration)		
Area	Goal	Strategy
1. Project Delivery	a. Expand use of innovative strategies for efficient delivery of transportation infrastructure	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and improve implementation of transportation infrastructure projects. • Advocate for retention and expansion of innovative financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA), as well as additional flexibility. • Support efforts to increase the efficiency of Caltrans and the Federal Highway Administration in reviewing and approving project documents and permits.
2. General Administration	a. Ensure efficient and effective Transportation Authority and TIMMA operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative requirements. • 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.



RESOLUTION APPROVING THE 2025 STATE AND FEDERAL ADVOCACY PROGRAM

WHEREAS, The Transportation Authority routinely monitors pending legislation that may affect the Transportation Authority and San Francisco's transportation program; and

WHEREAS, Each year the Transportation Authority adopts a set of legislative principles to guide its transportation policy and funding advocacy in the sessions of the State and Federal Legislatures; and

WHEREAS, The attached 2025 State and Federal Advocacy Program reflects key principles gathered from common positions with other County Transportation Agencies and the Metropolitan Transportation Commission; the Transportation Authority's understanding of the most pressing issues facing the San Francisco Municipal Transportation Agency, regional transit providers serving the City and County of San Francisco (City) , and other City agencies charged with delivering transportation projects; and are consistent with the advocacy approaches of the Mayor's Office; and

WHEREAS, At its January 22, 2025, meeting, the Community Advisory Committee was briefed on the proposed 2025 State and Federal Advocacy Program and unanimously adopted a motion of support for its adoption; now, therefore be it

RESOLVED, That the Transportation Authority does hereby adopt the attached 2025 State and Federal Advocacy Program; and be it further

RESOLVED, That the Executive Director is authorized to communicate this program to the appropriate parties.

Attachment:

1. 2025 State and Federal Advocacy Program



Memorandum

AGENDA ITEM 7

DATE: January 23, 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>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt Fiscal Year (FY) 2025/26 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria</p> <p>SUMMARY</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 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"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 considered this item at its January 22, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

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
- Attachment 4 - Resolution
- 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 (CO₂) 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.

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 CO₂ 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 CO₂ emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO₂ 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.

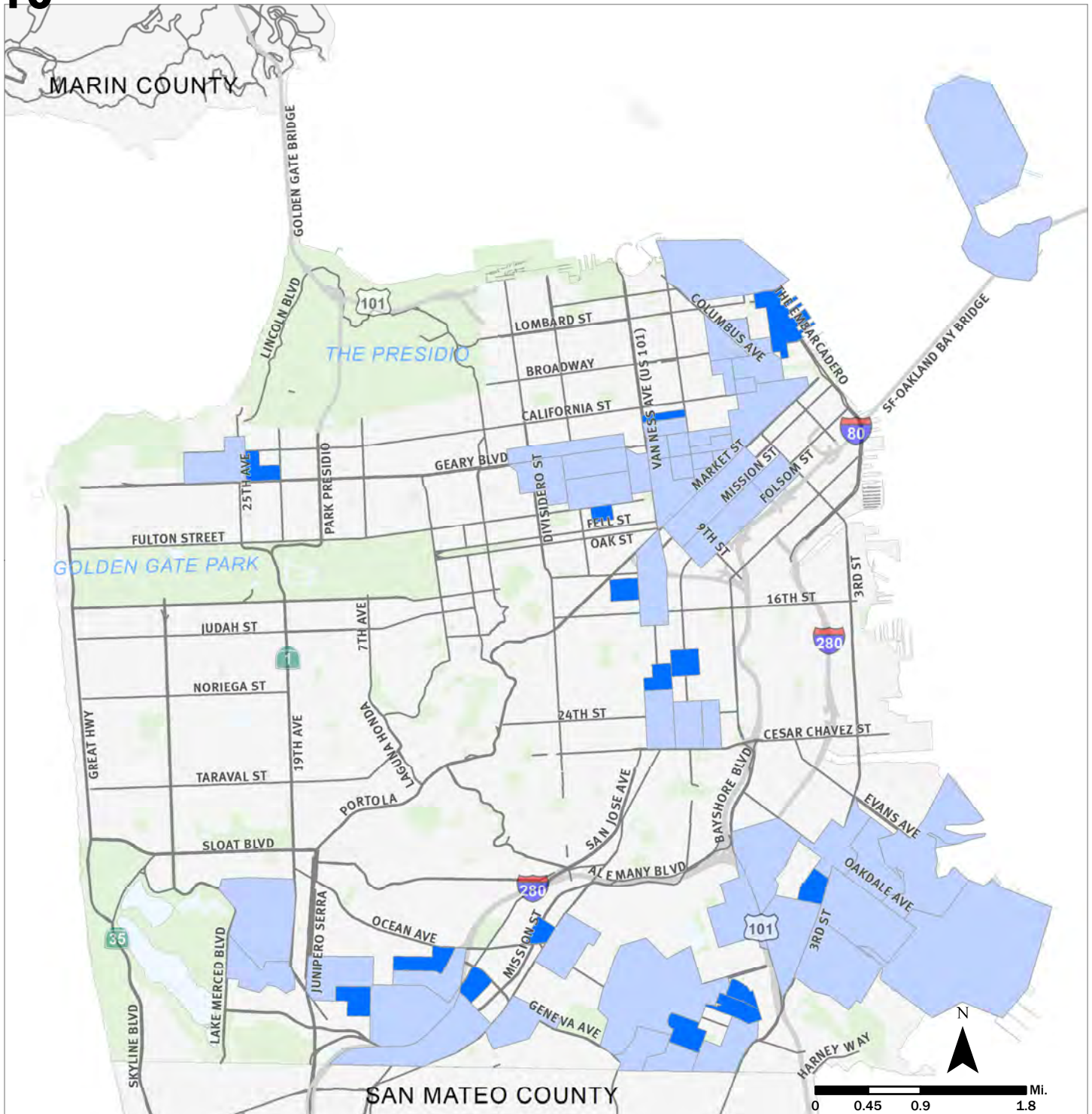
8. Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority 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).



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.





RESOLUTION ADOPTING THE FISCAL YEAR 2025/26 TRANSPORTATION FUND FOR
CLEAN AIR LOCAL EXPENDITURE CRITERIA

WHEREAS, The Transportation Fund for Clean Air (TFCA) Program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area and forty percent of the revenues collected are available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions; and

WHEREAS, The Transportation Authority is the designated Administering Agency for the San Francisco TFCA Program; and

WHEREAS, The passage of Assembly Bill 434 required that the designated Administering Agency annually adopt criteria establishing a set of priorities for expenditure of funds for certain types of projects; and

WHEREAS, Drawing on the agency's past experience as the Administering Agency for TFCA, Transportation Authority staff recommend adopting the attached draft Fiscal Year 2025/26 TFCA Local Expenditure Criteria which are the same as the prior year and are consistent with the Air District's TFCA guidance; and

WHEREAS, At its January 22, 2025 meeting, the Community Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Executive Director is hereby authorized to communicate this information to all relevant agencies and interested parties.

Attachments:

1. Attachment 1 - TFCA FY 2024/25 Local Expenditure Criteria
2. Attachment 2 - San Francisco Equity Priority Communities Map

Enclosure:

1. Air District 40 Percent Fund Expenditure Plan Guidance for Fiscal Year Ending 2026

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Biking and Rolling Plan

PLAN UPDATE 2.11.2025
SFCTA



San Francisco
County Transportation
Authority



SFMTA



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

Goal 1 - Putting People First

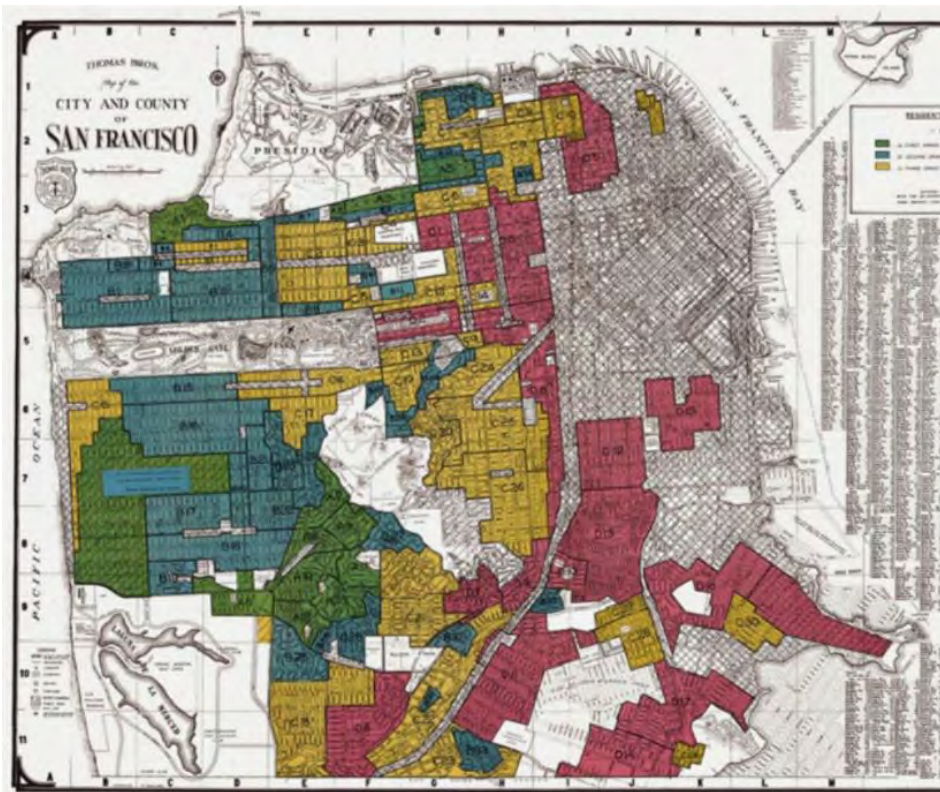
Goal 2 - Setting a North Star

Goal 3 - Serving Local Needs

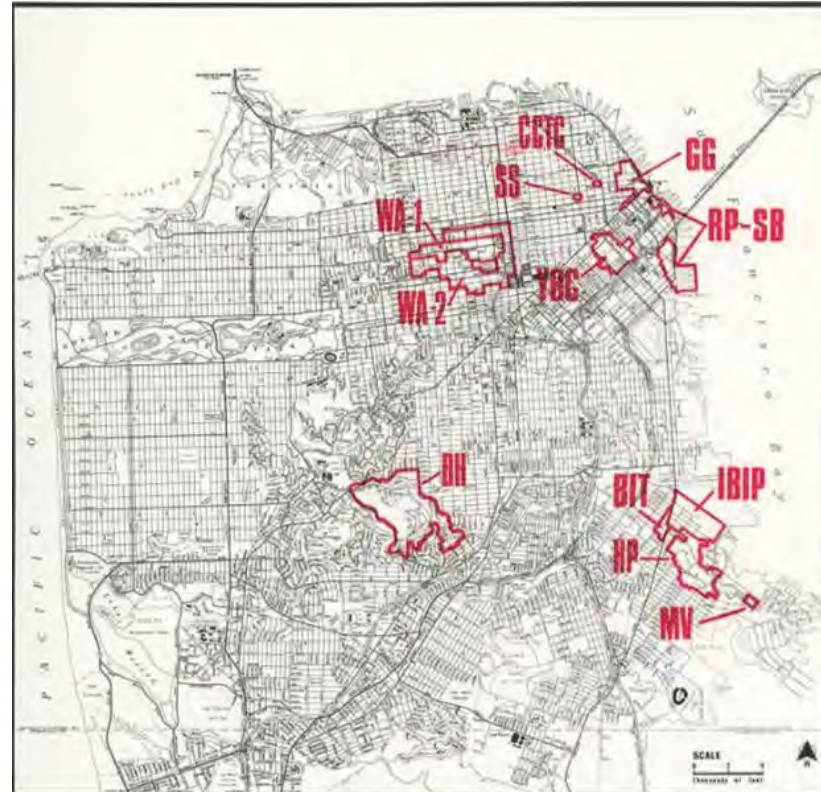
Goal 4 - Delivering the Plan

Goal 5 - Resourcing People

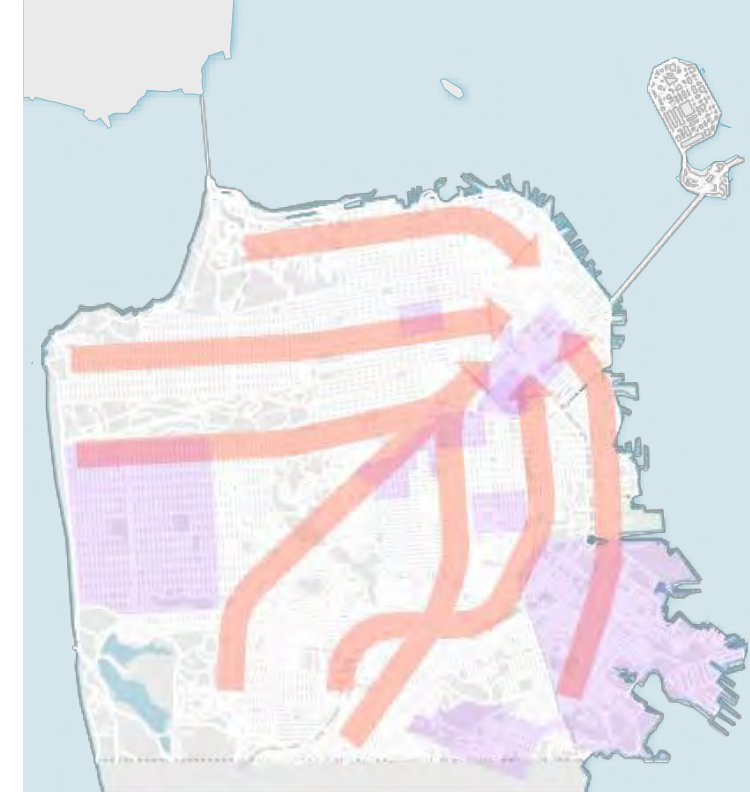
Acknowledging Past Harms



Redlining Map



SAN FRANCISCO REDEVELOPMENT AREAS



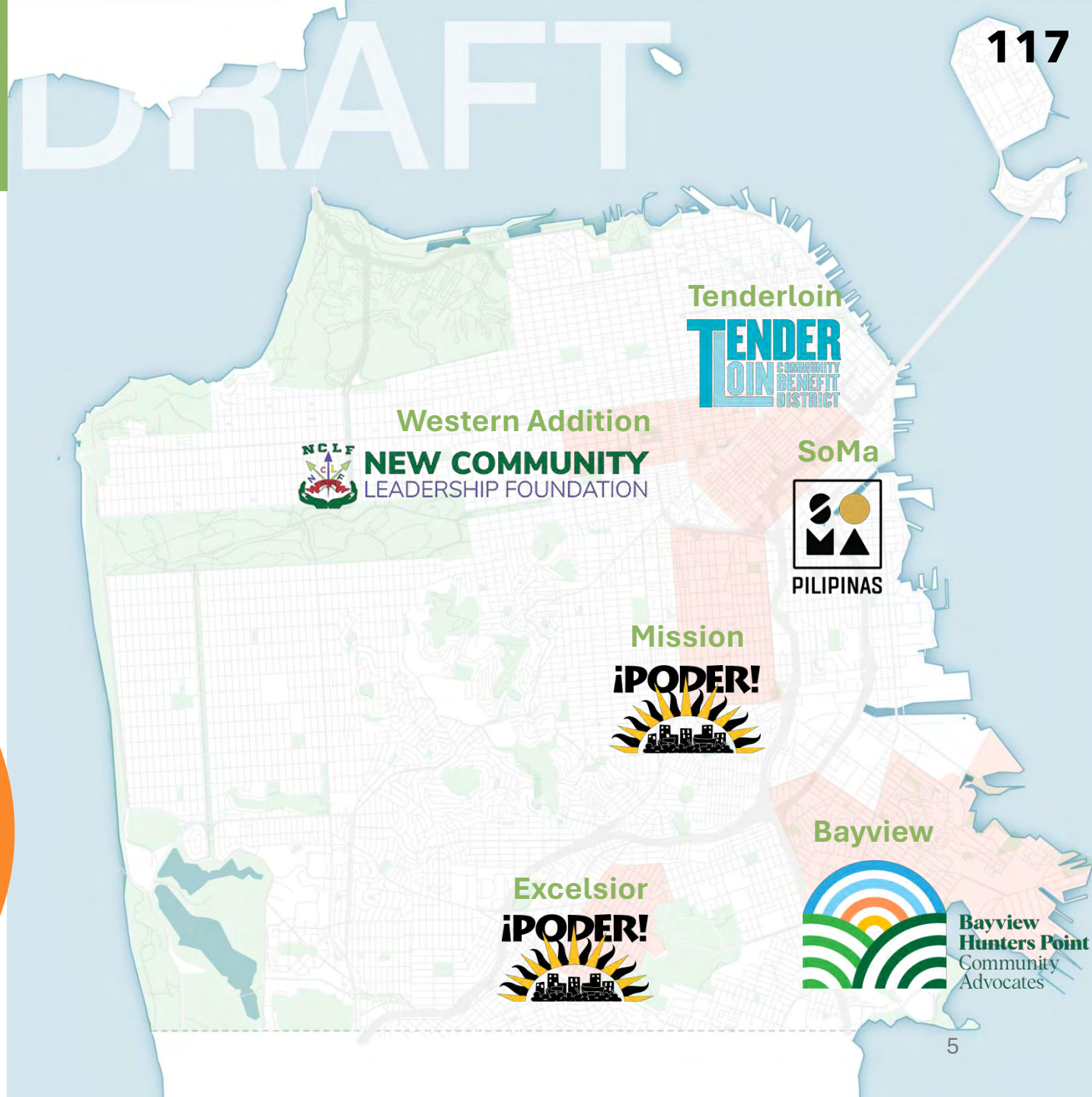
Downtown Oriented Connectivity

Who are our partners?

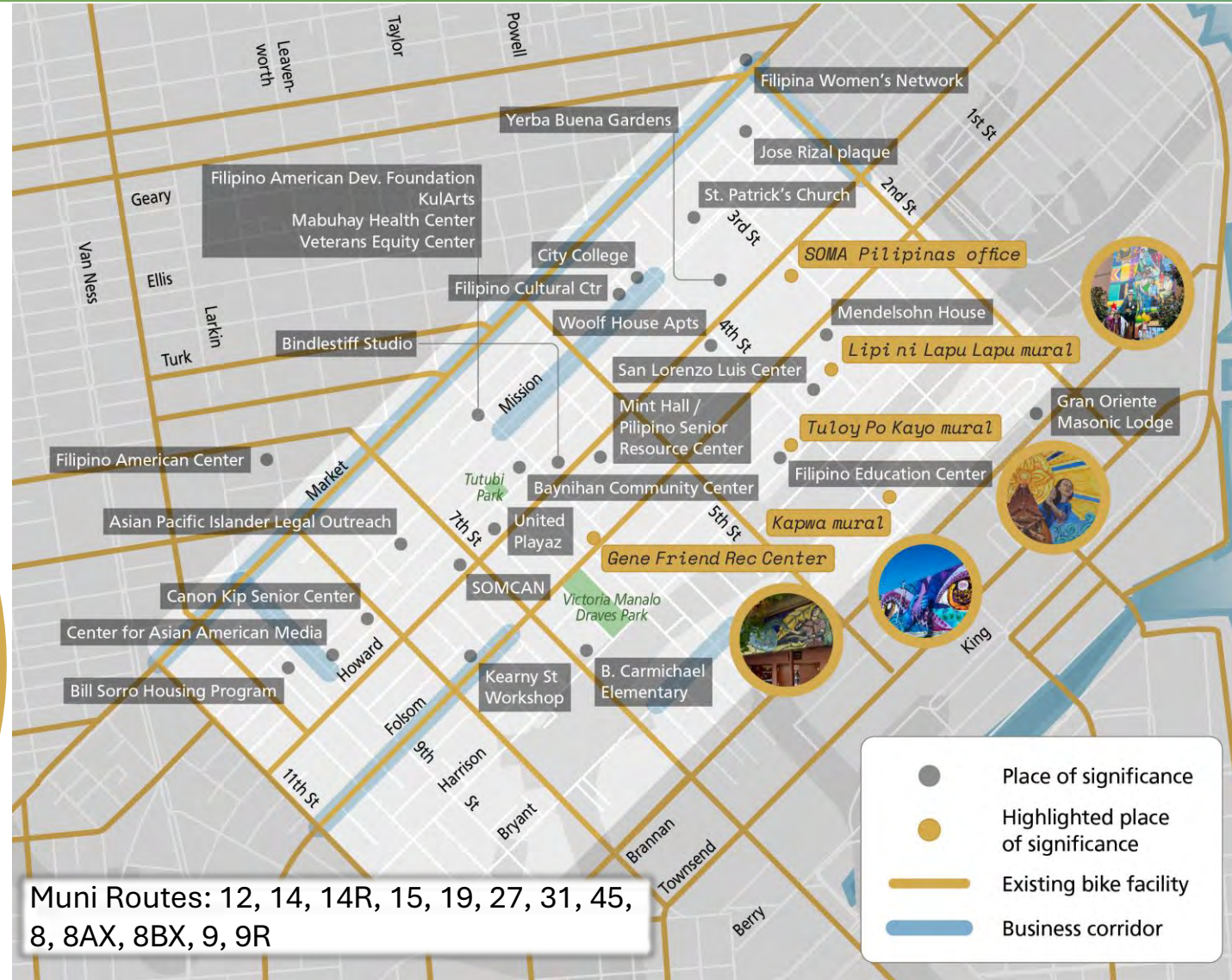
Neighborhoods where we first need to repair harm from the past

Commitment to deep engagement and strong agency

Community Action Plans



SOMA





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**



120

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

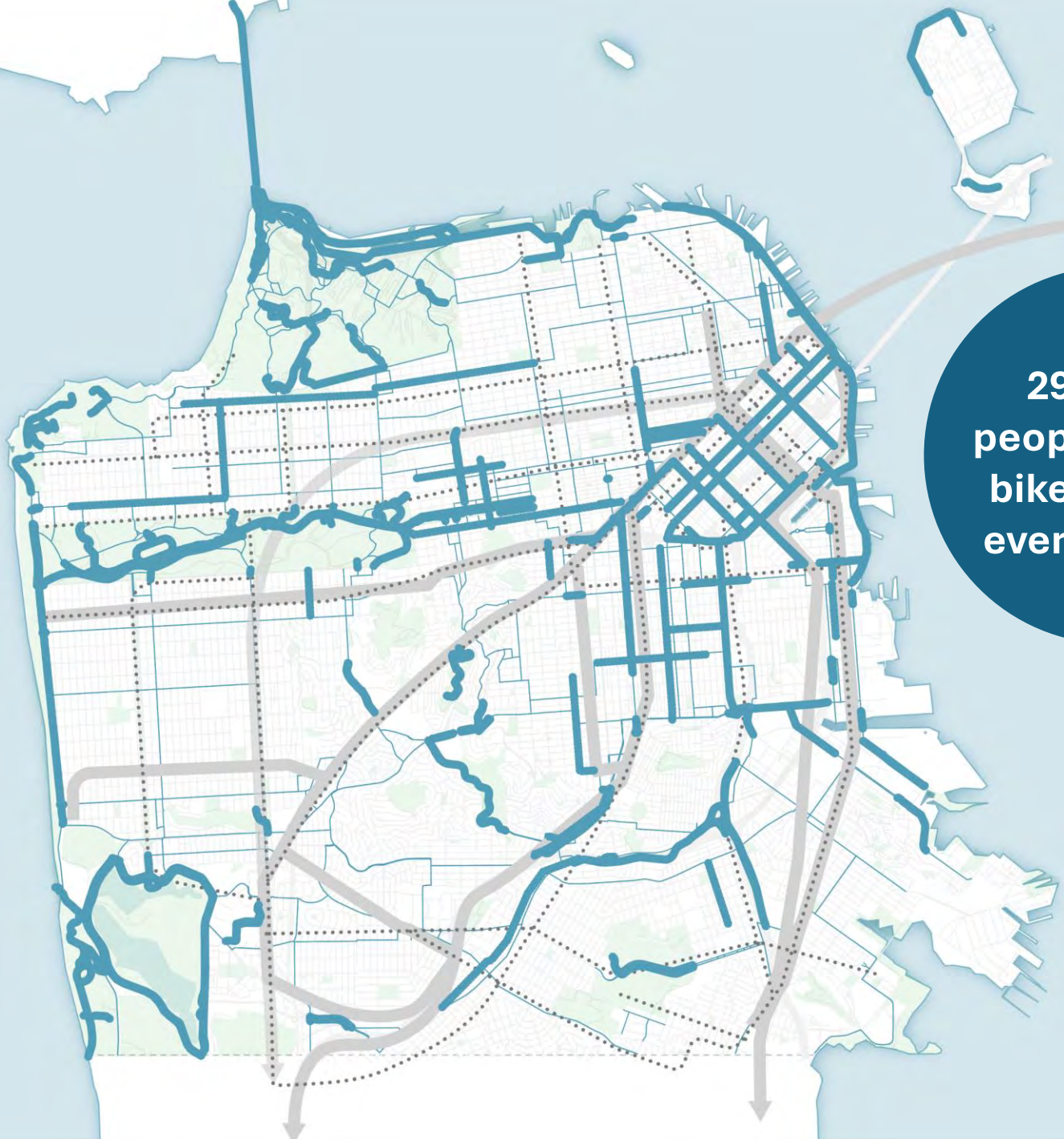
SF Bike Bus
KidSafe SF
SF Parks Alliance
Outer Sunset Neighbors
Senior Power
Lighthouse for the Blind
Mission Merchants Association
NorCal Pedal Gang
Skating on Native Land
Common Roots
Lower Polk CBD
Lower Polk Neighbors
Discover Polk
Barbary Coast Neighborhood Association
Telegraph Hill Dwellers
North 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



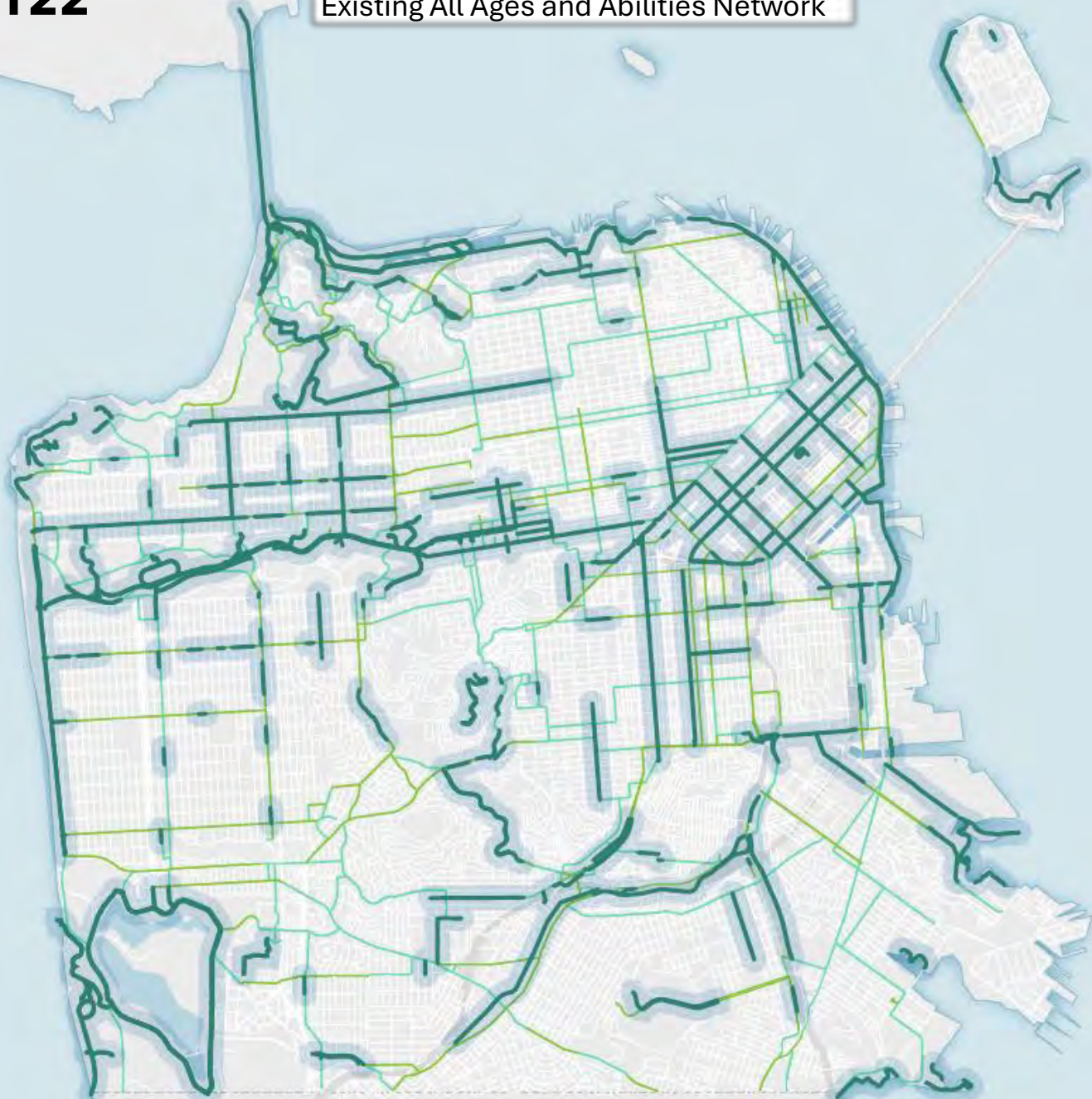
29% of people in SF bike or roll every week

Quick-builds increased bicycle trips by 27%



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

Existing All Ages and Abilities Network






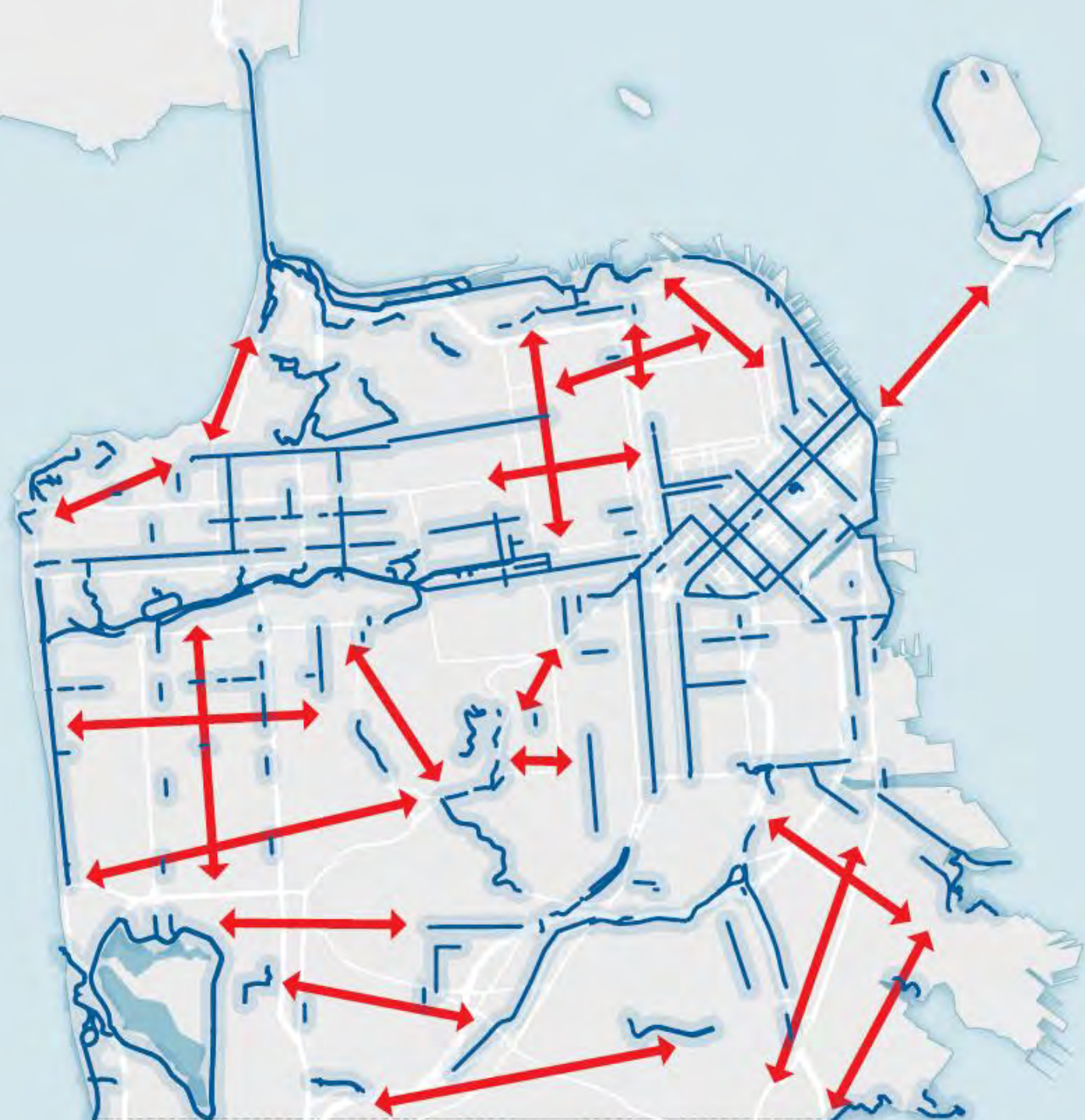
Biking and rolling today





Existing 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**





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

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

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



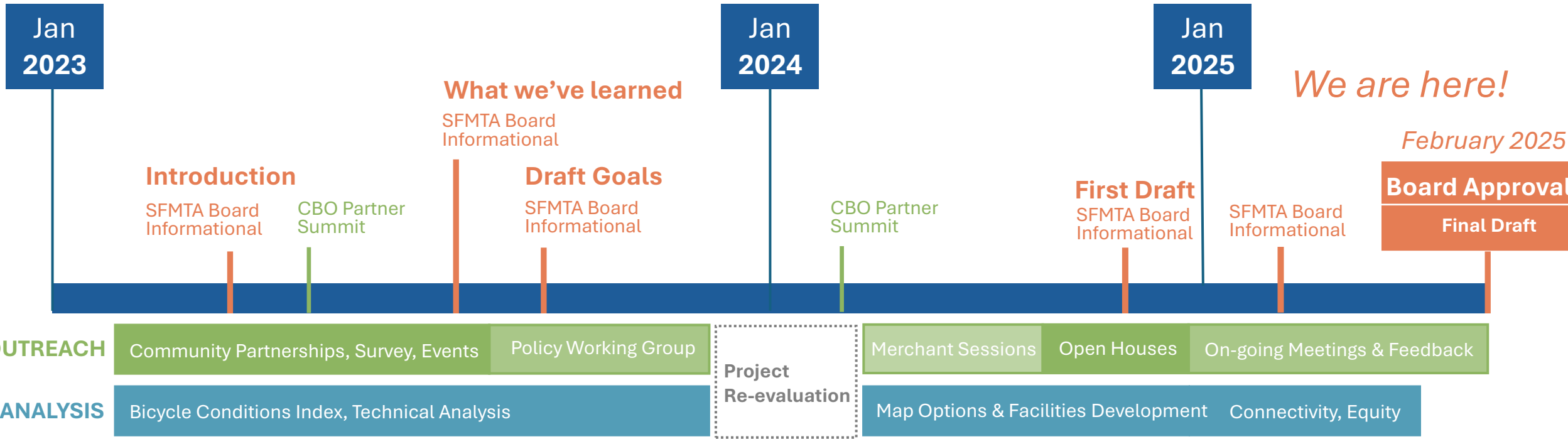
The Biking and Rolling Plan does not exclude cars from any street in San Francisco

- Community Action Plans
- Car-free
- Shared-use Path
- Separated
- Shared
- Shared - Level 3 Traffic Calming
- Undecided
- Destination (school, park, etc.)
- Future Connection (with community plan process)
- Future Plan / Study

Using a Decision-making Framework

Factors for How and When Bikeway Projects are Implemented





February 18th – Final Plan Adoption

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



Thank you!

www.sfmta.com/bikeroll

