



## Agenda

**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**  
**Meeting Notice**

**DATE:** Tuesday, February 25, 2025, 10:00 a.m.

**LOCATION:** Legislative Chamber, Room 250, City Hall

Watch SF Cable Channel 26 or 99  
(depending on your provider)

Watch [www.sfgovtv.org](http://www.sfgovtv.org)

**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2660 355 4576 # #

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

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

**CLERK:** Amy Saeyang

### Remote Participation

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

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

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

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



- 3. Executive Director’s Report – **INFORMATION**
- 4. Approve the Minutes of the February 11, 2025 Meeting – **ACTION\*** **5**

### **Consent Agenda**

- 5. **[Final Approval]** Appoint Jerry Levine as the District 2 Representative to the Community Advisory Committee – **ACTION\*** **13**
- 6. **[Final Approval]** Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests – **ACTION\*** **21**  
  
 Projects: Prop L: PCJPB: Predictive Arrival/Departure System (\$2,400,000). SFMTA: Bicycle Facility Maintenance (\$459,000), Duboce Triangle Slow Streets Study [NTP] (\$250,000), Lincoln Way Traffic Signals [NTP] (\$500,000). SFPW: Curb Ramps and Subsidewalk Basements No. 3 (\$1,675,000).
- 7. **[Final Approval]** Approval of the 2025 State and Federal Advocacy Program – **ACTION\*** **81**
- 8. **[Final Approval]** Adopt Fiscal Year 2025/26 Transportation Fund for Clean Air Local Expenditure Criteria – **ACTION\*** **97**

### **End of Consent Agenda**

- 9. Regional Transportation Revenue Measure Polling Results - **INFORMATION\*** **107**
- 10. SFMTA Financial Update – **INFORMATION\*** **205**

### **Items Recommended from Personnel Committee**

- 11. **[CLOSED SESSION] [Final Approval]** Evaluate Public Employee Performance and Approve the Executive Director’s Performance Objectives for 2025 – **ACTION\*** **229**  
  
 The Transportation Authority will hold a closed session under California Government Code 54957 concerning the evaluation of the performance of the Executive Director.  
  
 OPEN SESSION: After the closed session, the Chair shall report the vote taken on motion(s) made in the closed session, if any.
- 12. **[Final Approval]** Set the Annual Compensation for the Executive Director for 2025 – **ACTION\*** **231**  
  
 Per the Administrative Code, the Transportation Authority shall fix the compensation of the Executive Director. On December 19, 2024, the Personnel Committee considered the Executive Director’s performance and recommended the Executive Director’s compensation for 2025.

### **Other Items**

- 13. Introduction of New Items – **INFORMATION**  
  
 During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.



**14.** Public Comment

**15.** Adjournment

\*Additional Materials

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

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street. **Please note that the wheelchair lift at Goodlett Place/Polk Street is temporarily unavailable. Construction of a new lift is expected to be completed by May 2025.**

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

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

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; [www.sfethics.org](http://www.sfethics.org).

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# MINUTES

## **San Francisco County Transportation Authority**

Tuesday, February 11, 2025

### **1. Roll Call**

Chair Melgar called the meeting to order at 10:02 a.m.

**Present at Roll Call:** Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

**Absent at Roll Call:** Commissioner Mandelman (entered during Item 4) (1)

### **2. Approve the Minutes of the January 28, 2025 Meetings - ACTION**

There was no public comment.

Commissioner Fielder moved to approve the minutes, seconded by Commissioner Dorsey.

The minutes were approved by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

### **3. Community Advisory Committee Report – INFORMATION**

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the January CAC meeting, members had voted to support the proposed allocations for five funding requests, the Fiscal Year 2025/2026 Transportation Fund for Clean Air local expenditure criteria, and the State and Federal Advocacy Program. She said that regarding the latter, members had reiterated concerns about the challenges in obtaining safety data reporting from autonomous vehicles.

Chair Siegal stated that two high-interest information items had generated extensive discussions, the first being an update on the regional transportation revenue measure, which had been requested by several members, including herself. She said that members had expressed strong interest in understanding why certain counties had opted out, the obstacles associated with a hybrid scenario, and the feasibility of staffing and funding a citizen initiative.

Chair Siegal stated that the other high-interest information item was an update on the Biking and Rolling Plan. She reported that Vice Chair Daniels, representing District 10, thanked staff for engaging with Bayview partners, acknowledging past harmful transportation and planning decisions. She continued by stating that Vice Chair Daniels emphasized the importance of the agency fulfilling its commitments to the community. She added that CAC members provided feedback advocating for greater emphasis on street grade in network design and the inclusion of more protected bike infrastructure, particularly on residential streets.



Chair Siegal reported that during new business, several members voiced disappointment over recent traffic violence incidents, citing extreme speeding, multiple pedestrian fatalities this year, and the 42 traffic fatalities recorded in the city last year—the highest since 2000. She stated that given that 2024 was the original Vision Zero target year, members requested that relevant city agencies present to the CAC for an open discussion on more effective strategies to eliminate traffic violence.

There was no public comment.

**4. Appoint Jerry Levine as the District 2 Representative to the Community Advisory Committee – ACTION**

Amelia Walley, Senior Program Analyst presented the item per the staff memorandum.

Commissioner Sherrill stated that he was pleased to appoint Jerry Levine as the District 2 representative and extended his gratitude to Mr. Levine for his willingness to continue serving in his role, emphasizing his dedication not only to District 2 but to all of San Francisco.

Mr. Levine spoke to his interests and qualifications for serving on the CAC.

There was no public comment.

Commissioner Sherrill moved to approve the item, seconded by Commissioner Chan.

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

**5. Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests – ACTION**

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

Commissioner Mandelman thanked staff for developing the Duboce Triangle Slow Streets Study proposal. He said that it provided an opportunity to consider the area holistically rather than on a project-by-project.

Chair Melgar thanked staff for developing the Lincoln Way Traffic Signals proposal quickly.

There was no public comment.

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

**6. Approve the 2025 State and Federal Advocacy Program – ACTION**

Amber Crabbe, Senior Public Policy Manager, presented the item per the staff



memorandum.

Commissioner Walton asked how state legislators were responding to the data that was presented showing that the state was underfunding transit operations.

Ms. Crabbe responded that the information presented was recently compiled by SPUR and the Metropolitan Transportation Commission and that state officials were currently evaluating it. She noted that state legislators, particularly members of the Bay Area delegation, acknowledged the need for additional funding for operations to help address the pending fiscal cliff faced by transit operators, especially in the short term.

Commissioner Walton expressed his disapproval of the state's lack of investment in transit operations. Chair Melgar concurred.

Chair Melgar asked for additional information about why some Bay Area counties were hesitant to consider a regional transportation revenue measure.

Martin Reyes, Principal Transportation Planner, stated that several attempts had been made to introduce a Bay Area transportation revenue measure, most recently Senate Bill 63 (Wiener). He explained that Santa Clara County had decided that rather than participate in a regional measure it would instead contribute to BART and Caltrain shortfalls in an upcoming ballot measure to renew its transportation sales tax. He stated that San Mateo County was open to participating in the regional measure, but wanted to resolve certain issues, such as the amount of funding attributed to their share of the BART shortfall, which was still under discussion.

During public comment, a speaker stated that it was important to focus on stabilizing Muni before making capital investments. They said Muni ridership had been declining prior to the pandemic, in part due to transportation network companies like Uber and Lyft. They said that the reality of the ridership decline had put pressure on the budget and had caused distress for residents.

Commissioner Sauter moved to approve the item, seconded by Commissioner Dorsey.

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

**7. 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.

There was no public comment.

Commissioner Mahmood 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

## 8. SFMTA Bike and Roll Plan Update – INFORMATION

SFMTA's Maia Small, Planning Director, Christy Osorio, Transportation Planner, and Ben Frazier, Transportation Planner presented the item.

Commissioner Dorsey stated that, based on his long-term experience in the area, bike share had been the fastest mode of transportation. He acknowledged visible improvements and commended the SFMTA for its strong community engagement, noting that its efforts had been well received. He inquired about the Climate Action Plan's goal of achieving 80% of trips through low-carbon modes within five years, asking how detailed the data had been in tracking bike share rides, scooters, and private bicycles. He also asked whether the SFMTA had collaborated with the San Francisco Department of Environment (SFE) on this initiative.

Ms. Small reported that the SFMTA was updating its climate action plan but faced challenges due to insufficient data to assess progress. She stressed the need for a detailed and substantive update.

Ms. Small noted that the Transportation Authority had been developing a travel diary to collect precise mode share data, offering more accuracy than previous surveys. She expected this data to provide valuable insights and planned to share the findings with agency colleagues.

Ms. Small also highlighted a significant rise in biking and rolling activity, particularly in e-bike usage, which she described as a major recent shift. She mentioned that SFE had been studying and piloting e-bike delivery to evaluate its impact. She anticipated substantial growth in this sector, especially if commercial businesses adopted e-bike delivery alongside residents and commuters. While she lacked specific data, she stated the climate action plan update was an opportunity to gain further insights.

Commissioner Dorsey reported that the San Francisco Chronicle's December data analysis revealed a record-high increase in bike share usage as of October.

Ms. Small attributed this growth to the introduction of e-bikes at stations and hubs.

Commissioner Dorsey stated that bike share had reshaped the political landscape by driving investment in bike lanes and reducing car dependency. He noted that two decades ago, cycling was seen as a conflict between bikes and cars, but bike share had lowered barriers and eased tensions by removing the need for ownership. Citing the San Francisco Chronicle's findings, he highlighted a strong correlation between bike share usage and bike lane availability, especially protected lanes. He emphasized that as the SFMTA pursued ambitious goals, continued investment in bike infrastructure was essential.

Commissioner Walton inquired whether door-to-door outreach had been conducted, particularly in public housing and low-income communities.

Ms. Osorio confirmed that door-to-door outreach took place from 2023 through the summer of 2024. She stated that the Bayview Hunters Point Community Advocates led the effort, conducting extensive outreach in public housing.

Vice Chair Sauter acknowledged the lengthy process and stated he was eager for the next steps. He noted that previous plans had not always led to concrete action. Representing a



district largely excluded from citywide progress for 20 years, he stressed the need for change and affirmed his commitment to collaborating with the SFMTA. He requested details on the next steps for implementing planned projects, the criteria for prioritization, and the timeline and community engagement process for the three designated Community Action Plan zones in District 3.

Ms. Osorio replied that the SFMTA prioritized projects based on safety, technical feasibility, available resources, and community readiness with projects in equity priority communities received the highest priority, followed by those aligning with staff resources and feasibility. She continued by noting that District 3, particularly Columbus Avenue and Chinatown, posed challenges that weren't easily addressed through a citywide biking and rolling plan. Community feedback revealed broader transportation concerns, leading to a commitment to a more engaged study in Chinatown. She said that discussions had begun on a Chinatown Community-Based Transportation Plan as a result.

She stated that similarly, community input emphasized the need for further study on Columbus Avenue, focusing on curb management and transit operations, including the trolley. Given these factors, the SFMTA designated these projects for additional analysis.

Commissioner Mahmood asked about the SFMTA's Vision Zero efforts and policies to reduce traffic collisions. He noted that previous goals had not been met and requested an assessment of past shortcomings and any new policy recommendations. He also sought projections on the biking and rolling plan's impact, including measurable metrics and potential reductions in traffic fatalities.

Ms. Osorio stated that to address Vision Zero directly, the Transportation Authority might need to invite Vision Zero staff to speak on the matter. She noted that quick-build installations had led to increased ridership and emphasized that in 2023, there were no bicycle fatalities on San Francisco streets. She attributed this success largely to the separation infrastructure implemented through the quick-build program. She highlighted these metrics as evidence of improved biking and rolling safety, contributing to overall traffic safety.

Chair Melgar thanked the SFMTA for engaging a diverse range of stakeholders, including PTAs, parents, and youth organizations, and commended the inclusivity of its outreach. She praised the north star map but suggested expanding it to enhance southwest-northeast connections. Acknowledging San Francisco's challenging terrain, she noted the role of e-bikes in transforming mobility. Citing Commissioner Dorsey, she recognized the bike-share expansion's impact on travel patterns and emphasized the need for continued progress to support climate goals. She also stated there were historical factors contributing to gaps in southwest-southeast connections and mentioned the importance of improving travel between Districts 4, 7, 10, and 11.

Chair Melgar asked about the initiative's programmatic aspects, emphasizing school accessibility based on prior discussions with SFMTA staff, including Ms. Small. She stated that while District 7 has few designated priority equity communities, it includes institutions serving vulnerable populations, such as the Pomeroy Center, San Francisco State University, and City College. She stressed the need for safe school commutes, particularly for middle and high school students, highlighting biking as an ideal transportation option. She acknowledged the plan's inclusion of school connections but emphasized the need for a stronger integration of the Safe Routes to School program. She reiterated the program's role in promoting safe biking habits and stressed the importance of safety and



connectivity education for students and parents.

Ms. Osorio stated that SFMTA was committed to connecting schools to the network and planned to return with a more comprehensive implementation plan at a later stage.

During public comment, Claire Amable, Director of Advocacy at the San Francisco Bicycle Coalition, thanked the Transportation Authority for funding the Biking and Rolling Plan. She highlighted its significance in shaping mobility over the next 20 years amid a transit fiscal crisis and the city's goal of building 82,000 housing units in the next decade. She emphasized the need to invest in active transportation to reduce car dependency while addressing financial challenges.

Ms. Amable stressed the importance of creating a safe biking environment, particularly in school zones and on base-grade routes accessible to all ages and abilities within the first two years. While supporting the new approach to inclusive community engagement and the plan's approval, she expressed concerns about the absence of timelines and goals. Ms. Amable concluded by urging commissioners to view it as a starting point rather than a final outcome and emphasized the need for strong leadership in its implementation.

A commenter reminded the governing body of its responsibility to balance current street conditions with long-term planning. They criticized the Transportation Authority Board for prioritizing ambitious projects despite budget deficits, potential Muni service cuts, and high costs benefiting a limited population, stressing the need for fiscal responsibility. Regarding Vision Zero, the commenter noted that after nearly a decade and \$750 million, traffic fatalities had not decreased. Calling the 250-page plan unrealistic, they urged the Transportation Authority to reprioritize resources and blamed ongoing street fatalities on poorly conceived projects.

A commenter opposed the proposed plan, citing the lack of a budget and arguing that adoption as city policy had been inappropriate without secured funding. While supporting increased bike share usage, they said that San Francisco already had over 500 miles of bikeable infrastructure. They commented that Market Street, which had been closed to traffic and considered safe for biking yet had been excluded from the Biking and Rolling Plan's safety analysis. The commenter criticized the lack of a clear cost-benefit analysis of the plan, expressed concerns about the SFMTA's past impact on commercial corridors, and questioned the reliability of a survey that had indicated 80% of respondents would have biked more if they had felt safer.

## **Other Items**

### **9. Introduction of New Items - INFORMATION**

There were no new items introduced.

### **10. Public Comment**

During public comment, a commenter stated that transportation's primary function was to move people efficiently and asked attendees about their commuting methods. They stated there was widespread use of scooters, particularly on 24th Street, and shared a personal experience advocating for their integration with cars, while emphasizing the need for improved safety and regulation. They also stated the importance of effective governance in managing regulations, boards, budgets, and processes.



**11. Adjournment**

The meeting was adjourned at 11:16 a.m.

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# Memorandum

## AGENDA ITEM 5

**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><b>RECOMMENDATION</b>   <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><b>SUMMARY</b></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 11<sup>th</sup> 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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: CAC Appointment</li> </ul>
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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](http://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

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

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**San Francisco  
County Transportation  
Authority**

BD021125

RESOLUTION NO. 25-28

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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 6

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

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

## **FINANCIAL IMPACT**

The recommended action would allocate \$5,284,000 Prop L funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2024/25 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

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

## **CAC POSITION**

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

Footnotes

<sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.

<sup>2</sup> Acronyms: PCJPB (Peninsula Corridor Joint Powers Board), SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

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

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

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

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

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

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

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

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

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

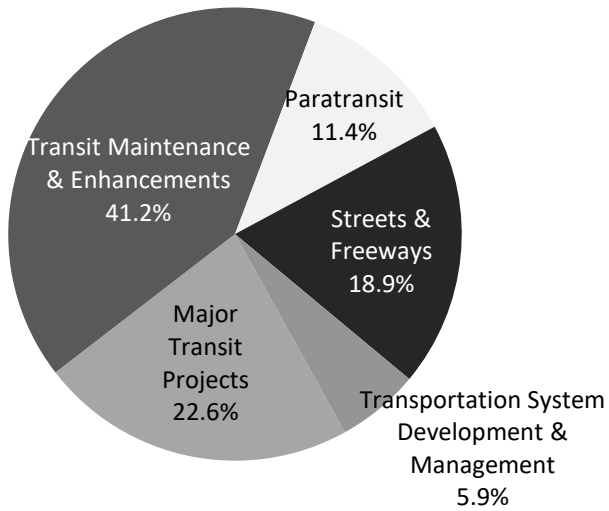
<sup>1</sup> See Attachment 1 for footnotes.

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

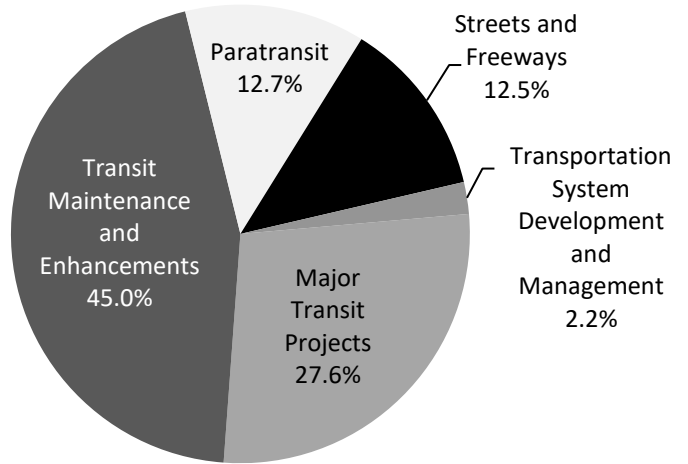
<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 94,412,672	\$ 27,535,072	\$ 39,893,282	\$ 19,779,318	\$ 7,205,000	\$ -
Current Request(s)	\$ 5,284,000	\$ 630,000	\$ 3,370,000	\$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

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

**Prop L Expenditure Plan**



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



# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN INFORMATION

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

## REQUEST

### Brief Project Description

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

### Detailed Scope, Project Benefits and Community Outreach

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

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



**Project Location**

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

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

**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

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

**Justification for Necessary Amendment**

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

# San Francisco County Transportation Authority Allocation Request Form

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

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

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

## FUNDING PLAN - FOR CURRENT REQUEST

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

## COST SUMMARY

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

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

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

# San Francisco County Transportation Authority Allocation Request Form

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

**SFCTA RECOMMENDATION**

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

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

**Cash Flow Distribution Schedule by Fiscal Year**

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

**Deliverables**

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

**Special Conditions**

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

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

# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$2,400,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

HS

## CONTACT INFORMATION

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

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

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

FOOTNOTES:

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

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
 Caltrain Maintenance (EP 8)  
 Cash Flow (Maximum Annual Reimbursement)  
 Pending February 2025 Board

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



# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN INFORMATION

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

## REQUEST

### Brief Project Description

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

### Detailed Scope, Project Benefits and Community Outreach

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

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

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

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

## Project Location

Citywide

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

## Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$459,000.00

# San Francisco County Transportation Authority Allocation Request Form

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

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

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

## FUNDING PLAN - FOR CURRENT REQUEST

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

## COST SUMMARY

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

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

# San Francisco County Transportation Authority **41**

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

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

# San Francisco County Transportation Authority Allocation Request Form

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

## SFCTA RECOMMENDATION

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

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

### Cash Flow Distribution Schedule by Fiscal Year

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

### Deliverables

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

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

# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:
ML

## CONTACT INFORMATION

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



**San Francisco Bike Map**


- Slow Streets


**RECOMMENDATION**


- Highly Recommended w/ Separate Bikeway
- Highly Recommended
- Recommended
- Other Bikeways



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

  
Left

  
Right

  
Stop



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



# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN INFORMATION

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

## REQUEST

### Brief Project Description

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

### Detailed Scope, Project Benefits and Community Outreach

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

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

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

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

### Prioritization:

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

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

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

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

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

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

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

## Project Location

Citywide

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

## Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

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

# San Francisco County Transportation Authority Allocation Request Form

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

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

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

# San Francisco County Transportation Authority Allocation Request Form

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

## FUNDING PLAN - FOR CURRENT REQUEST

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

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

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

## COST SUMMARY

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

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

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

**MAJOR LINE ITEM BUDGET**

<b>SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)</b>					
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of contract</b>	<b>SFPW</b>	<b>SFMTA</b>	<b>Contractor</b>
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	
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 5,414,770</b>		<b>\$ 1,234,412</b>	<b>\$ 1,098,455</b>	<b>\$ 3,081,903</b>

# San Francisco County Transportation Authority Allocation Request Form

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

**SFCTA RECOMMENDATION**

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

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

**Cash Flow Distribution Schedule by Fiscal Year**

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

**Deliverables**

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

**Special Conditions**

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

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

# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

JLY

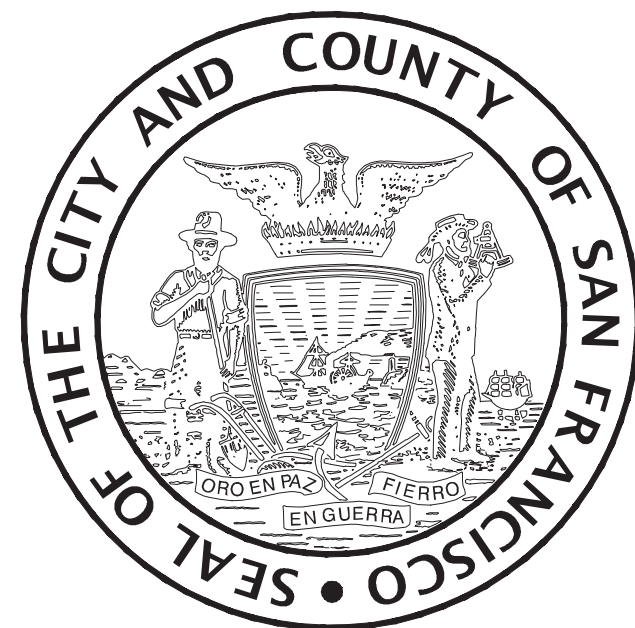
## CONTACT INFORMATION

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



CHECK PRINT  
BUREAU OF ENGINEERING

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



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

## CONTRACT NO. 10040022



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

Public Works  
Infrastructure Design & Construction

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



BATTERY STREET AND JACKSON STREET

KEARNY STREET AND PINE STREET

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

POLK STREET AND TURK STREET

### REQUIREMENTS TO BIDDERS

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

LOCATION MAP

**Bid Set: XX 2025**

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

REFERENCE INFORMATION  
& FILE NO. OF SURVEYS



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

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

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

SCALE:
NTS
SHEET OF SHEETS
# of #

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

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

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



# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN INFORMATION

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

## REQUEST

### Brief Project Description

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

### Detailed Scope, Project Benefits and Community Outreach

#### Project Description

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

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

#### Background

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

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

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

### **Task Descriptions**

The proposed scope of work for this study includes:

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

*Deliverable: Quarterly progress updates*

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

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

*Deliverable: Traffic and circulation analysis summary*

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

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

*Deliverable: Outreach collateral, outreach summary report*

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

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

*Deliverable: Final study and conceptual plans*

**Task Budget and Schedule**

Task 1 - Project Management

Cost: \$20,000

Task Timeline: February 2025 to February 2026 (ongoing)

Primary Responsible Party: SFMTA staff (Livable Streets)

Task 2 - Traffic and Circulation Analysis

Cost: \$120,000

Task Timeline: February 2025 to July 2025

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

Task 3 - Outreach

Cost: \$60,000

Task Timeline: June 2025 to February 2026

Primary Responsible Party: SFMTA staff (Livable Streets)

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

Cost: \$50,000

Task Timeline: November 2025 to February 2026

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

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

**Project Location**

Duboce Triangle

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

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**5YPP/STRATEGIC PLAN INFORMATION**

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

**Justification for Necessary Amendment**

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

# San Francisco County Transportation Authority Allocation Request Form

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

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

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

Task 1. Project Management - February 2025 to February 2026

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

Task 3. Outreach - June 2025 to February 2026

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

# San Francisco County Transportation Authority Allocation Request Form

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

## FUNDING PLAN - FOR CURRENT REQUEST

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

## COST SUMMARY

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

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

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

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

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

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



# San Francisco County Transportation Authority Allocation Request Form

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

## SFCTA RECOMMENDATION

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

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

### Cash Flow Distribution Schedule by Fiscal Year

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

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

## EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

ML

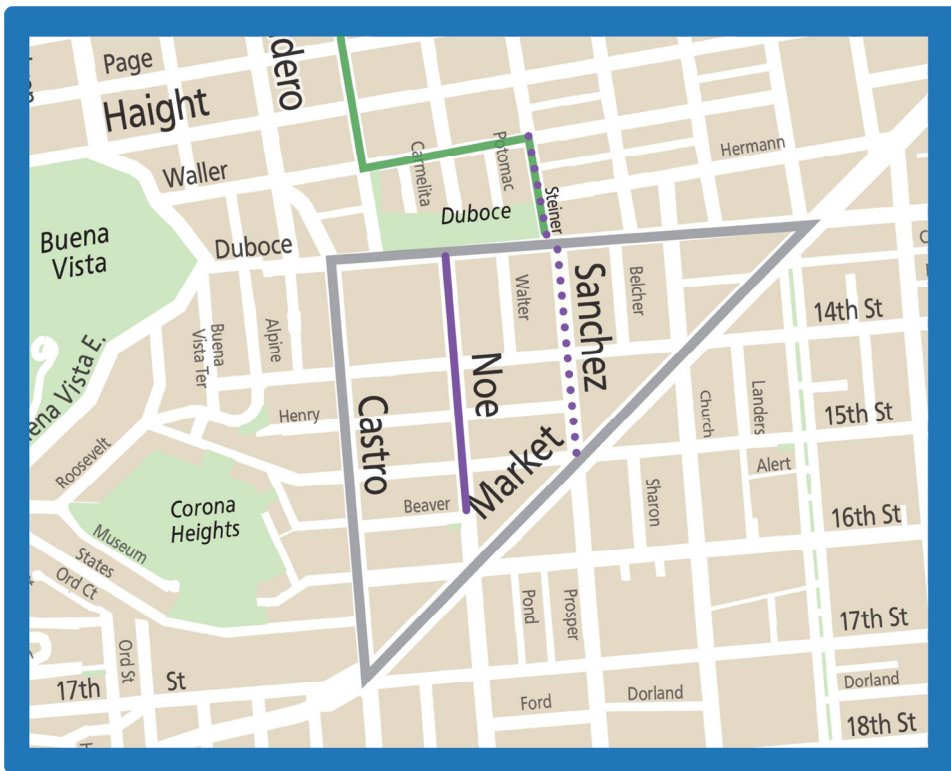
## CONTACT INFORMATION

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






# Duboce Triangle Slow Streets Study

Project area map



## Legend

-  Duboce Triangle Neighborhood
-  Existing Slow Street
-  Potential Future Slow Street
-  The Wiggle 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	<sup>1,2,3,4,5</sup> TBD	Programmed	\$1,415,855					\$1,415,855
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP]	<sup>1</sup> PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP]	<sup>1</sup> PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP]	<sup>1</sup> PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	<sup>1</sup> PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP]	<sup>2</sup> PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements	<sup>2</sup> PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements	<sup>2</sup> CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	<sup>3</sup> CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP]	<sup>4</sup> PS&E	Pending		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP]	<sup>5</sup> PLAN/CER	Pending		\$250,000				\$250,000

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

## FOOTNOTES:

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

# San Francisco County Transportation Authority Allocation Request Form

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

## EXPENDITURE PLAN INFORMATION

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

## REQUEST

### Brief Project Description

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

### Detailed Scope, Project Benefits and Community Outreach

#### DETAILED SCOPE

##### Background and Scope

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

##### Project Benefits

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

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

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

### Implementation

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

Task: Work Performed By:

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

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

### Project Location

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

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

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

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



# San Francisco County Transportation Authority Allocation Request Form

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

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

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

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

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

# San Francisco County Transportation Authority Allocation Request Form

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

## FUNDING PLAN - FOR CURRENT REQUEST

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

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

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

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$500,000	\$500,000	Based on recent projects
Construction	\$3,789,980		Based on recent projects
Operations	\$0		
Total:	\$4,289,980	\$500,000	

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

**MAJOR LINE ITEM BUDGET**

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

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

\* City Attorney \$500

# San Francisco County Transportation Authority Allocation Request Form

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

## SFCTA RECOMMENDATION

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

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

### Cash Flow Distribution Schedule by Fiscal Year

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

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

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$500,000
--------------------------------	-----------

- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

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

# Map 1 - District 4 Lincoln Way Traffic Signals



45th Avenue & Lincoln Way



La Playa Street & Lincoln Way



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

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

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

## FOOTNOTES:

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





**San Francisco  
County Transportation  
Authority**

BD0021125

RESOLUTION NO. 25-29

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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 7

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

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



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

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

## **DISCUSSION**

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

### **State Advocacy**

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



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

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

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

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

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



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

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

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

## **Federal Advocacy**

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

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

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





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

### **CAC POSITION**

The CAC 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"> <li>• Work with Senator Wiener in partnership with the Metropolitan Transportation Commission (MTC), local agencies, and other interested parties to advance San Francisco’s priorities in the development of legislation to authorize the placement of a regional transportation funding measure on a future ballot, including oversight and accountability provisions with safeguards to protect core transit services.</li> <li>• Support San Francisco-serving transit operators seeking authorization to pursue transportation revenue measures in their service areas as complements or back-up plans for a regional measure</li> <li>• Strengthen SFCTA’s ability/flexibility to seek voter-approved ballot measures.</li> <li>• With regional and state partners, seek additional ‘bridge’ funding to address transit operators’ anticipated operating shortfalls due to effects from the COVID-19 pandemic and slower-than-expected ridership and revenue recovery, until new revenues are available</li> <li>• Monitor and potentially support efforts to establish other new transportation revenue mechanisms or to otherwise raise additional funds dedicated to transportation. (See also 1.c. below)</li> </ul>

**Attachment 1**

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

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

## Attachment 1

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

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

**Attachment 1**

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

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

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

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

**Attachment 1**

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

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

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

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

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

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

**Attachment 1**

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

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

**Attachment 1**

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

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



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 8

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

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

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

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

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



## **DISCUSSION**

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

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

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

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

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



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

### **FINANCIAL IMPACT**

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

### **CAC POSITION**

The CAC 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 (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

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

**PROJECT PRIORITIZATION**

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

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

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

**Local Priorities**

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

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

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

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

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

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

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

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

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

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

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

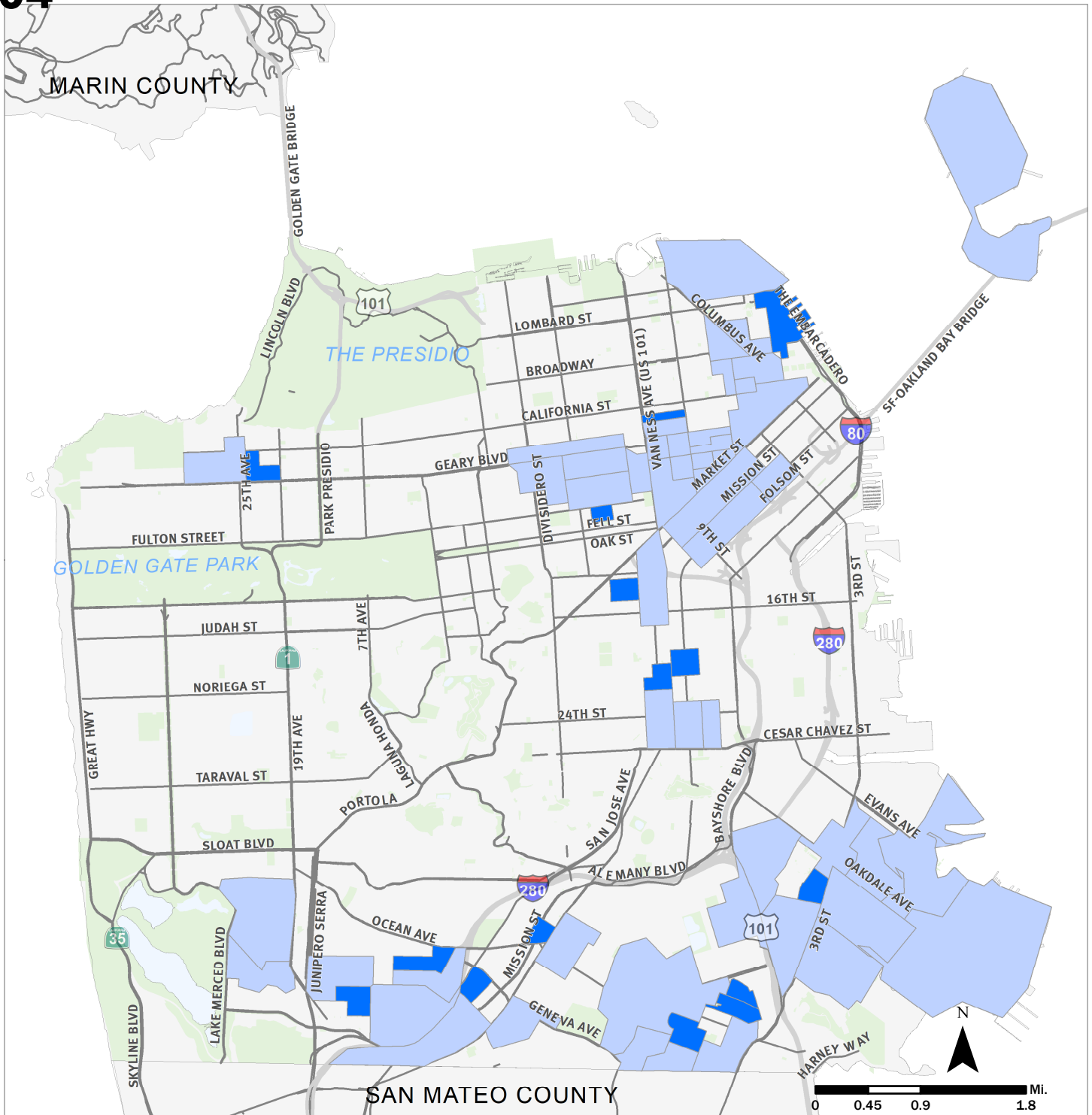
**8. Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority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

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

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

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

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



# San Francisco Equity Priority Communities 2021

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

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

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





San Francisco  
County Transportation  
Authority

BD021125

RESOLUTION NO. 25-31

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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**METROPOLITAN  
TRANSPORTATION  
COMMISSION**



**Bay Area Regional Transportation Measure  
Voter Survey Report**  
Metropolitan Transportation Commission  
February 2025



Likely November 2026 voters, conducted January 14-30, 2025  
 Multimodal: live telephone interviewing and email/text invitations to an online survey  
 Three-way split-sample methodology  
 Available in English, Spanish, and Chinese

**1A: 1/2 Cent Sales Tax - 4-County**

(n=850, MoE ±3.4)

*To prevent increased traffic congestion; avoid major cuts to BART, Caltrain, AC Transit, Muni and other transit services; preserve transportation services for seniors/ persons with disabilities; address transit safety/ cleanliness; advance climate protection; reduce air pollution; prevent station closures; and maintain public transportation service for those who need it; shall the measure enacting a **½ cent sales tax for 10 years generating at least \$560,000,000 annually**, with required public audits and accountability/transparency provisions, be adopted?*

**Hybrid: 1/2 Cent + Parcel Taxes - 9-County**

(n=1,350, MoE ±2.7)

*To prevent increased traffic congestion; maintain BART, Caltrain, AC Transit, Muni, and other transit services; preserve transportation services for seniors/ persons with disabilities; address transit safety/ cleanliness; advance climate protection; reduce air pollution; repair potholes/ sidewalks; upgrade highways; and enhance bike access; shall the measure enacting a **½ cent sales tax and \$0.09 per building square-foot parcel tax for 30 years generating at least \$1,300,000,000 annually**, with required public audits and accountability/transparency provisions, be adopted?*

**Variable: 1/2-7/8 Cent Sales Tax - 4-County**

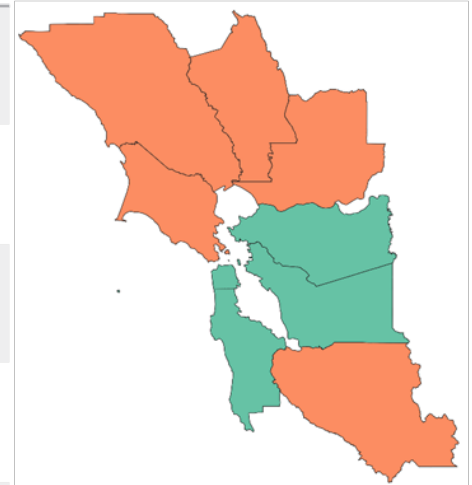
(n=850, MoE ±3.4)

*To prevent increased traffic congestion; maintain BART, Caltrain, AC Transit, Muni, and other transit services; preserve transportation services for seniors/ persons with disabilities; address transit safety and cleanliness; advance climate protection; reduce air pollution; and prevent station closures shall the measure enacting a **¾ cent (San Francisco) and a ½ cent (Alameda, Contra Costa, San Mateo counties) sales tax for 11 years generating at least \$640,000,000 annually**, with required public audits and accountability/transparency provisions, be adopted?*



# Sampling Approach

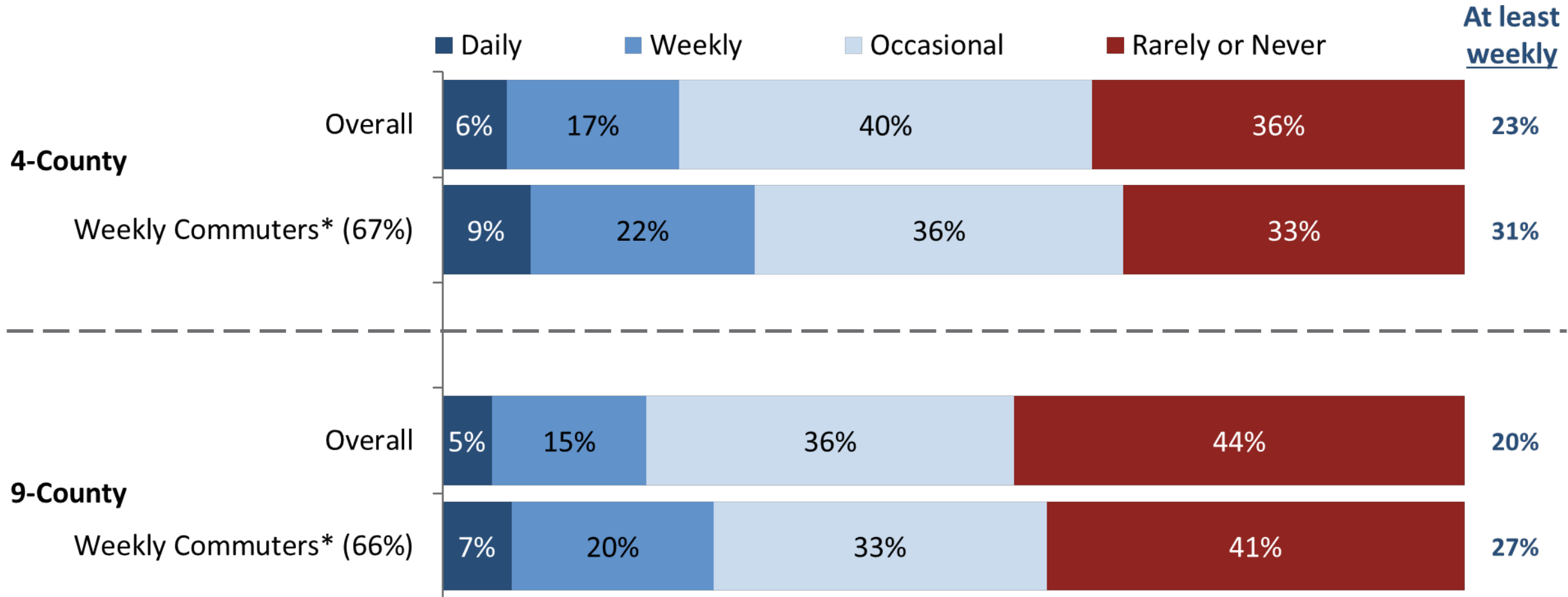
Number of Interviews <i>MoE in pct pts</i>	1A: 4-County Region <i>MoE in pct pts</i>	Hybrid: 9-County Region <i>MoE in pct pts</i>	Variable: 4-County Region <i>MoE in pct pts</i>	Total Interviews <i>MoE in pct pts</i>
Alameda	250 $\pm 6.2$	250 $\pm 6.2$	250 $\pm 6.2$	<b>750</b> $\pm 3.6$
Contra Costa	200 $\pm 6.9$	200 $\pm 6.9$	200 $\pm 6.9$	<b>600</b> $\pm 4.0$
San Francisco	200 $\pm 6.9$	200 $\pm 6.9$	200 $\pm 6.9$	<b>600</b> $\pm 4.0$
San Mateo	200 $\pm 6.9$	200 $\pm 6.9$	200 $\pm 6.9$	<b>600</b> $\pm 4.0$
Santa Clara		300 $\pm 5.7$		<b>300</b> $\pm 5.7$
North Bay (Napa, Marin, Solano, Sonoma)		200 $\pm 6.9$		<b>200</b> $\pm 6.9$



*Data weighted to actual voter distribution by county*

# Self-Reported Transit Usage

Combined usage frequency of BART, trains, and public bus, light rail, or ferry.



\* Commute defined as a trip to work, school, or other regular destination.

# Key Findings

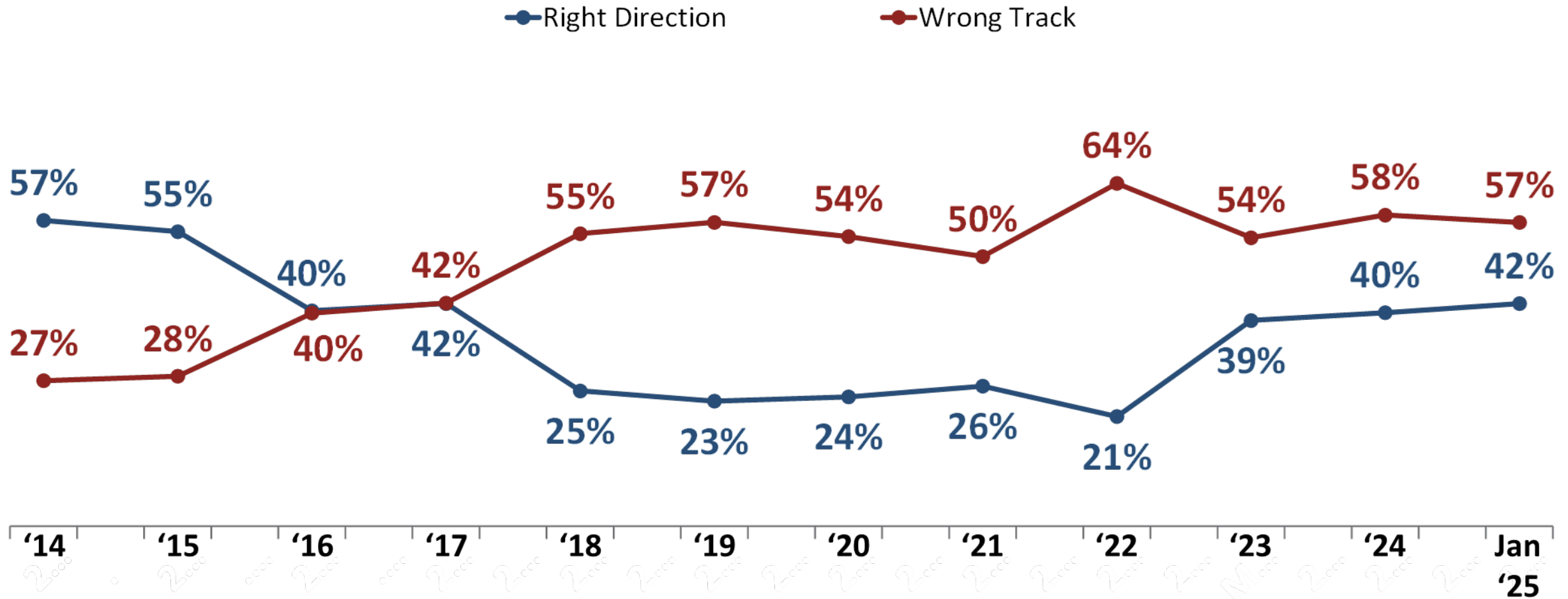
- ▶ **Overall mood** in the Bay Area is **improving** but affordability is still a widespread concern.
- ▶ There is significant desire for transit and transportation **improvements**.
- ▶ When thinking about transit, many mention **funding challenges** and **safety issues**. However, recent **improvements** are noted by many, especially in the Peninsula/South Bay.
- ▶ Support for the 1A and Variable rate measures **exceeds a majority**, but falls far short of the two-thirds threshold, indicating the likely path for a transit measure would be via a citizen initiative.
- ▶ The hybrid measure with two taxes has weaker support.
- ▶ Overall framing and details of the measures **do little** to build support.
- ▶ Although there is interest in **preventing cuts** to transit, voters are simply **hesitant to raise taxes** and **lack trust** that more money is the solution.



**Issue Environment**

# Direction of the Bay Area – 9-County

While over half of Bay Area voters feel pessimistic about how things are going, optimism has returned to pre-pandemic levels.

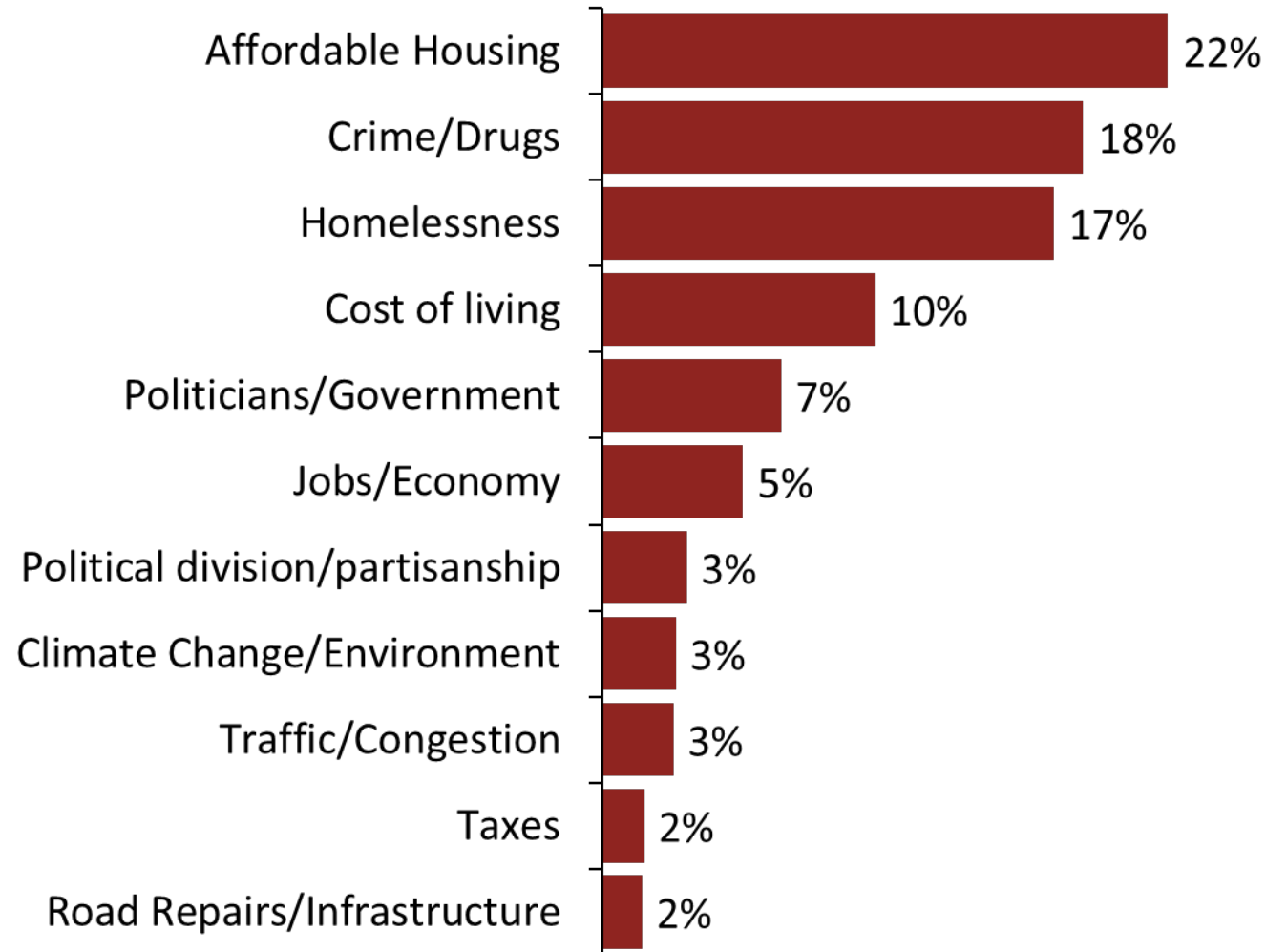


Q3. Do you feel that things in the Bay Area are generally going in the right direction or do you feel things have gotten pretty seriously off on the wrong track?

# Most Important Problem – 9-County

*Affordability, crime, and homelessness continue to be the most significant concerns of local voters.*

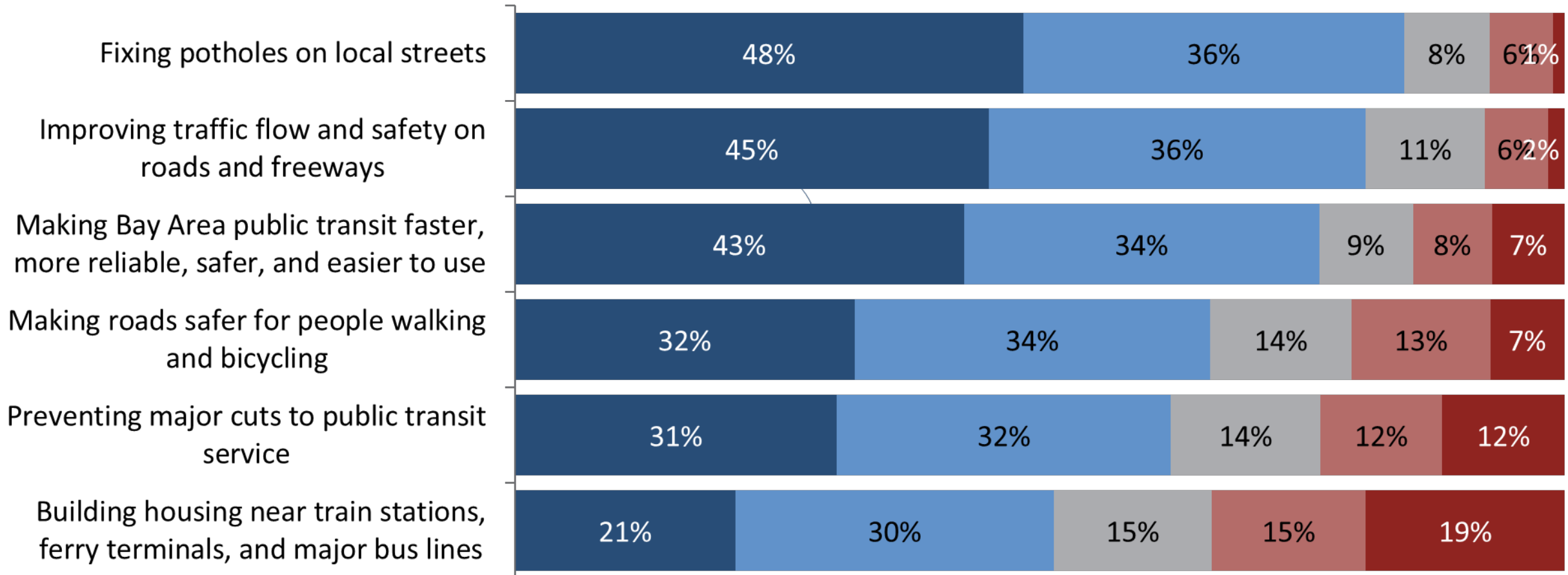
**What do you think is the most important problem facing the Bay Area today?**



# Transportation Issue Importance – 9-County

*Voters see improvements to transit and transportation as important.*

■ 7 - Extremely important ■ 5-6 ■ 4/(Don't Know) ■ 2-3 ■ 1 - Not at all important



Q8-13. Thinking about the Bay Area's transportation needs, on a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

# 116 Transit Focus – Forced Choice

*Most prioritize improvements over simply keeping transit running.*

### Statement A:

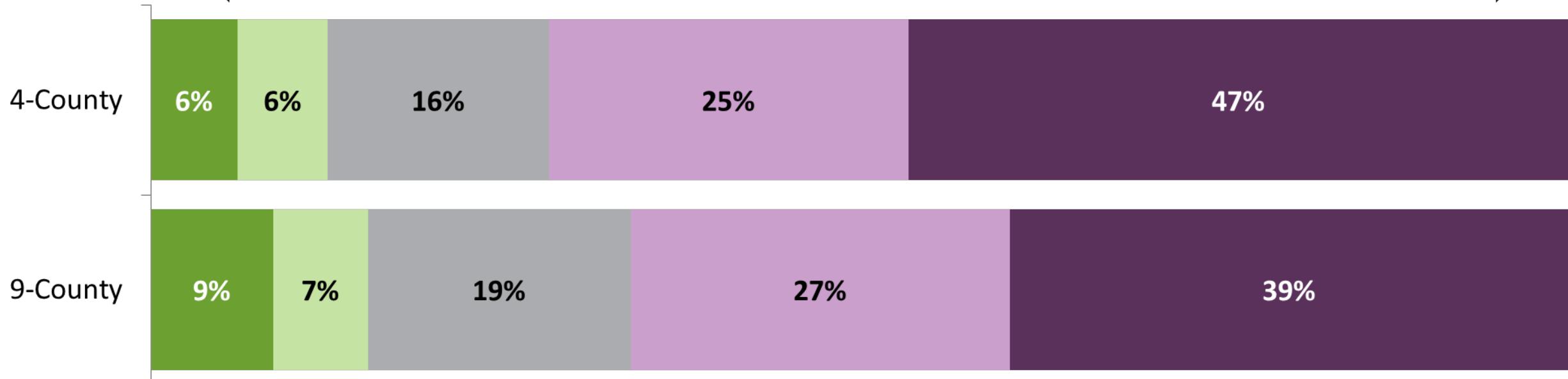
We should focus on **keeping public transit running in the short term**

### Statement B:

We should focus on **improving public transit services in the long term**

*Agree more with Statement A*

*Agree more with Statement B*





# Public Transit Awareness

*Recall about recent transit information is high, with funding challenges, safety issues, and upgrades mentioned most frequently.*

**65% of voters (68% in the 4-county area) have heard or seen something recently about public transit.**

## “What have you heard or seen?”

*(Open end; verbatim responses coded into categories below)*

Response % among those that have heard something recently	4-County	9-County
Lack of funds/Cuts	<b>26%</b>	21%
Safety concerns	24%	18%
Improvements	18%	<b>25%</b>
Toll increases/High prices	16%	11%
General negative (Low ridership/Delays/Unclean)	12%	15%
TV ads/News/Articles	4%	5%
Schedule Changes	4%	5%
Frequently rides transit	2%	2%

*“Caltrain electrified, the agencies are syncing schedules”*

*“They’re experiencing a funding crisis so they want a guaranteed funding stream.”*

*“That the BART is unsafe and many people do not pay.”*

*“The desire to ‘sync’ disparate transit systems with each other for seamless transit across them.”*

*“New BART stations coming soon to San José.”*

***(Select Verbatim Responses)***

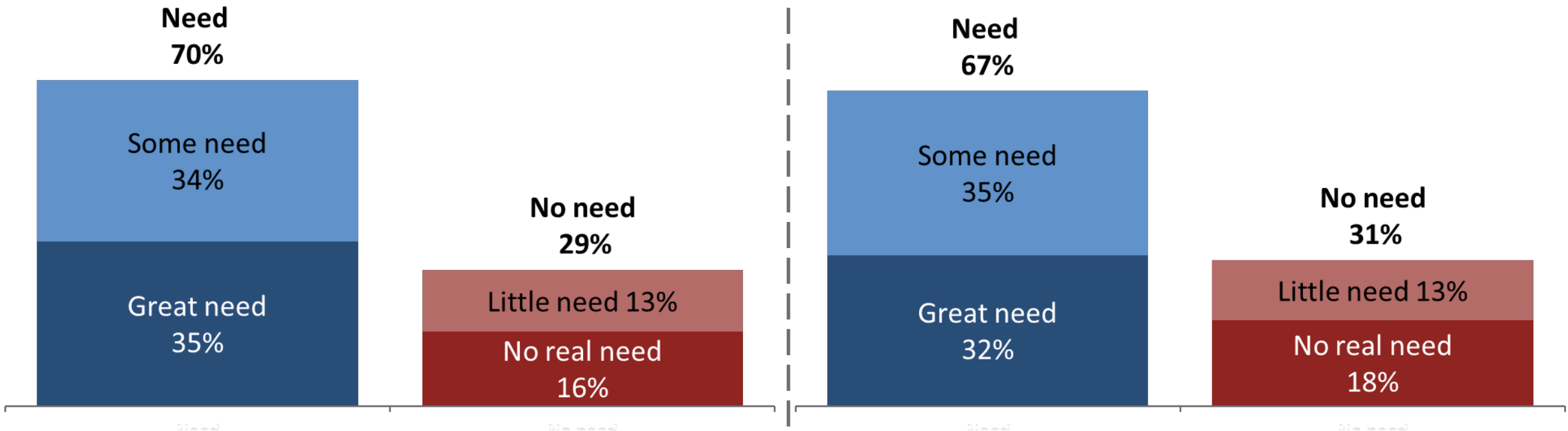
# Need for Transit Funding

*Awareness of funding needs is high, although not intense.*

**Would you say that public transit in the Bay Area has a great need for more money, some need for more money, little need for more money, or no real need for more money?**

## 4-County

## 9-County



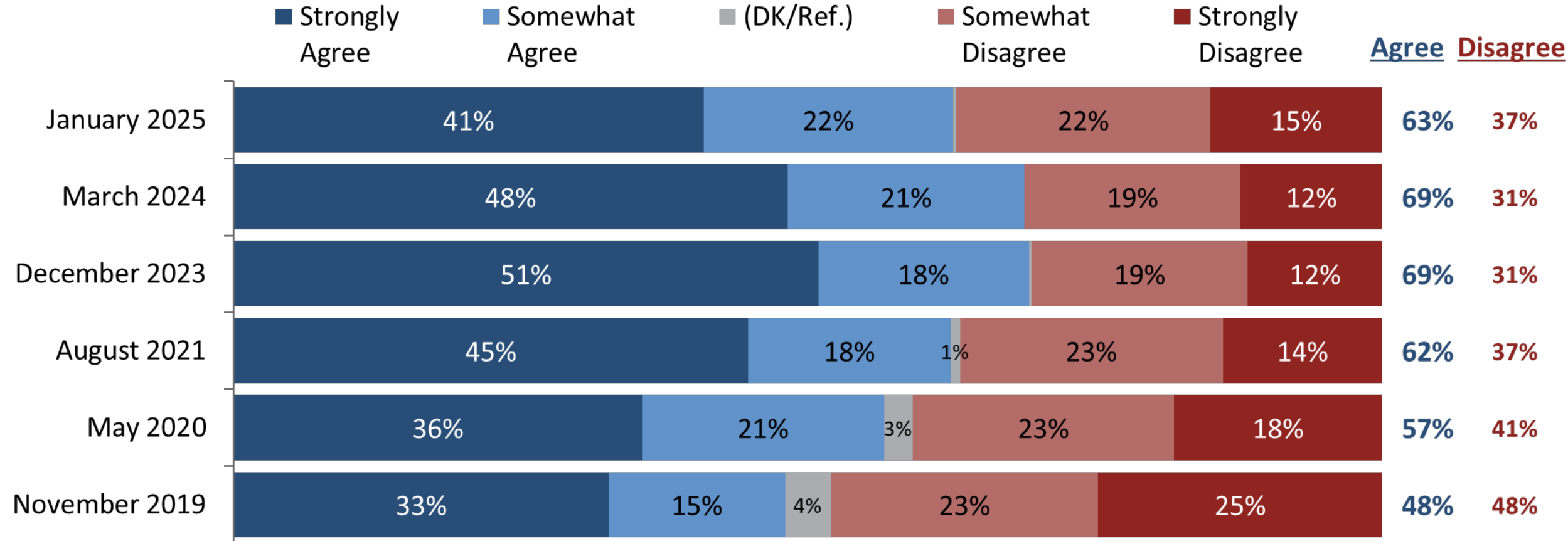
MoE ranges from ±2.4 to ±2.7

Q7.

# Tax Sensitivity Over Time – 9-County

*Tax aversion has declined somewhat since last year.*

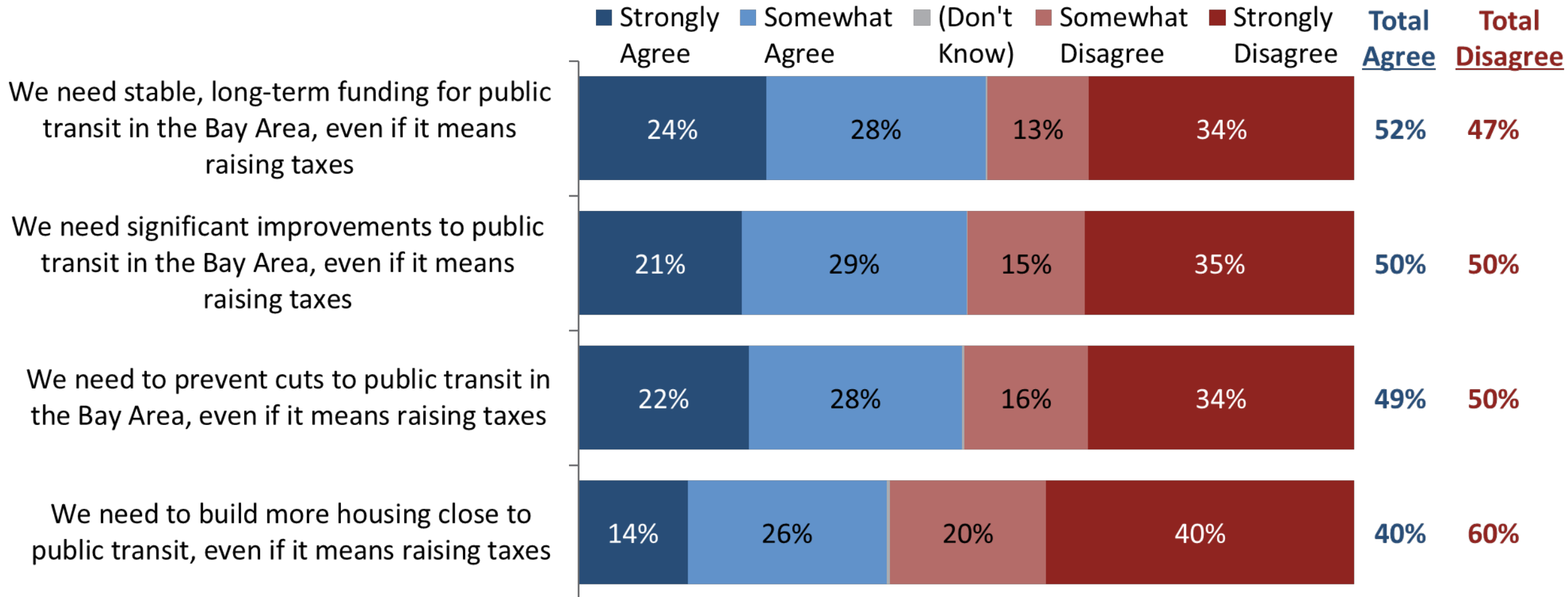
## Taxes in the Bay Area are high enough, I will vote against any tax increase



Q18. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

# Framing a Tax Increase – 9-County

*Conceptual support for a transportation tax increase sits right around 50%.*



# Scope of Measure - Forced Choice

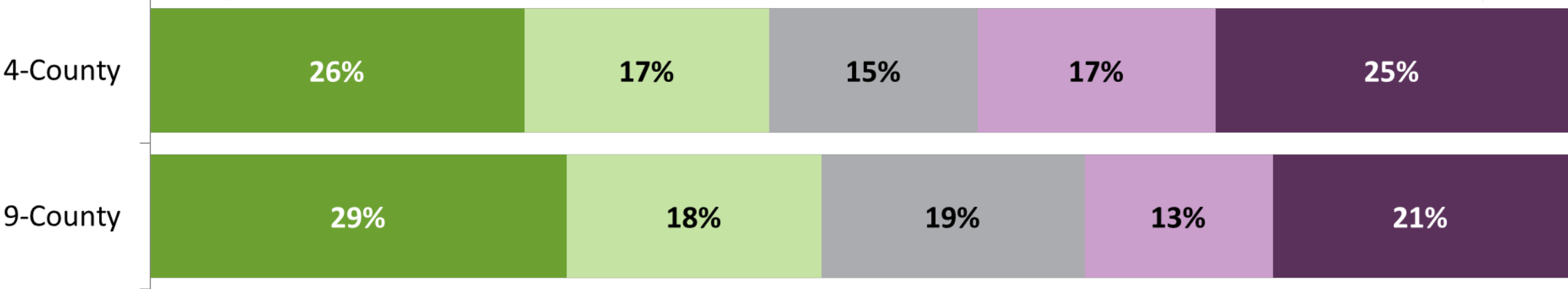
Voters are divided on how to use transportation funding.

**Statement A:**

Funds from this measure should be **split between public transit services, roads, freeways, and improvements for people walking and bicycling**

**Statement B:**

Funds from this measure should focus **on protecting and improving public transit services**

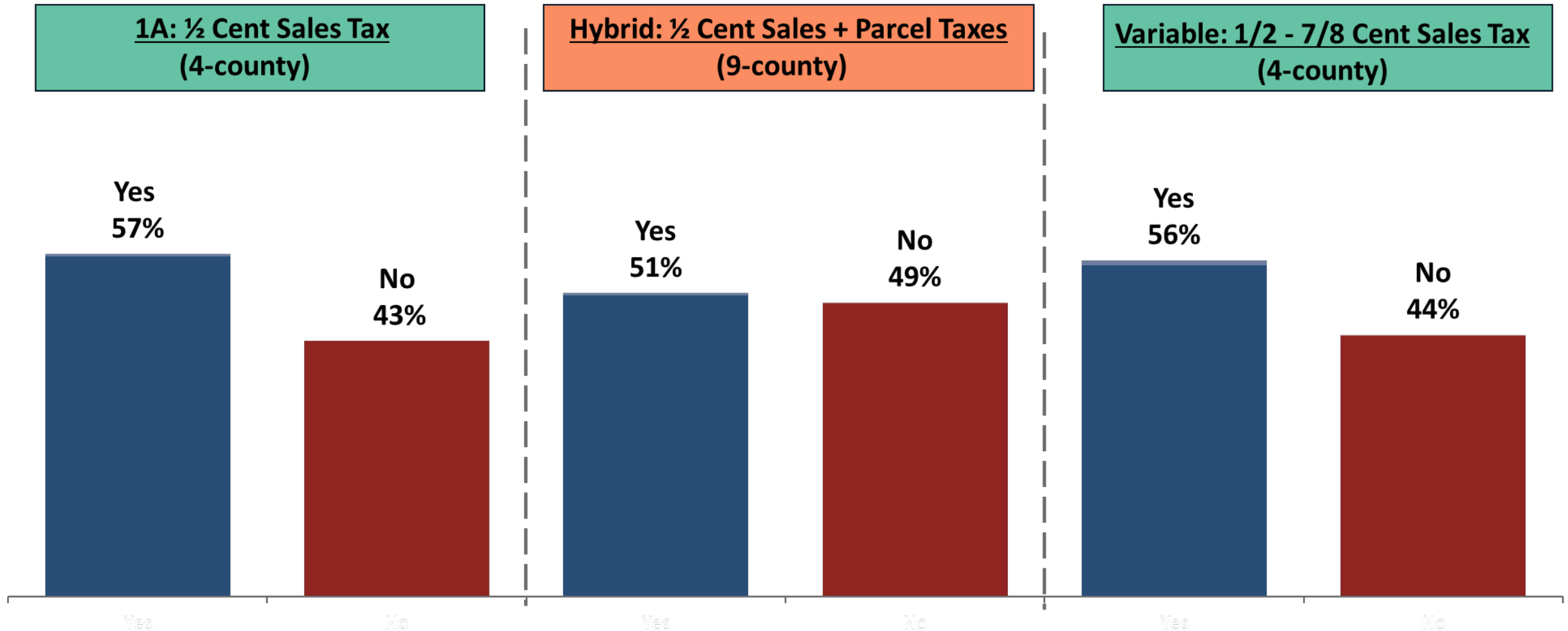




# Potential Regional Transportation Revenue Measure

# Initial Vote

*The measures start above a majority, but the 9-county two-tax Hybrid is weaker.*



MoE ranges from ±2.7 to ±3.4

Q14.

# Initial Vote: 4-County Compared

*Support for the Hybrid version improves when 5 counties are removed, but it is still lower than the others.*

**1A: ½ Cent Sales Tax  
(4-county)**

**Hybrid: ½ Cent Sales + Parcel Taxes  
(4-county)**

**Variable: 1/2 - 7/8 Cent Sales Tax  
(4-county)**

Yes  
57%

No  
43%

Yes  
53%

No  
46%

Yes  
56%

No  
44%

Yes

No

Yes

No

Yes

No

MoE ranges from ±2.7 to ±3.4  
Q14.



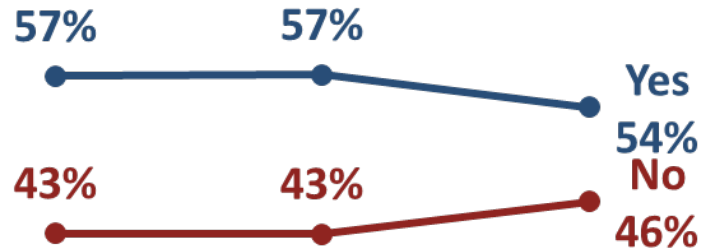
# Initial Support by County

Table shows percent "Yes"	<b>1A: ½ Cent Sales Tax</b> 57% Yes 4-County	<b>Hybrid: ½ Cent Sales + Parcel Taxes</b> 51% Yes 9-County	<b>Variable: 1/2 - 7/8 Cent Sales Tax</b> 56% Yes 4-County
Alameda <i>MoE ±6.2 p.p. for each model</i>	61%	55%	59%
Contra Costa <i>MoE ±6.9 p.p. for each model</i>	53%	51%	54%
San Francisco <i>MoE ±6.9 p.p. for each model</i>	55%	54%	58%
San Mateo <i>MoE ±6.9 p.p. for each model</i>	59%	53%	52%
Santa Clara <i>MoE ±5.7 p.p.</i>		50%	
North Bay (Napa, Marin, Solano, Sonoma) <i>MoE ±6.9 p.p.</i>		44%	

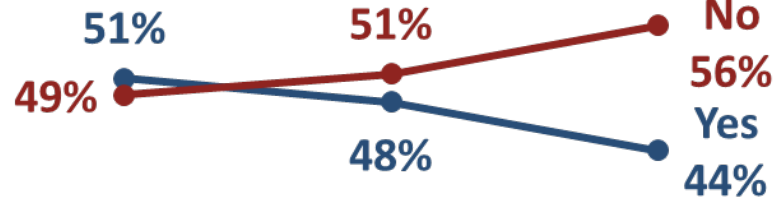
# 126 Support Progression

Additional information through the survey does not build support for the measures.

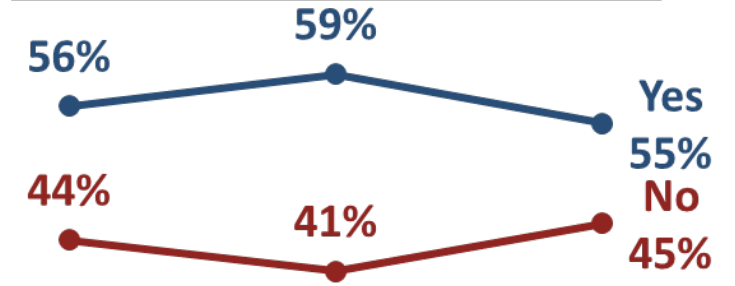
## 1A (4-county)



## Hybrid (9-county)



## Variable Rate (4-county)



*Hybrid Yes vote progression (4-county):*  
53%      51%      47%

Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

1

2

3

1

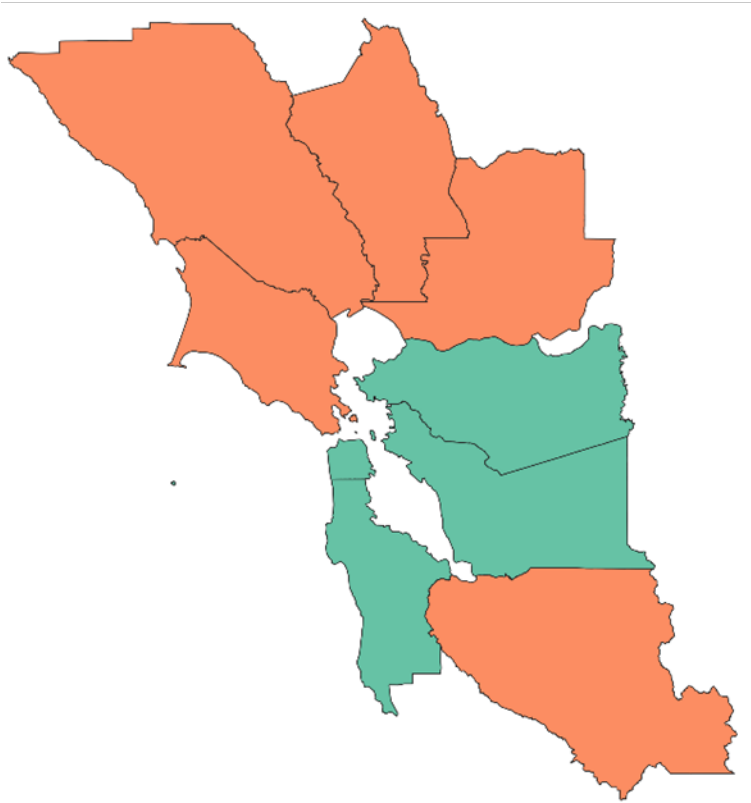
2

3

Initial Vote

Second Vote

Final Vote



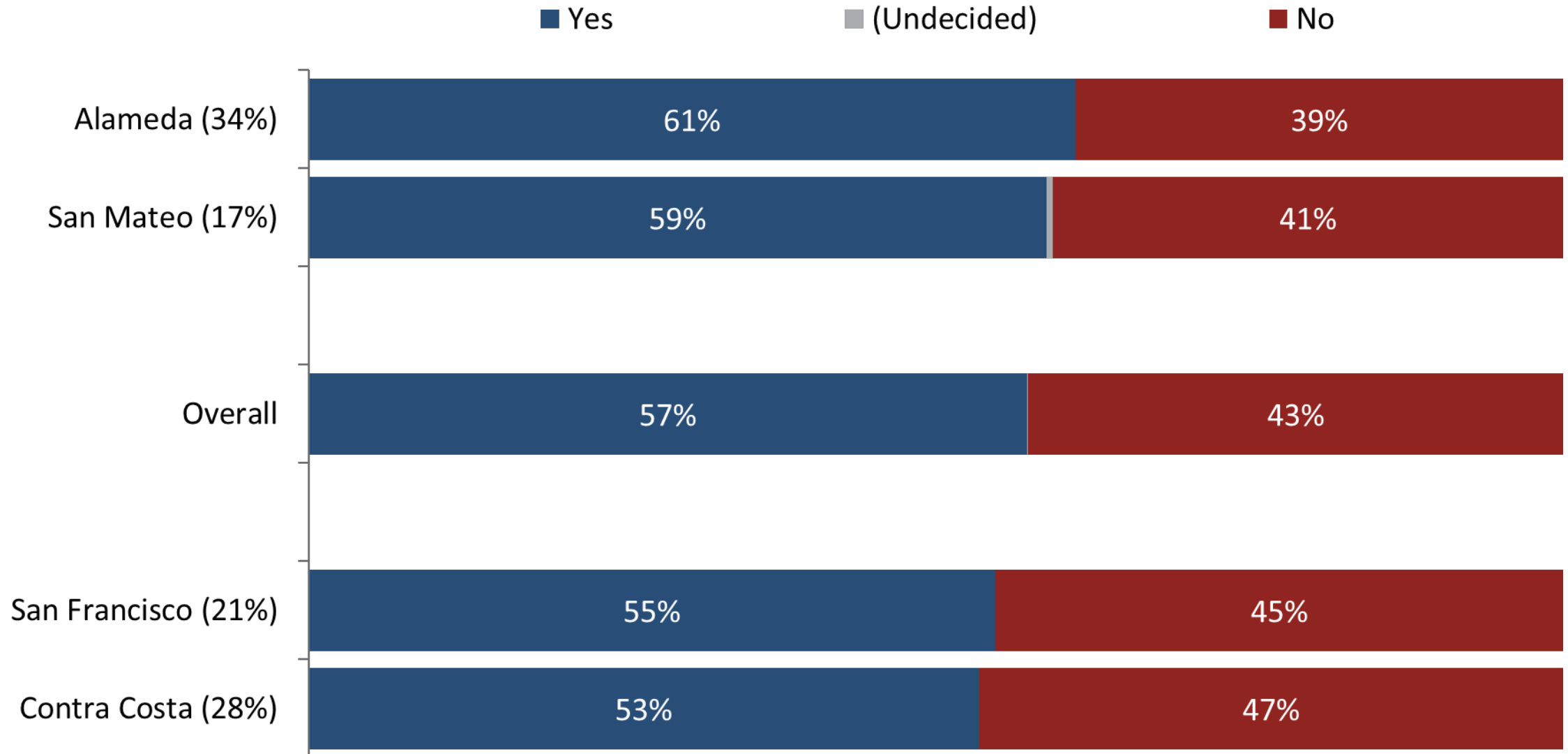
# Measure 1A: Half Cent Sales Tax 4-County Region

850 interviews  
Margin of error  $\pm$  3.4 percentage points

## **Measure Text**

*To prevent increased traffic congestion; avoid major cuts to BART, Caltrain, AC Transit, Muni and other transit services; preserve transportation services for seniors/ persons with disabilities; address transit safety/ cleanliness; advance climate protection; reduce air pollution; prevent station closures; and maintain public transportation service for those who need it; shall the measure enacting a **½ cent sales tax for 10 years generating at least \$560,000,000 annually**, with required public audits and accountability/ transparency provisions, be adopted?*

# 128 1A – Support by County



# 1A – Reasons to Oppose

## Primary Reasons to Oppose Measure 1A

- ✓ Concerns about financial burden (high cost of living, regressive taxation).
- ✓ Distrust in government's ability to manage funds effectively.
- ✓ A belief that existing resources should be better utilized before raising taxes.
- ✓ Skepticism about whether additional funding will lead to tangible improvements.

*"Sales taxes are regressive and penalize the poor. consider a bond or property tax."*

*"Money will not be used for the purposes stated, nothing will change."*

*"Enforce fare collection first."*

*"Utilize the budget you have now, better."*

*"Poor management of existing resources."*

*"Lots of talk with zero substance. No viable common sense plan."*

*"Cost of living too high."*

**(Select Verbatim Responses)**

## *Primary Reasons to Support Measure 1A*

- ✓ Necessity of public transit funding
- ✓ Traffic reduction & infrastructure improvement
- ✓ Environmental benefits & climate change
- ✓ Equity & accessibility
- ✓ Public safety & cleanliness
- ✓ Economic growth & job creation
- ✓ Fairness & shared responsibility

*“It keeps jobs and supports the system.”*

*“It’s necessary.”*

*“Public transportation is a service more people should have easy access to and use it.”*

*“Concerns about traffic and climate change.”*

*“To increase safety on public transit.”*

*“It appears be a fair way of raising needed funds.”*

***(Select Verbatim Responses)***

# 1A – Additional Information

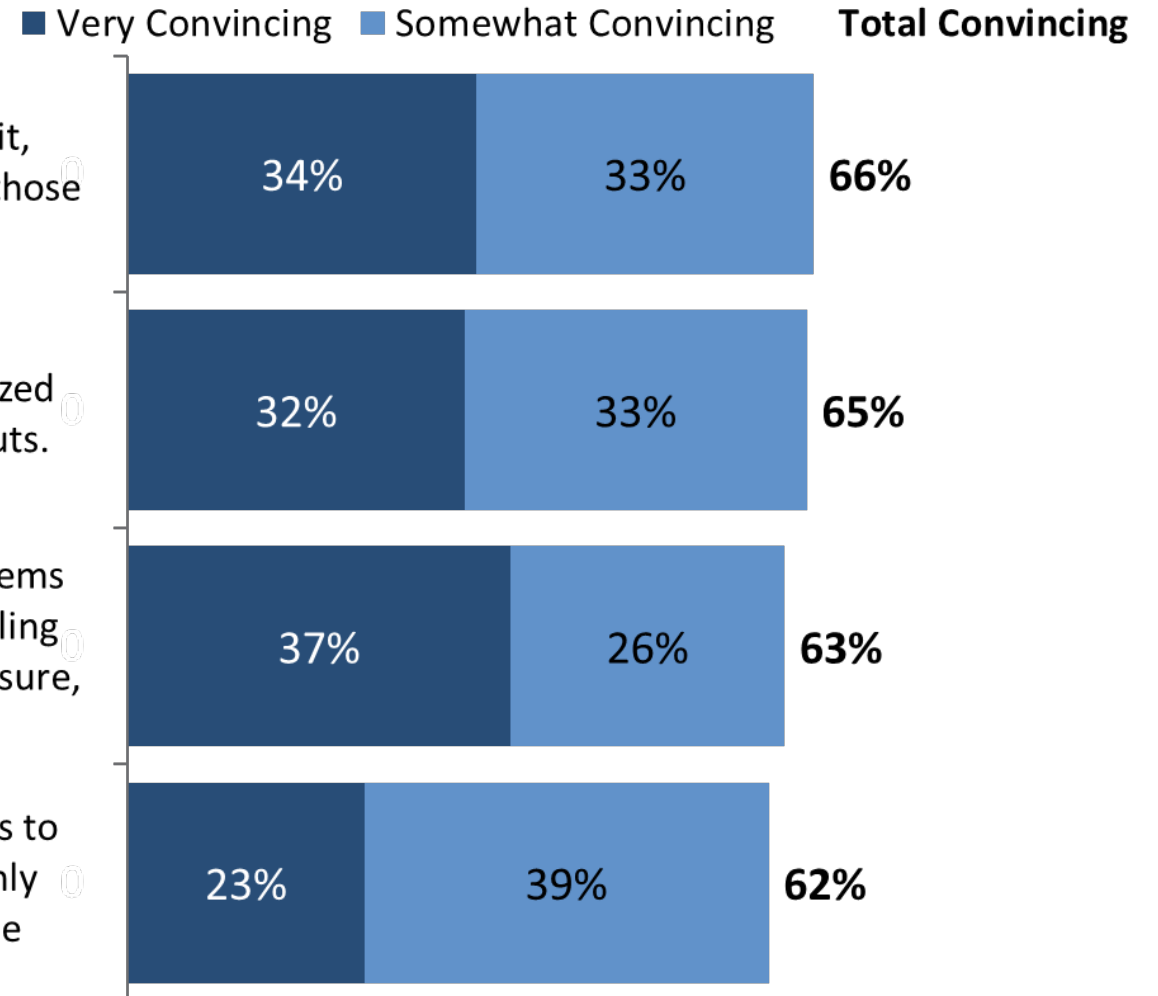
*Risk of cuts and system standards are themes that resonate with most, but with low intensity.*

This measure will make sure public transit is available to those who need it, including low-income residents, students, seniors, persons with disabilities, those who don't drive, and people who rely on it to get to work.

Many seniors and people with disabilities rely on public transit and specialized paratransit services; this measure will protect those services from major cuts.

Without this funding, BART, Caltrain, AC Transit, Muni and other transit systems will have to take drastic actions, including closing stations and stops, cancelling weekend and evening service, and eliminating entire lines. Without this measure, we could lose these essential services forever.

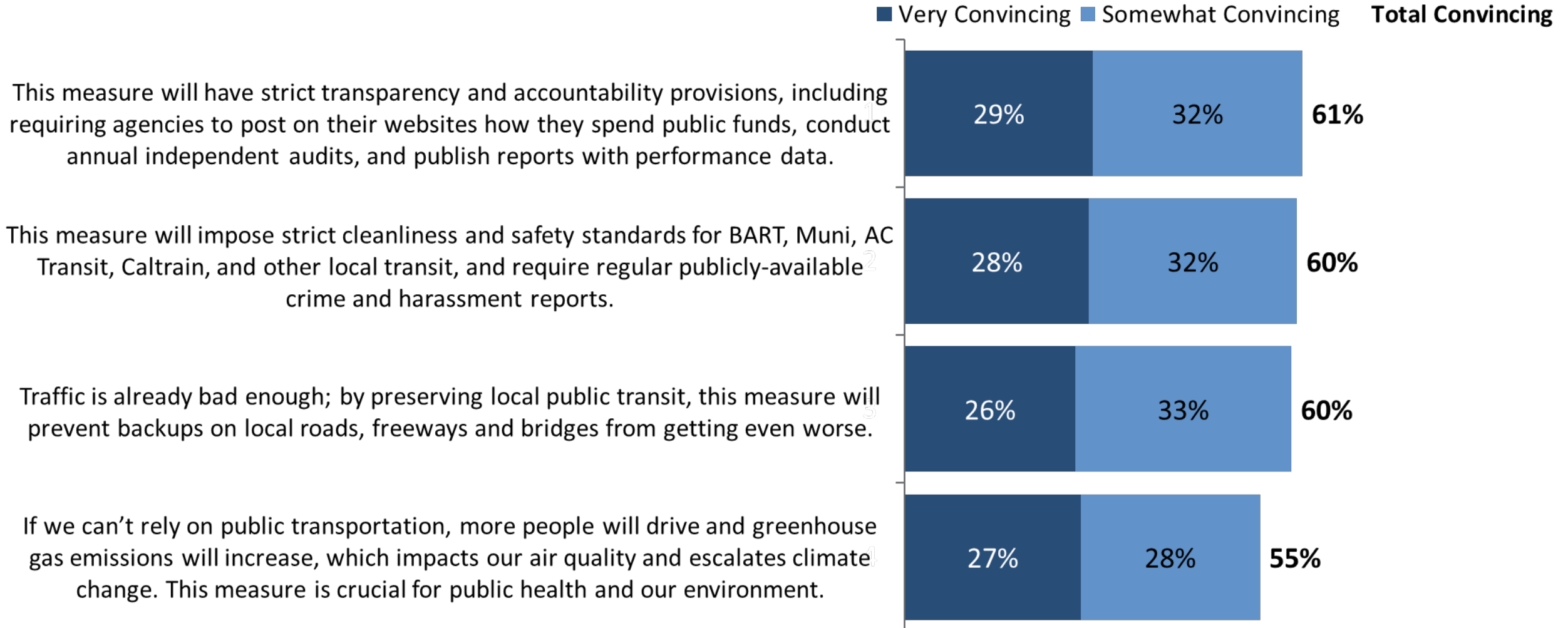
This measure will require transit agencies to comply with regional standards to provide customer-focused and connected services, such as regional monthly passes, free transfers between systems, and fare discounts for low-income residents.





# 132 IA – Additional Information

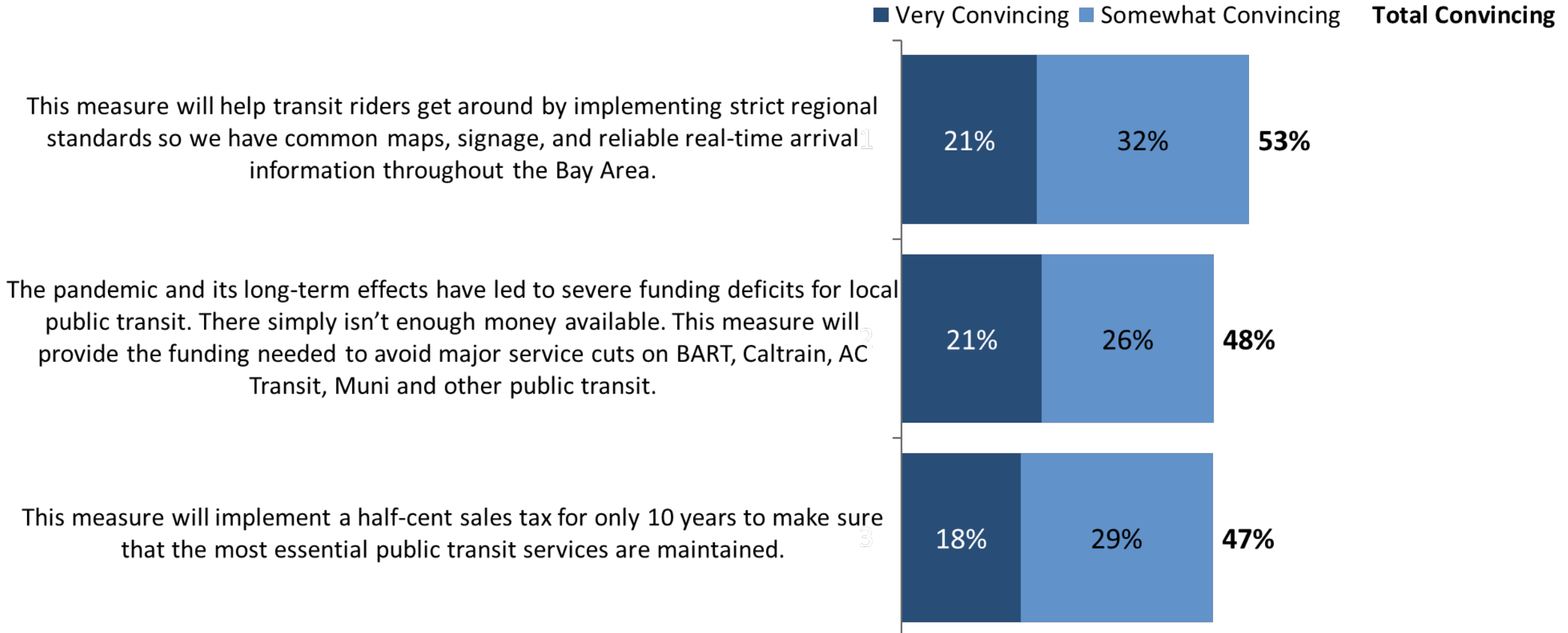
*Transparency and standards for cleanliness and safety were also resonant, but with less intensity.*





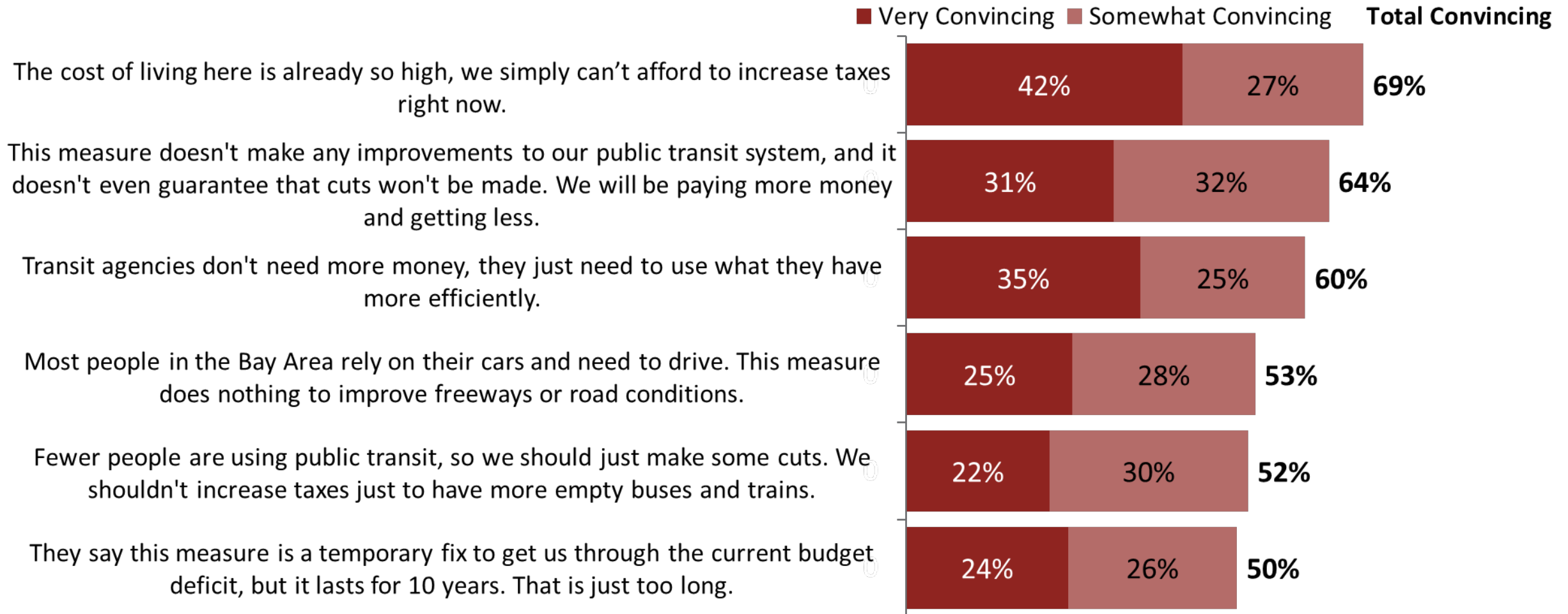
# 1A – Additional Information

*The threats of increased traffic and impact on climate are soft concerns as well.*



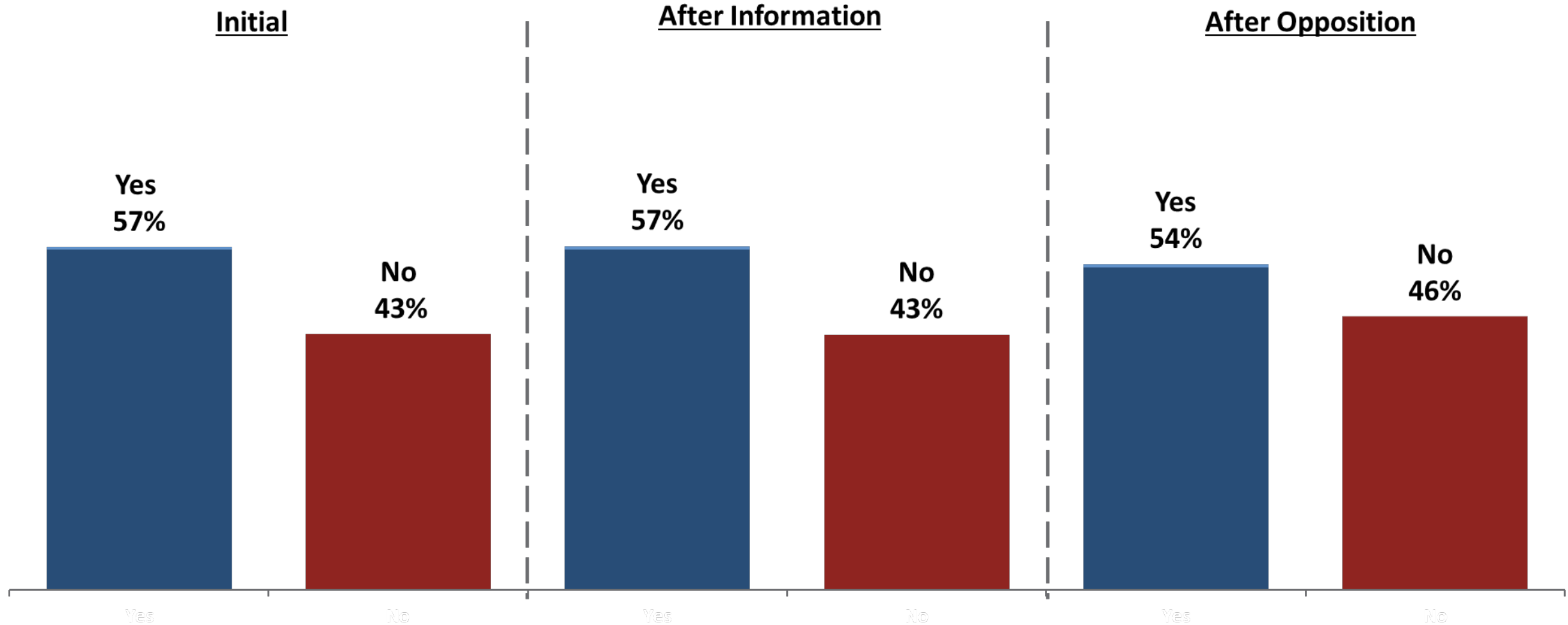
# 134 1A – Opposition Messages

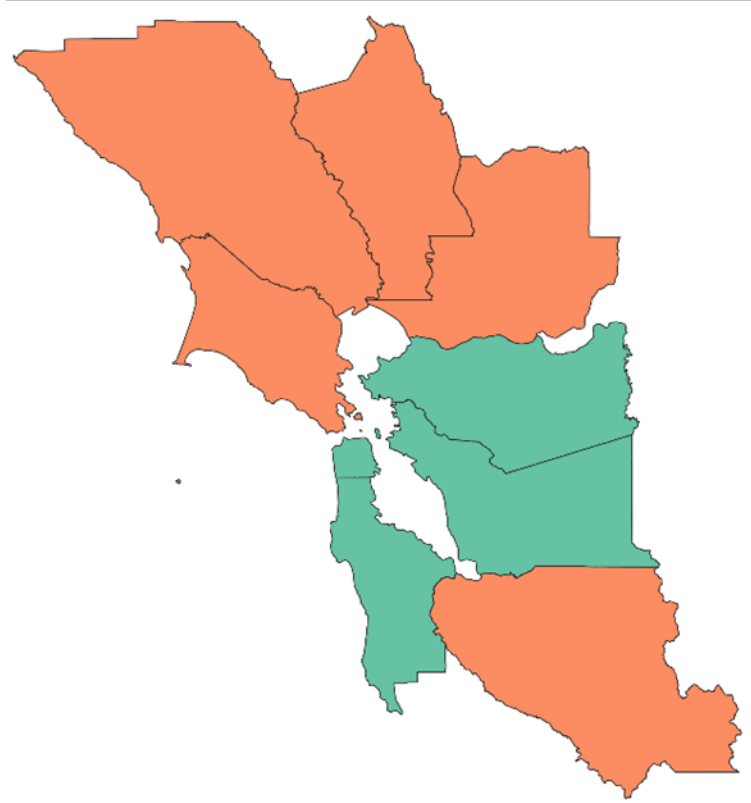
*Arguments against the measure resonate, especially tax fatigue and paying more for no improvements.*



# 1A – Vote Progression

*Support for the ½-cent sales tax is fairly steady, with a slight drop in support following opposition messaging.*





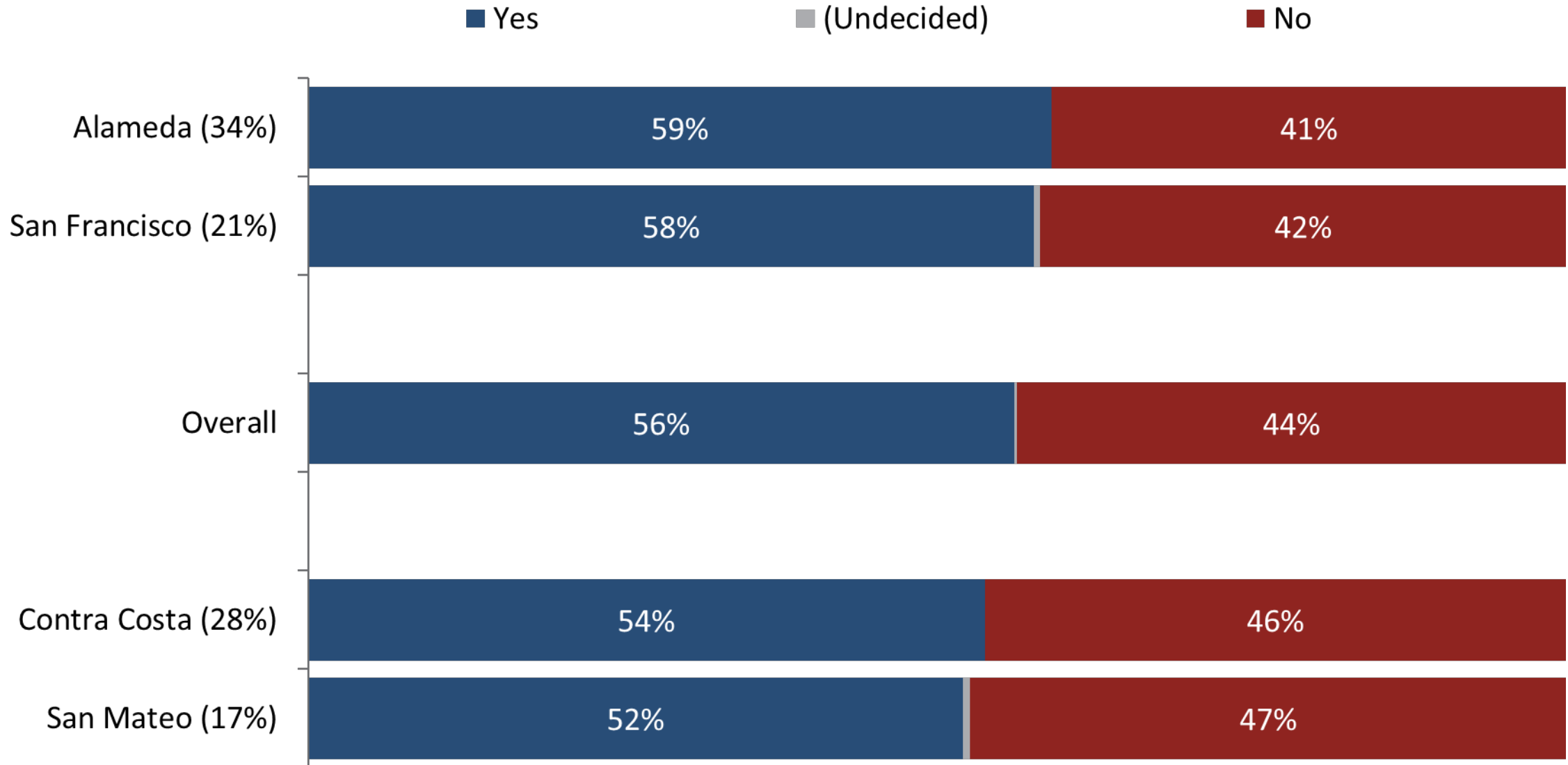
# Measure: Variable Rate Sales Tax 4-County Region

n=850, MoE  $\pm$ 3.4 percentage points

## **Measure Text**

*To prevent increased traffic congestion; maintain BART, Caltrain, AC Transit, Muni, and other transit services; preserve transportation services for seniors/persons with disabilities; address transit safety and cleanliness; advance climate protection; reduce air pollution; and prevent station closures shall the measure enacting a  $\frac{7}{8}$  cent (San Francisco) and a  $\frac{1}{2}$  cent (Alameda, Contra Costa, San Mateo counties) sales tax for 11 years generating at least \$640,000,000 annually, with required public audits and accountability/transparency provisions, be adopted?*

# Variable Rate – by County



## ***Primary Reasons to Oppose Variable Rate Tax***

- ✓ Government mismanagement & lack of accountability
- ✓ Concerns of financial burden (cost of living concerns)
- ✓ Public transit safety & operational inefficiencies
- ✓ Lack of tangible results from previous taxes
- ✓ Negative impact on homeowners & businesses
- ✓ Desire for alternative funding methods

*“Lack of accountability.”*

*“I’m tired of paying increases when rich people  
dodge taxes.”*

*“We keep paying higher taxes but nothing is done, instead  
we are asked to pay even more.”*

*“Too much waste already.”*

*“Unless crime is stopped, public transportation systems will  
collapse no matter how much money is spent.”*

*“Distrust of how state and county governments are  
managing money.”*

***(Select Verbatim Responses)***

# Variable Rate - Reasons to Support

## *Primary Reasons to Support Variable Rate Tax*

✓ Necessity of public transit funding & desire for systemic transit improvements

✓ Environmental benefits & climate change

✓ Traffic reduction & infrastructure improvement

✓ Public safety & cleanliness

✓ Equity and accessibility

✓ Cost vs. benefit perspective

✓ Personal use & experience

*“Climate change should be taken more seriously.”*

*“Because transit is critical for connecting people to economic opportunity.”*

*“Our transit system is lacking and needs to be modernized.”*

*“The benefits far outweigh the costs to individuals.”*

*“Safe transportation is good for the community.”*

*“7/8 cent per sale seems like a good deal to support public transit.”*

***(Select Verbatim Responses)***



# 140 Variable Rate – Additional Information

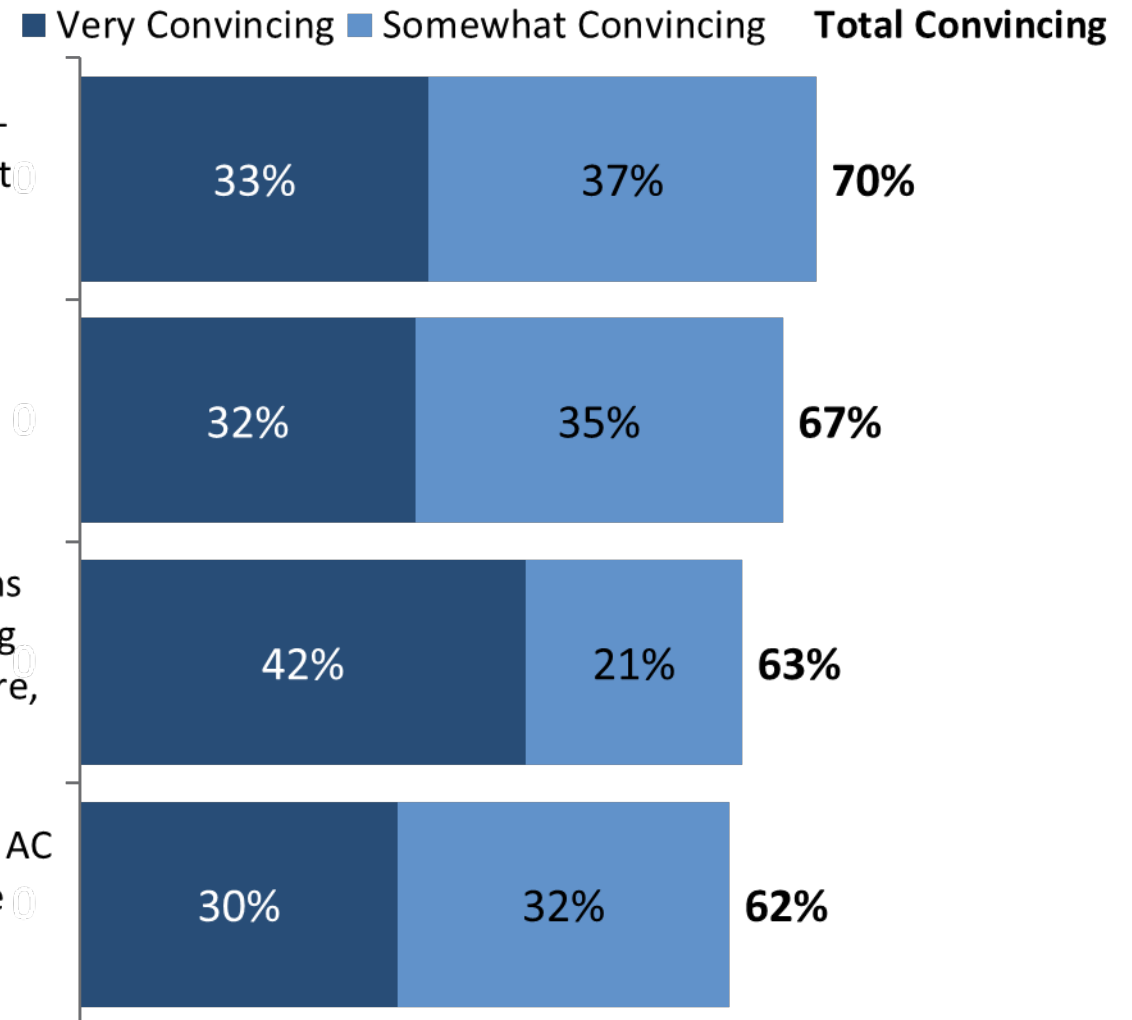
*Risk of specific transit service cuts resonate with some intensity.*

This measure will maintain public transit for those who need it, including low-income residents, students, seniors, persons with disabilities, those who don't drive, and people who rely on it to get to work.

Many seniors and people with disabilities rely on public transit and special paratransit services; this measure will make sure those services continue.

Without this funding, BART, Caltrain, AC Transit, Muni and other transit systems will have to take drastic actions, including closing stations and stops, cancelling weekend and evening service, and eliminating entire lines. Without this measure, we could lose these essential services forever.

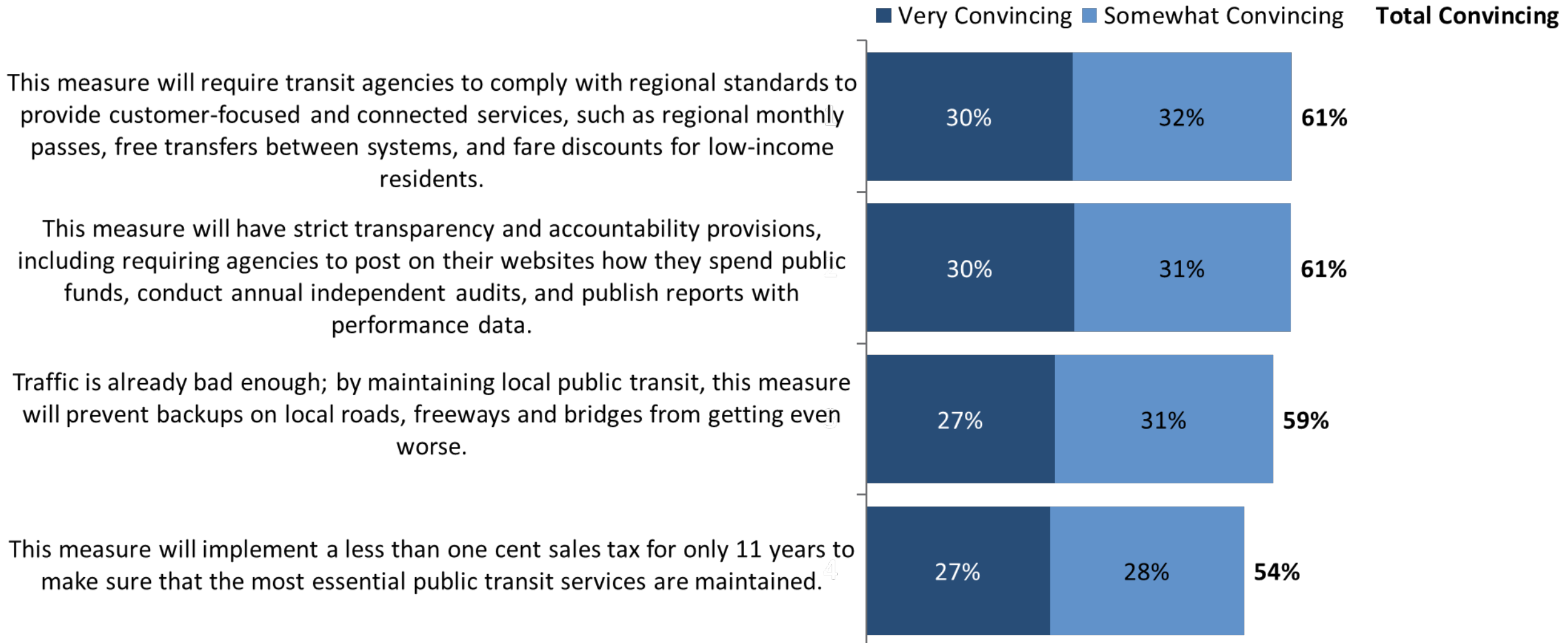
This measure will impose strict cleanliness and safety standards for BART, Muni, AC Transit, Caltrain, and other local transit, and require regular publicly-available crime and harassment reports.





# Variable Rate – Additional Information

*Regional standards and accountability provisions resonate, but with low intensity.*



# 142 Variable Rate – Additional Information

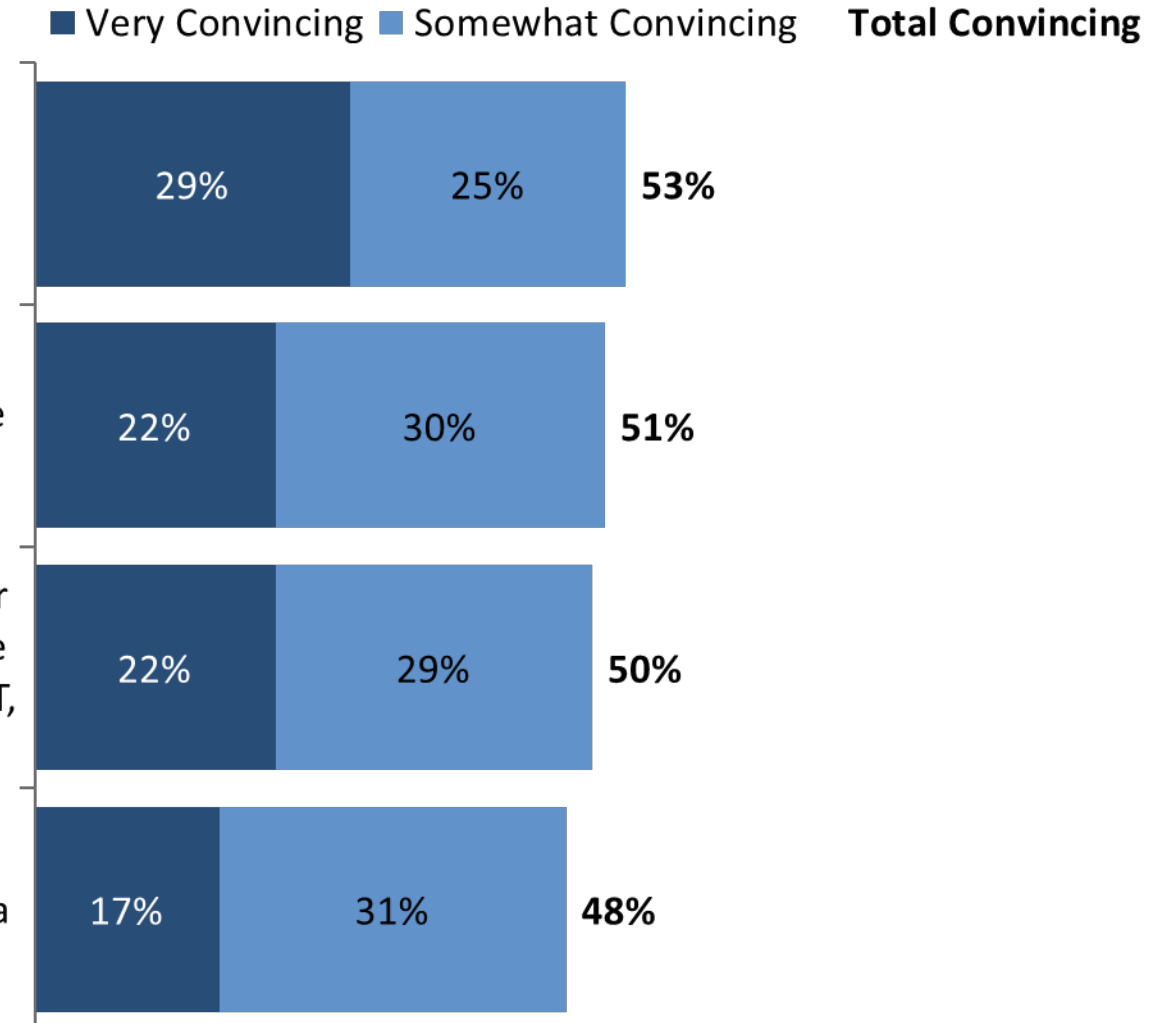
*Other information resonates with a majority of voters, but with limited intensity.*

If we can't rely on public transportation, more people will drive and greenhouse gas emissions will increase, which impacts our air quality and escalates climate change. This measure is crucial for public health and our environment.

This measure will help transit riders get around by implementing strict regional standards so we have common maps, signage, and reliable real-time arrival information throughout the Bay Area.

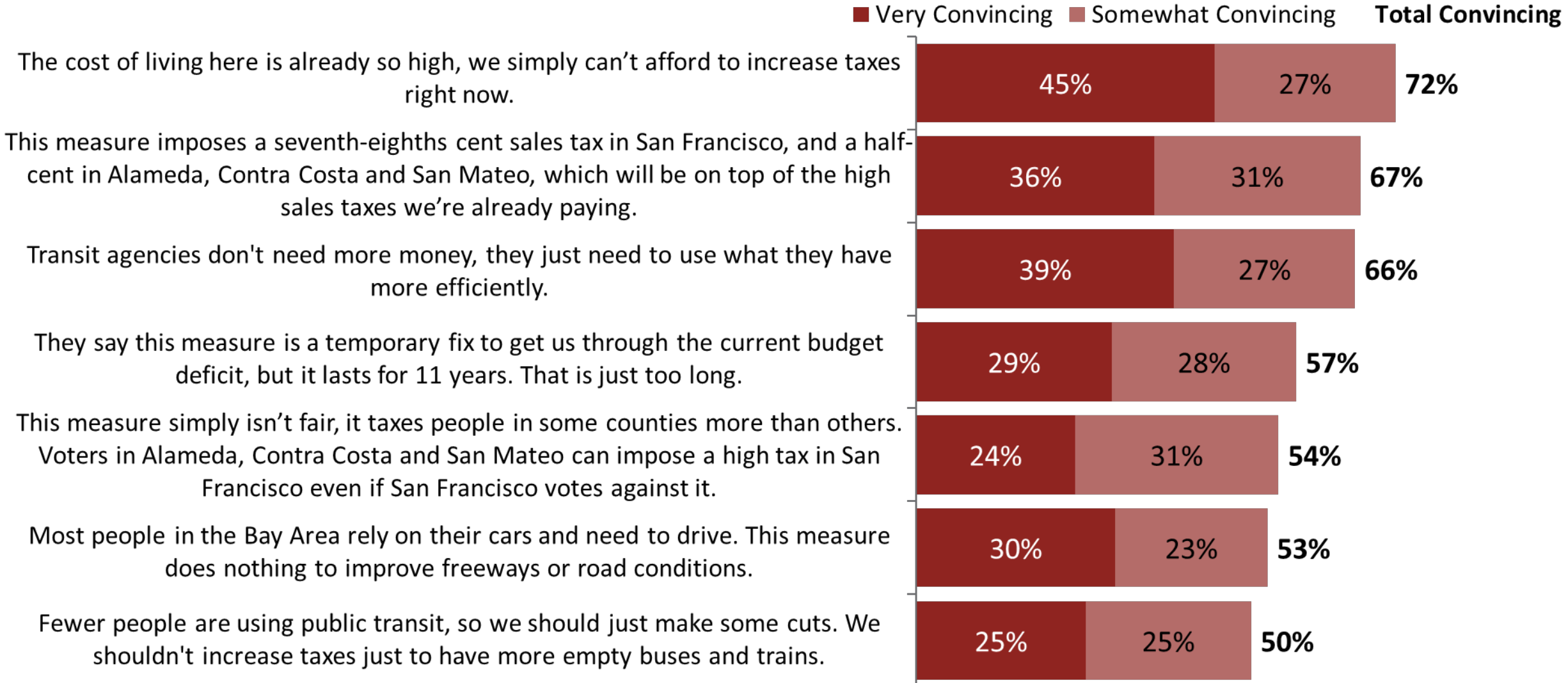
The pandemic and its long-term effects have led to severe funding deficits for local public transit. There simply isn't enough money available. This measure will provide the funding needed to maintain frequency and reliability on BART, Caltrain, AC Transit, Muni and other public transit.

This measure will implement a larger sales tax in San Francisco where more people rely on public transit, and a smaller sales tax in Alameda, Contra Costa and San Mateo Counties where transit needs are lower.



# Variable Rate – Opposition Messages

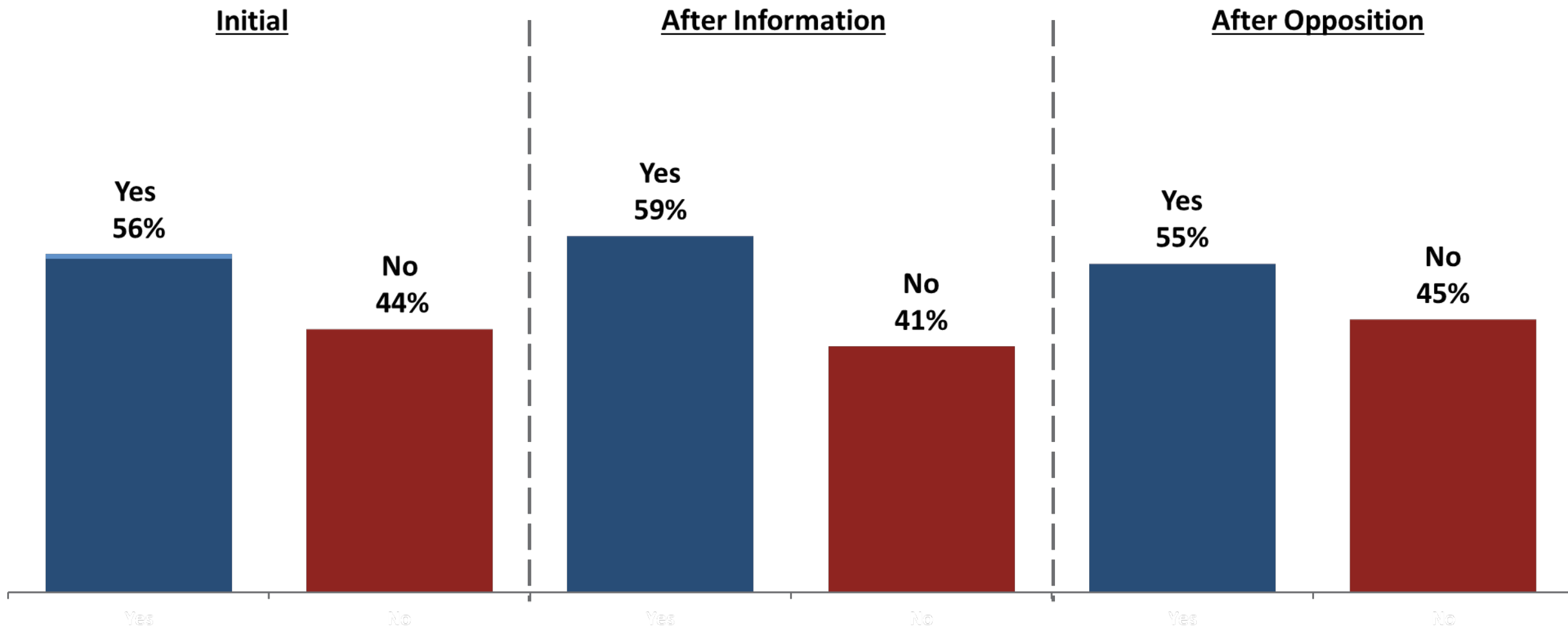
*Arguments against the measure resonate, especially tax fatigue, the rate, and the perceived lack of need.*



Q47-49, Q56-59.

# 144 Variable Rate – Vote Progression

*The variable rate measure stays above a majority throughout the survey, but far below two-thirds.*





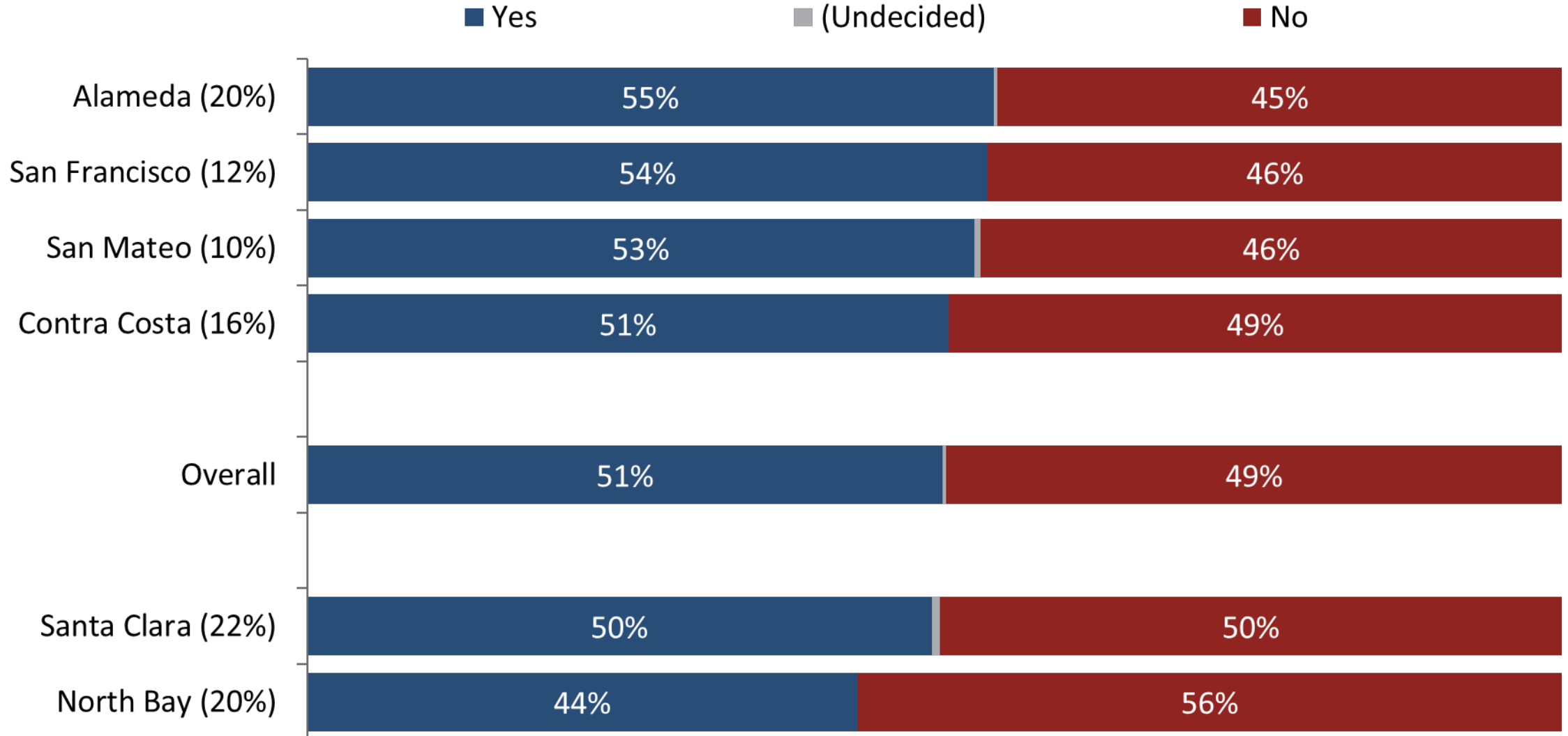
## Measure: Hybrid Sales and Parcel Taxes 9-County Region

n=1,350, MoE  $\pm$ 2.7 percentage points

### *Measure Text*

*To prevent increased traffic congestion; maintain BART, Caltrain, AC Transit, Muni, and other transit services; preserve transportation services for seniors/ persons with disabilities; address transit safety/ cleanliness; advance climate protection; reduce air pollution; repair potholes/ sidewalks; upgrade highways; and enhance bike access; shall the measure enacting **a ½ cent sales tax and \$0.09 per building square-foot parcel tax for 30 years generating at least \$1,300,000,000 annually, with required public audits and accountability/ transparency provisions, be adopted?***

# Hybrid – Support by County





## ***Primary Reasons to Oppose Hybrid Tax***

- ✓ Distrust in government's ability to manage funds effectively.
- ✓ Government agencies need to be held accountable before demanding more funding.
- ✓ Concerns about financial burden (high cost of living)
- ✓ Public transit's biggest issues are safety and management, not lack of funding.
- ✓ Alternative funding methods should be explored instead of blanket tax increases.
- ✓ Concerns over bundled measures and perceived lack of project specificity.

*“Our taxes keep getting raised and nothing gets better. What about the gas taxes? What about the increase in toll fares? Why haven't the millions and millions of dollars that have been raised from taxes in the past shown any measurable improvement?”*

*“We paid too much for too little services already.”*

*“Two different ways of adding taxes is too much to ask.”*

*“Stop overspending.”*

*“I would like the funding to come from more targeted taxation, rather than a general population sales tax.”*

*“This measure ridiculously tries to bundle together completely different objectives in one place.”*

***(Select Verbatim Responses)***

## *Primary Reasons to Support Hybrid Tax*

- ✓ Necessity of public transit funding
- ✓ Environmental benefits & climate change
- ✓ Traffic reduction & infrastructure improvement
- ✓ Equity & accessibility
- ✓ Public safety & cleanliness
- ✓ Economic growth & quality of life
- ✓ Balanced taxation approach

*“To help repair and maintain our transportation infrastructure.”*

*“Improve current traffic problems.”*

*“Transportation needs to be safe for everyone.”*

*“It sounds like it's for the public good: public transit, equity, climate solutions.”*

*“Spreads costs over large group.”*

*“Non-regressive tax.”*

*“Good for both the people and the economy.”*

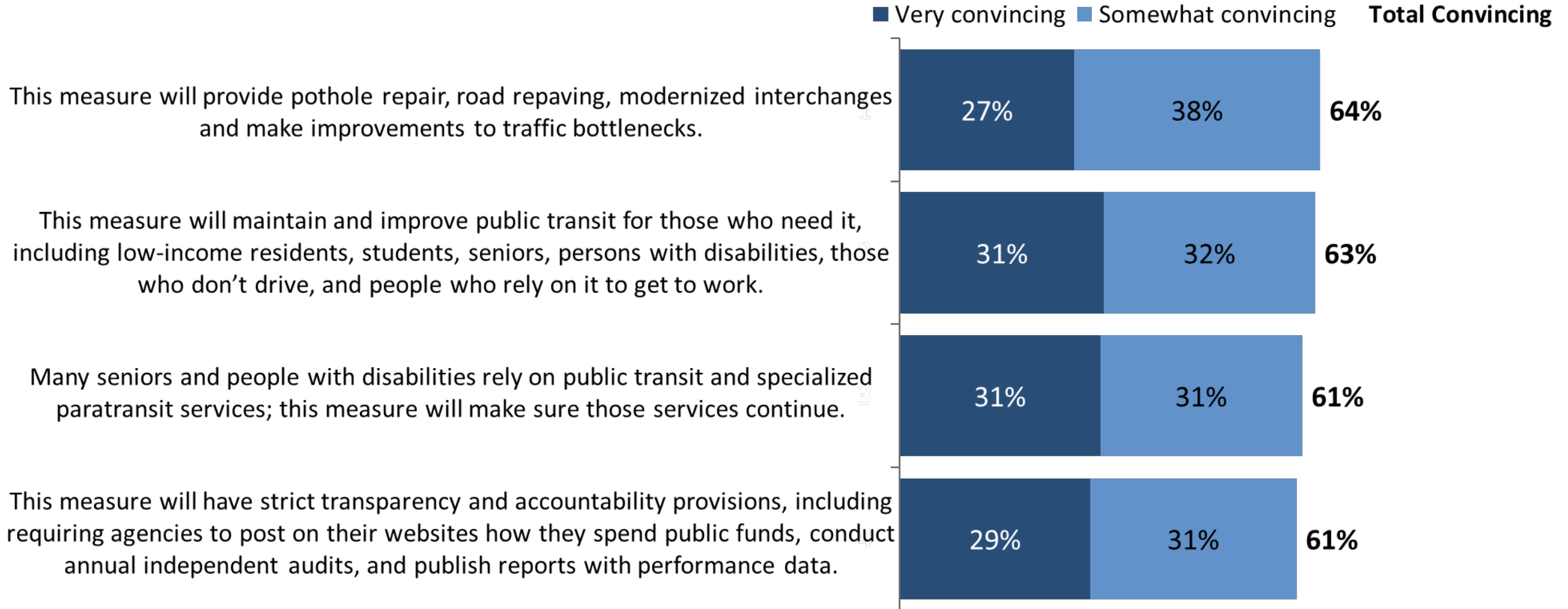
*“Improves the quality of life.”*

***(Select Verbatim Responses)***



# Hybrid – Additional Information

*Maintaining transit, transparency and accountability, and regional standards resonate, along with making road improvements, but none with much intensity.*

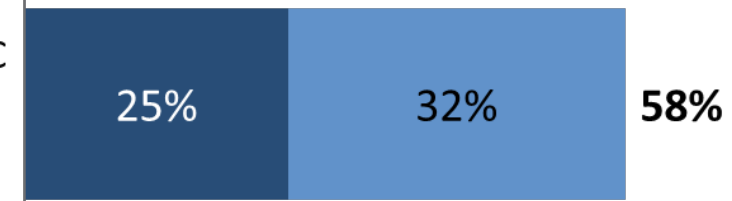


# 150 Hybrid – Additional Information

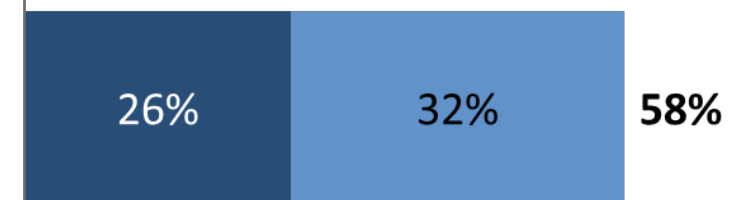
*Regional standards for transit services are compelling, but with lower intensity.*

■ Very convincing ■ Somewhat convincing **Total Convincing**

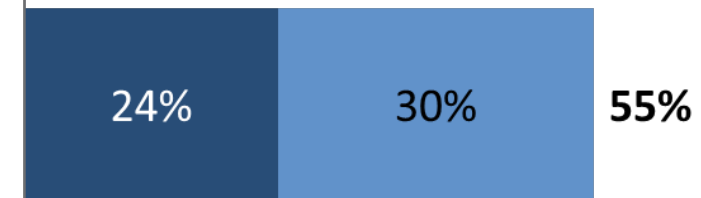
This measure will impose strict cleanliness and safety standards for BART, Muni, AC Transit, Caltrain, and other local transit, and require regular publicly-available crime and harassment reports.<sup>1</sup>



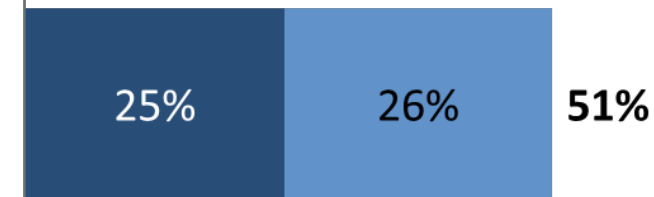
This measure will require transit agencies to comply with regional standards to provide customer-focused and connected services, such as regional monthly passes, free transfers between systems, and fare discounts for low-income residents.<sup>2</sup>



Traffic is already bad enough; by maintaining and improving local public transit, this measure will prevent backups on local roads, freeways and bridges from getting even worse.<sup>3</sup>



If we can't rely on public transportation, more people will drive and greenhouse gas emissions will increase, which impacts our air quality and escalates climate change. This measure is crucial for public health and our environment.<sup>4</sup>

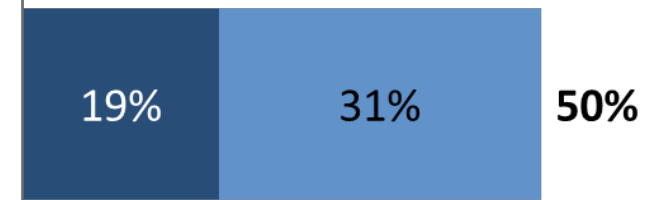


# Hybrid – Additional Information

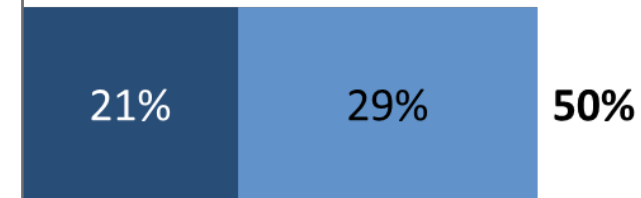
*Other information is less compelling.*

■ Very convincing ■ Somewhat convincing **Total Convincing**

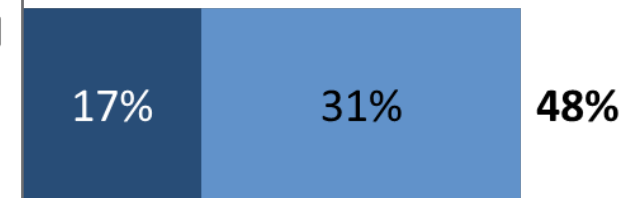
1 This measure will make it easier and safer for people walking and bicycling to get around with improved sidewalks and added bike lanes.



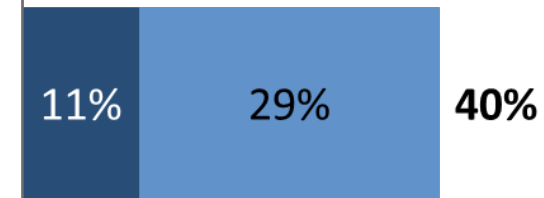
2 This measure will help transit riders get around by implementing strict regional standards so we have common maps, signage, and reliable real-time arrival information throughout the Bay Area.



3 The pandemic and its long-term effects have led to severe funding deficits for local public transit. There simply isn't enough money available. This measure will provide the funding needed to maintain frequency and reliability on BART, Caltrain, AC Transit, Muni and other public transit.

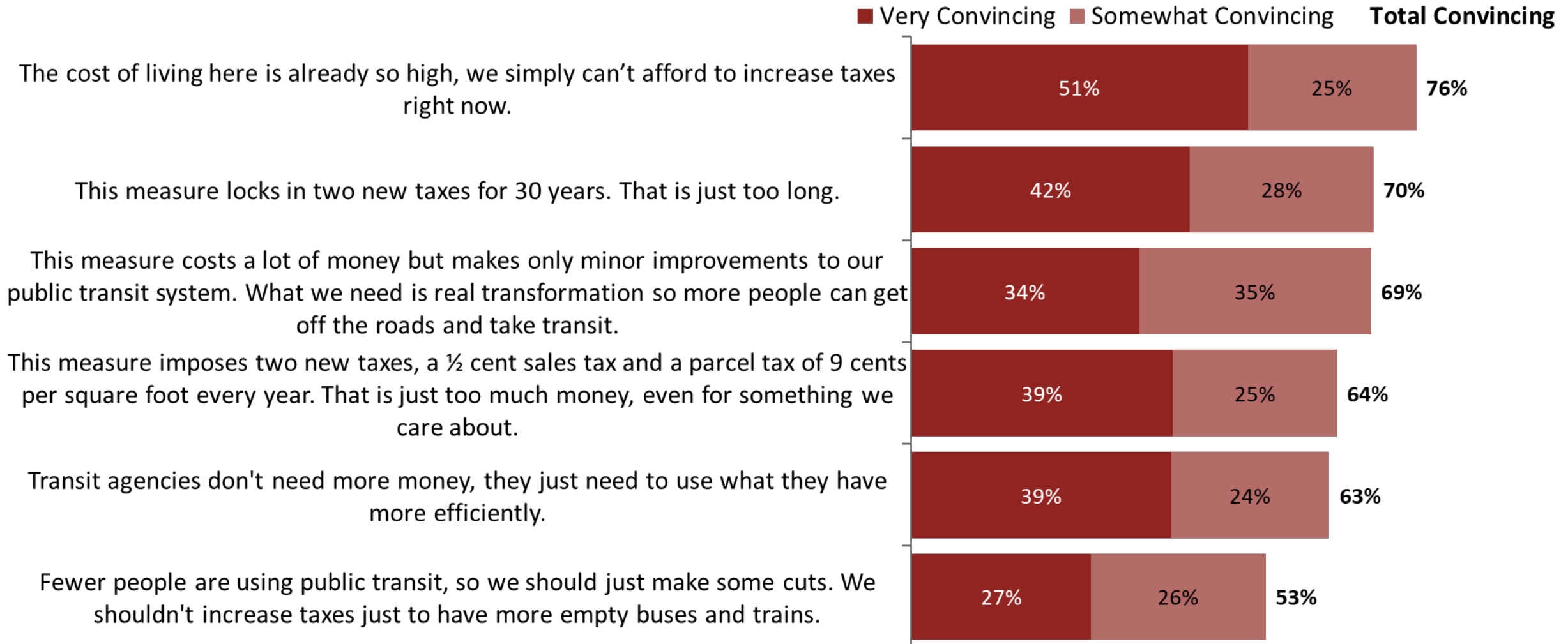


4 This measure will implement a ½ cent sales tax and a 9 cent per square-foot parcel tax. It provides long term funding to prevent cuts to public transit services and allow local areas to make other needed transportation improvements.



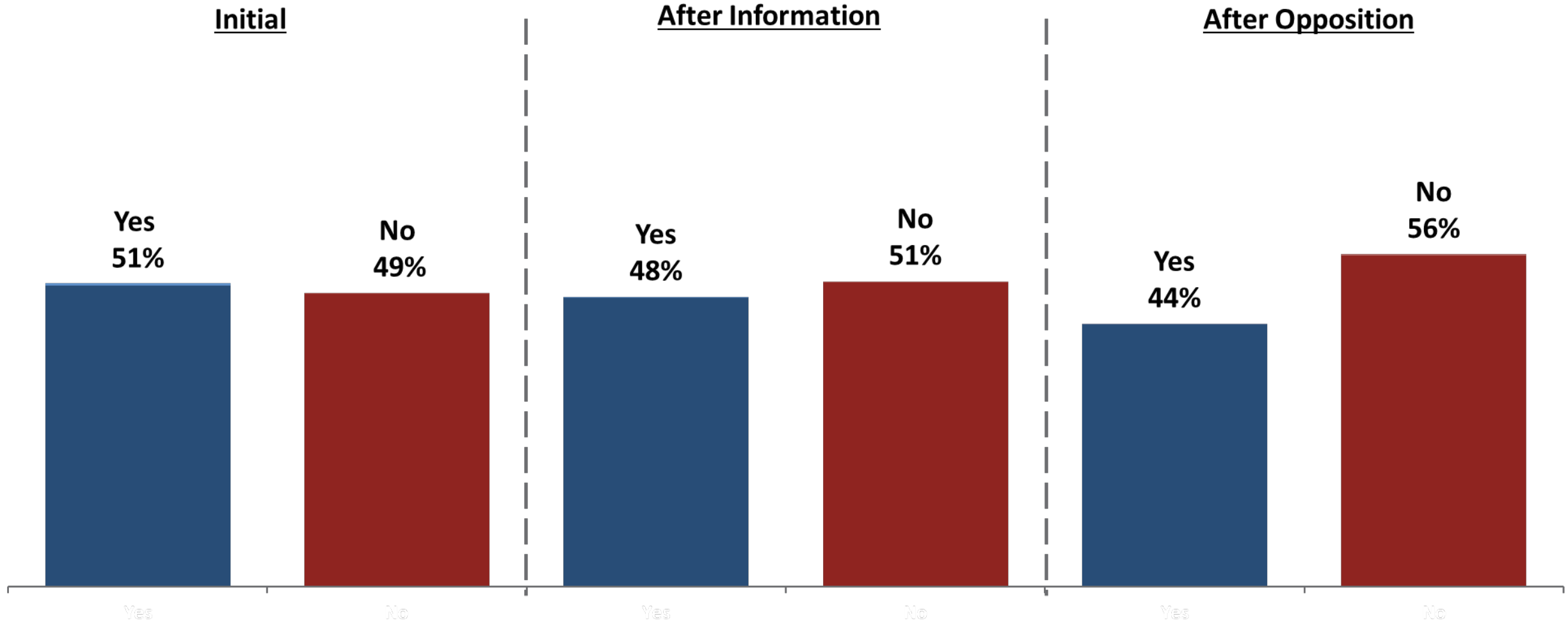
# 152 Hybrid – Opposition Messages

*Arguments against the measure resonate, especially tax fatigue, the length of the tax, and that it would only make minor improvements.*



# Hybrid – Vote Progression

*Additional information only hurts, not helps, support for the hybrid measure.*





## Appendix: Subregional Data



## Alameda County Results

750 total interviews

*Margin of Error:  $\pm 3.6$*

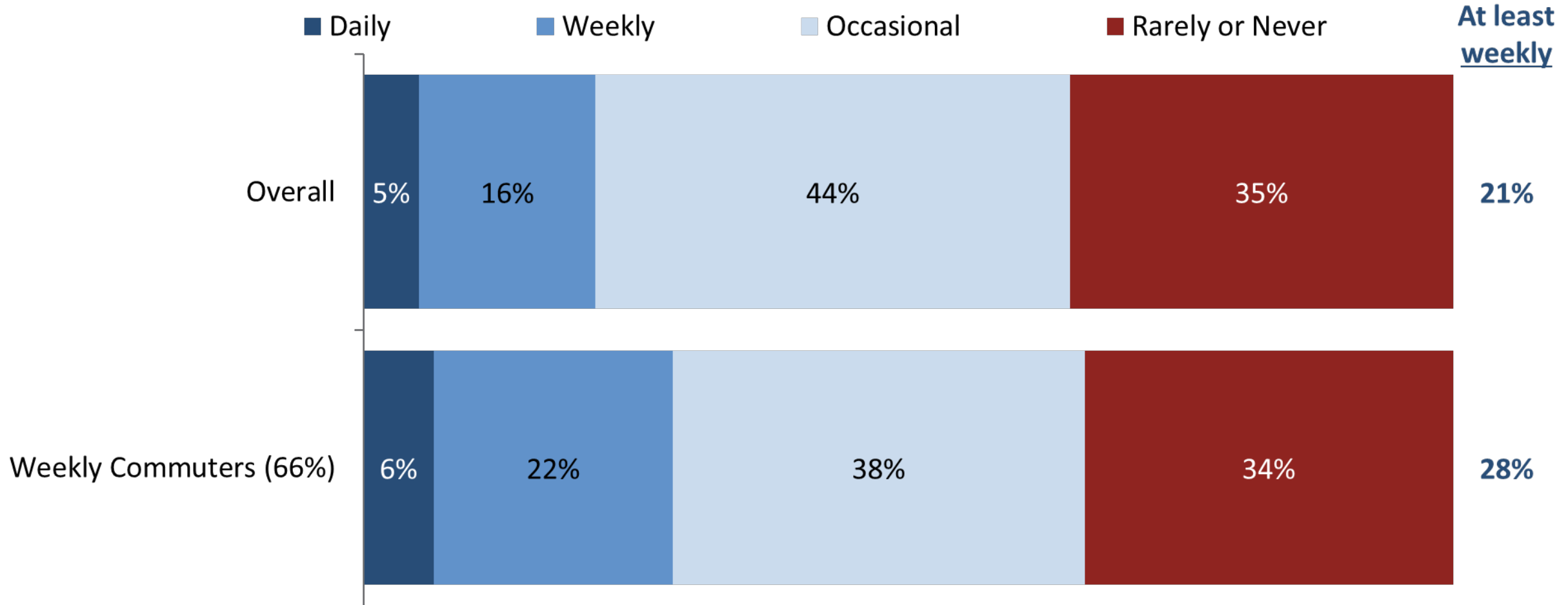
250 interviews **per split**

*Margin of Error:  $\pm 6.2$*

# 156 Self-Reported Transit Usage

## Alameda County

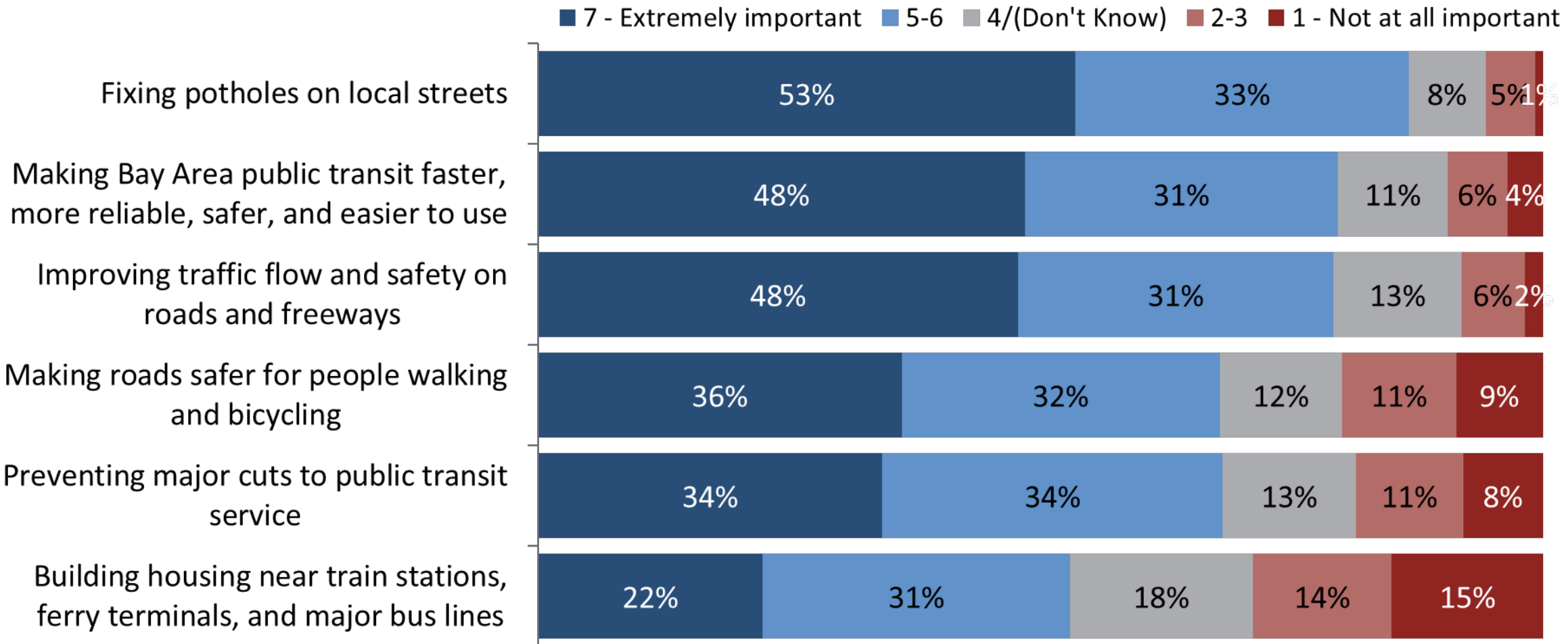
Combined usage frequency of BART, trains, and public bus, light rail, or ferry.





# Transportation Issue Importance

## Alameda County

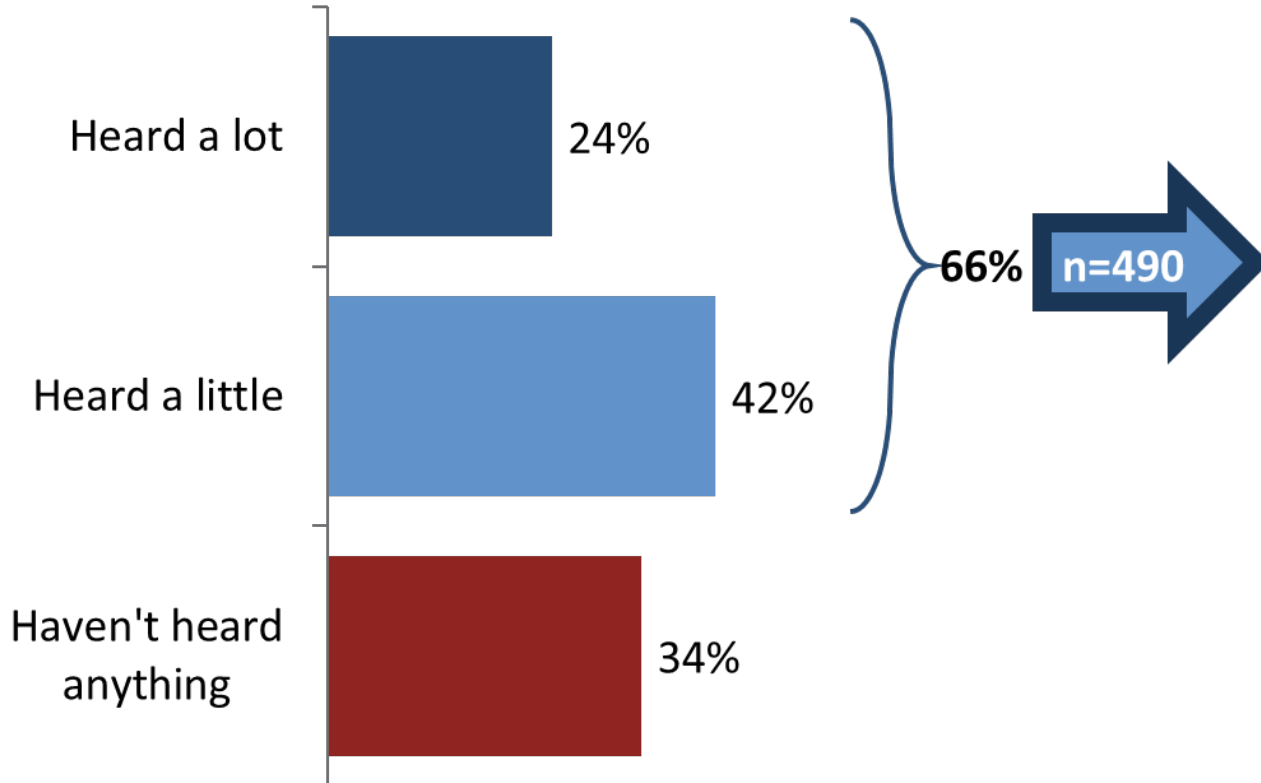


MoE of ±3.6

Q8-13. Thinking about the Bay Area's transportation needs, on a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

Alameda County

Have you seen or heard anything recently about public transit in the Bay Area?



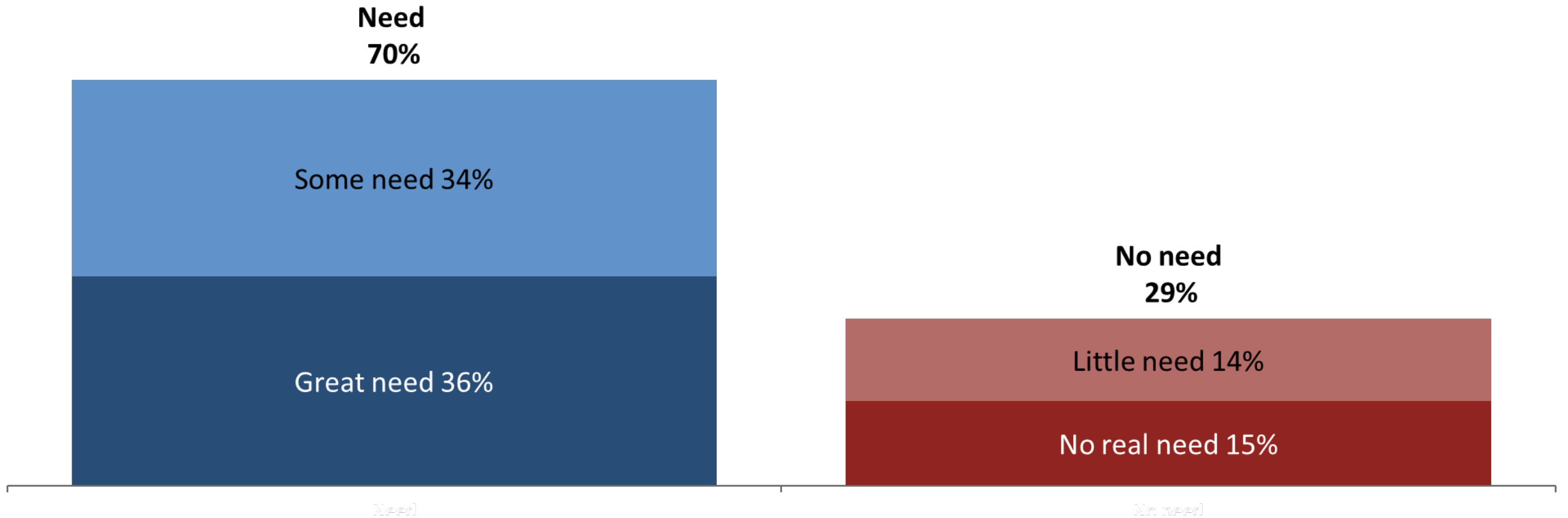
What have you heard or seen?

Response	%
Safety concerns	28%
Lack of funds/Cuts	21%
Improvements	16%
General negative (Low ridership/Delays/Unclean)	16%
Toll increases/High prices	15%
Schedule Changes	4%
TV ads/News/Articles	4%
Frequently rides transit/Uses BART	3%

# Need for Transit Funding

Alameda County

Would you say that public transit in the Bay Area has a great need for more money, some need for more money, little need for more money, or no real need for more money?



MoE of ±3.6  
Q7.

# Transit Focus & Scope Forced Choices

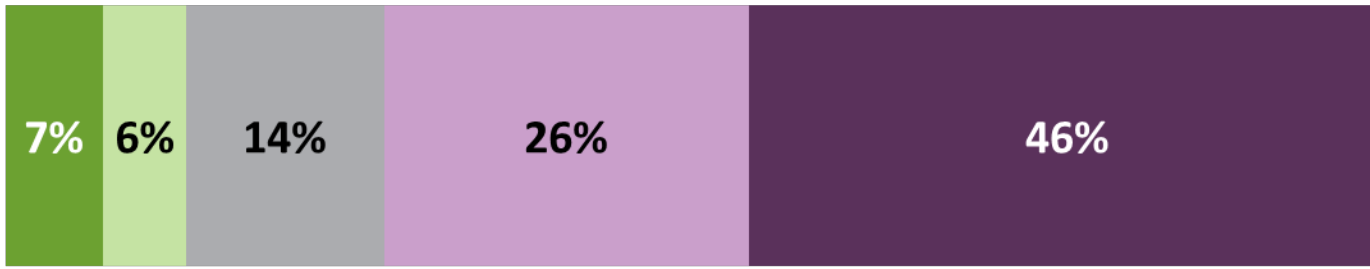
Alameda County

Agree more with Statement A

Agree more with Statement B

### Statement A:

We should focus on keeping public transit running in the short term

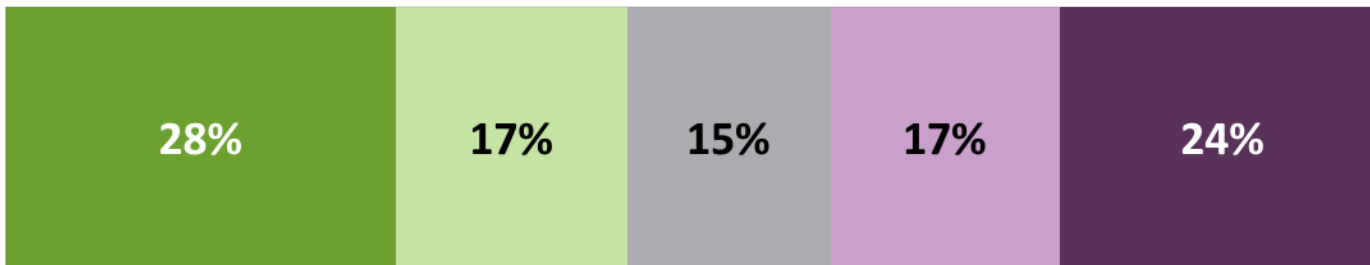


### Statement B:

We should focus on improving public transit services in the long term

### Statement A:

Funds from this measure should be split between public transit services, roads, freeways, and improvements for people walking and bicycling

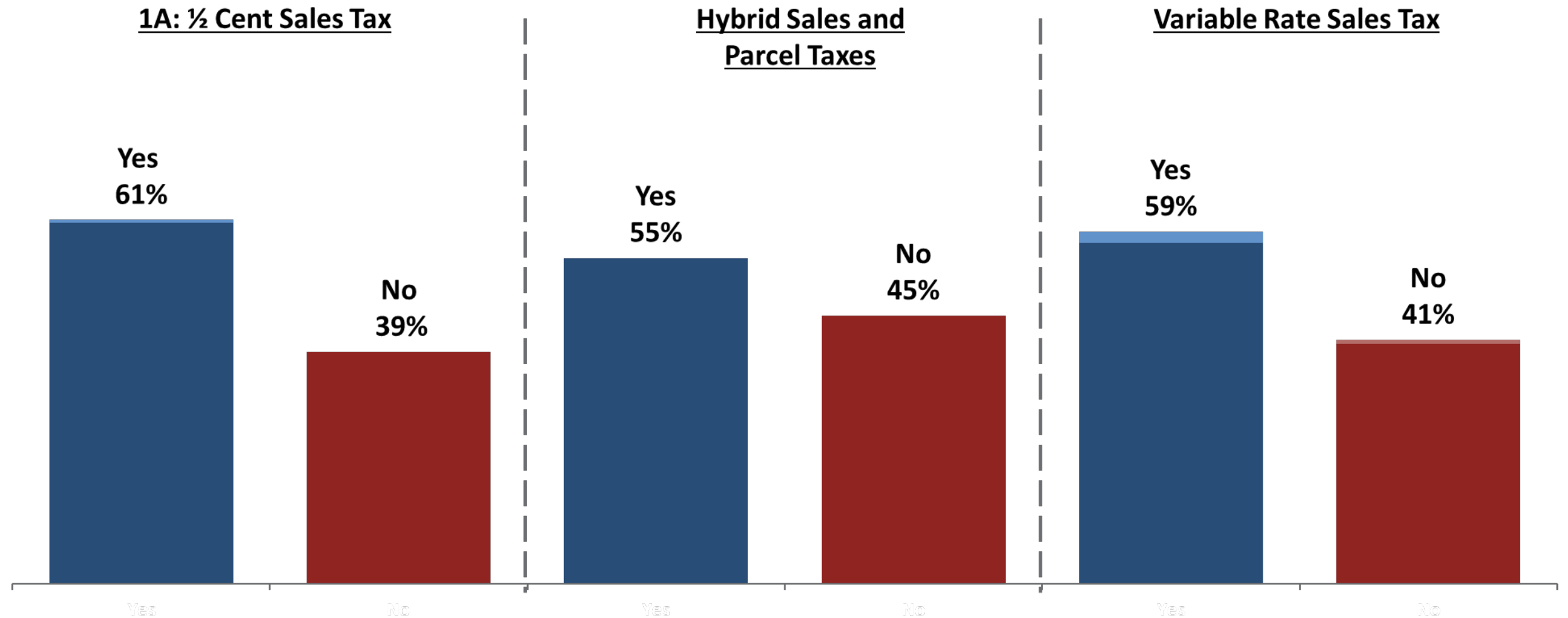


### Statement B:

Funds from this measure should focus on protecting and improving public transit services

# Initial Support

## Alameda County

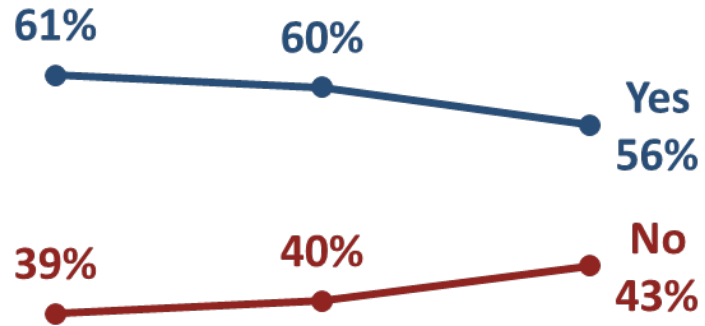


MoE of ±6.2  
Q14.

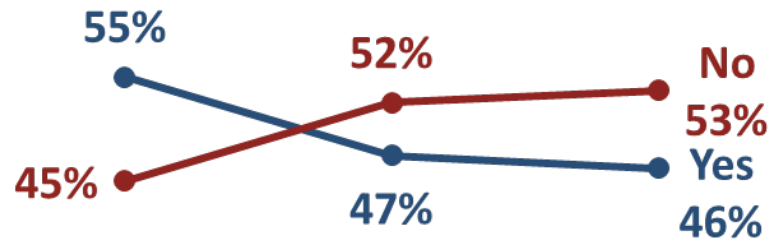
# 162 Support Progression

## Alameda County

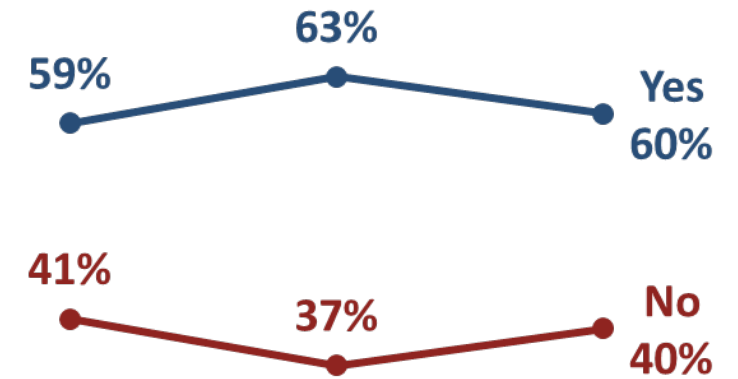
### 1A



### Hybrid



### Variable Rate



Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

1

2

3

1

2

3

Initial Vote

Second Vote

Final Vote

# Contra Costa County Results



600 total interviews

*Margin of Error:  $\pm 4.0$*

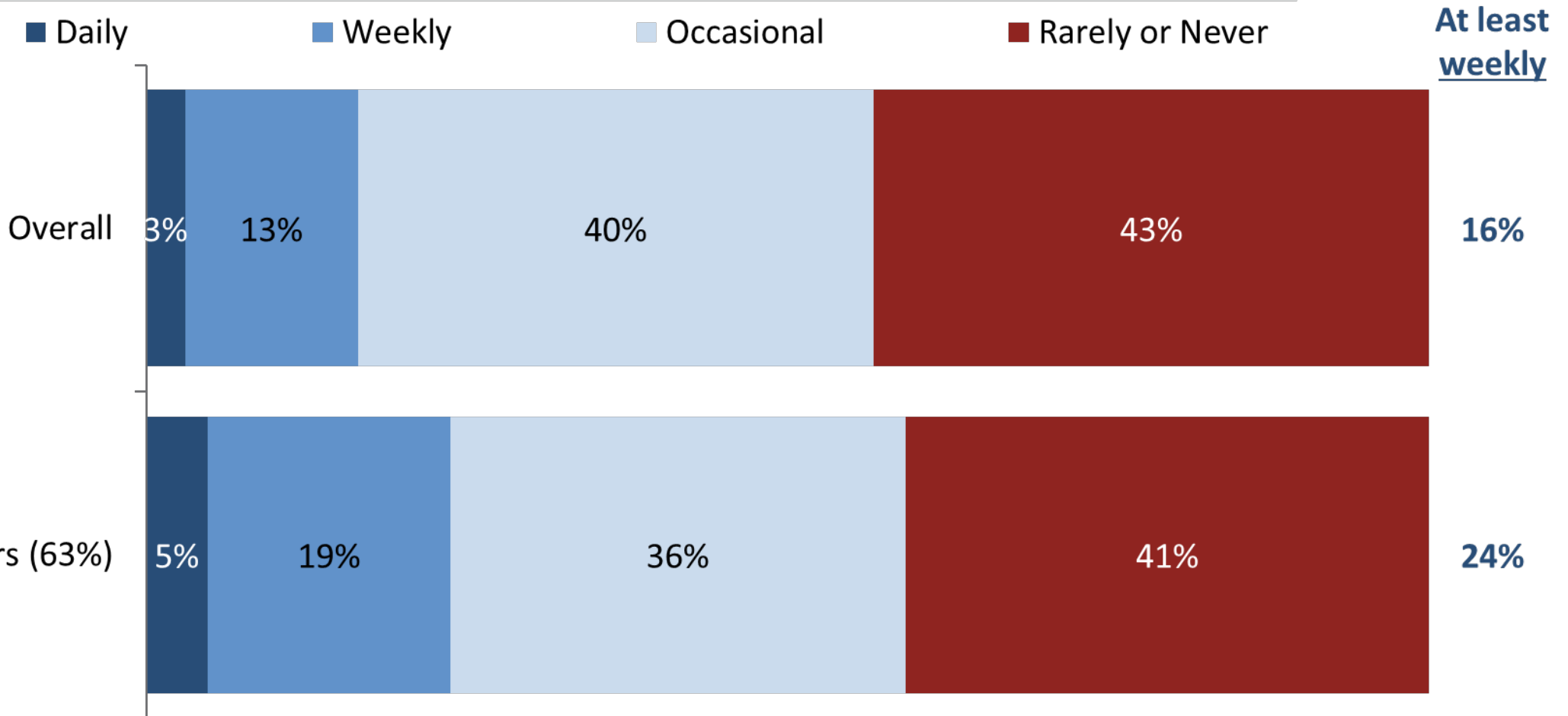
200 interviews **per split**

*Margin of Error:  $\pm 6.9$*

# Self-Reported Transit Usage

## Contra Costa County

Combined usage frequency of BART, trains, and public bus, light rail, or ferry.



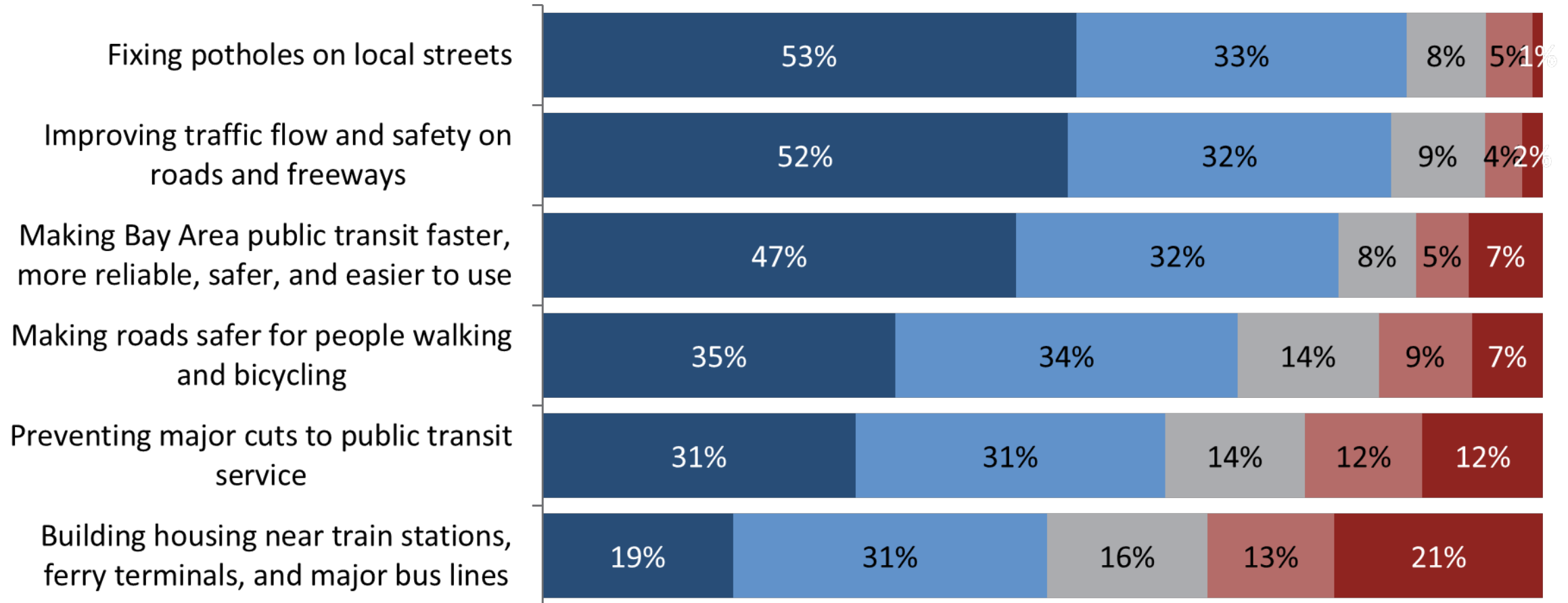
MoE of ±4.0  
 Q63-Q67. Please tell me how often you do each of the following, on average.



# Transportation Issue Importance

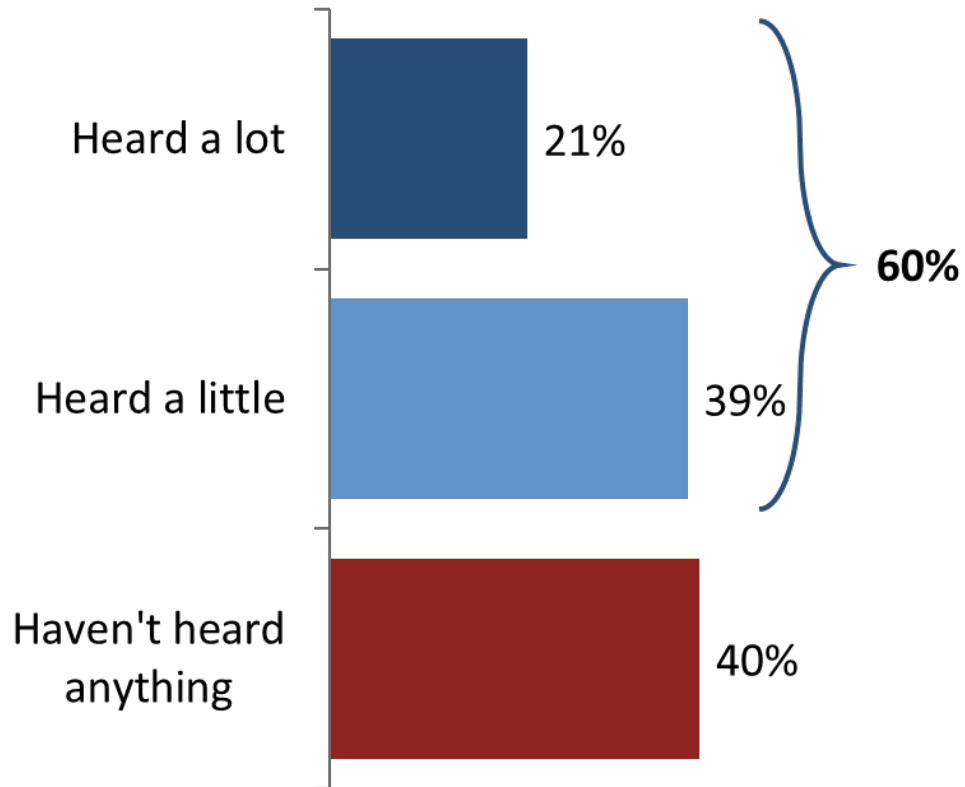
## Contra Costa County

7 - Extremely important   5-6   4/(Don't Know)   2-3   1 - Not at all important



MoE of ±4.0

Q8-13. Thinking about the Bay Area's transportation needs, on a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

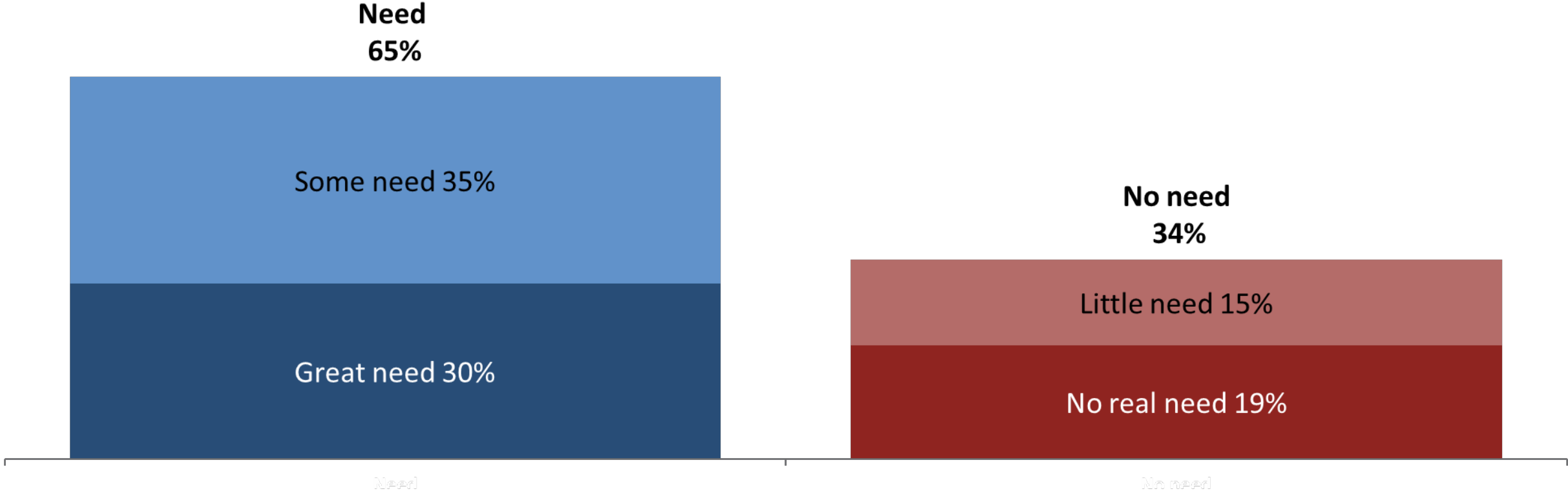
*Contra Costa County*
**Have you seen or heard anything recently about public transit in the Bay Area?**

**What have you heard or seen?**

Response	%
Safety concerns	30%
General negative (Low ridership/Delays/Unclean)	18%
Toll increases/High prices	18%
Lack of funds/Cuts	16%
Improvements	13%
TV ads/News/Articles	5%
Schedule Changes	5%
Frequently rides transit/Uses BART	2%

# Need for Transit Funding

## Contra Costa County

Would you say that public transit in the Bay Area has a great need for more money, some need for more money, little need for more money, or no real need for more money?



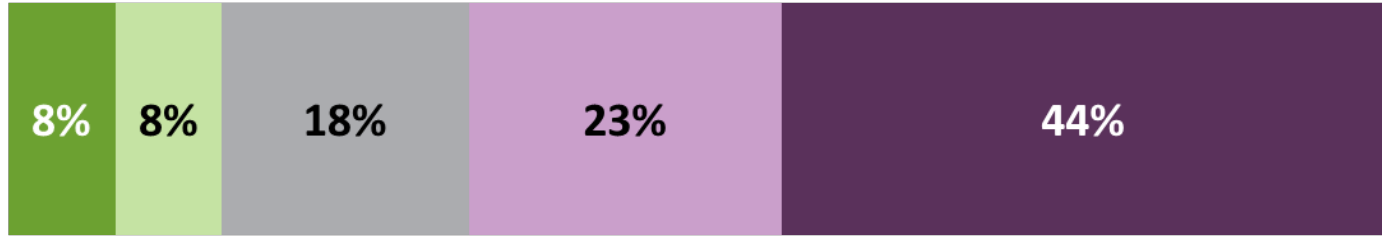
MoE of ±4.0  
Q7.

# 168 Transit Focus & Scope Forced Choices

Contra Costa County

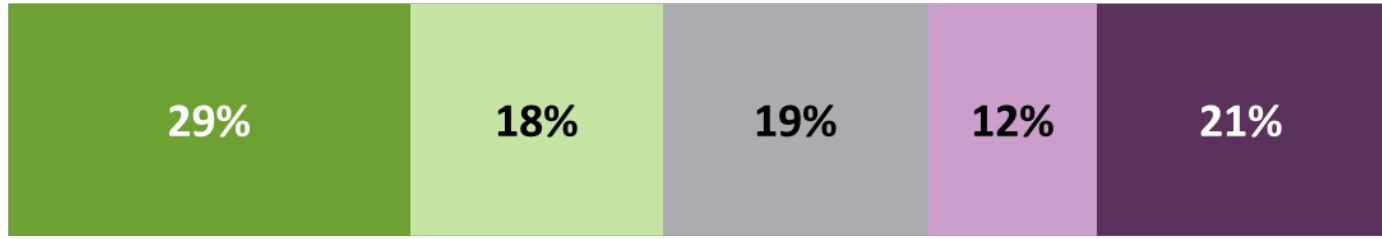


**Statement A:**  
We should focus on keeping public transit running in the short term



**Statement B:**  
We should focus on improving public transit services in the long term

**Statement A:**  
Funds from this measure should be split between public transit services, roads, freeways, and improvements for people walking and bicycling



**Statement B:**  
Funds from this measure should focus on protecting and improving public transit services

MoE of ±4.0  
Q61-62.

# Initial Support

## Contra Costa County

### 1A: ½ Cent Sales Tax

Yes  
53%

No  
47%

### Hybrid Sales and Parcel Taxes

Yes  
51%

No  
49%

### Variable Rate Sales Tax

Yes  
54%

No  
46%

Yes

No

Yes

No

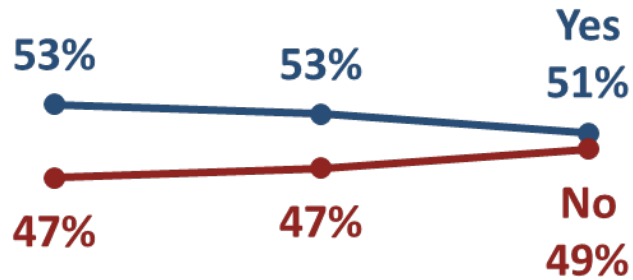
Yes

No

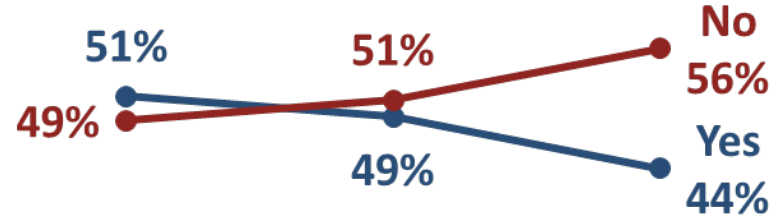
# 170 Support Progression

## Contra Costa County

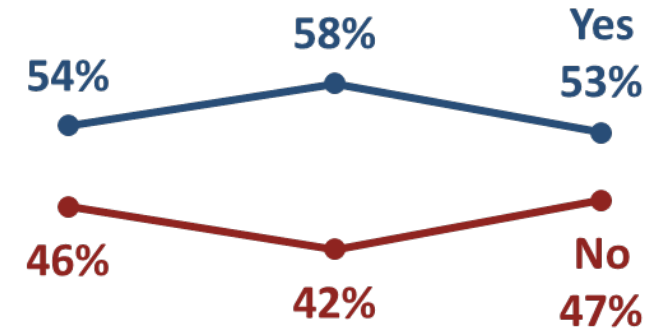
### 1A



### Hybrid



### Variable Rate



Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

1

2

3

1

2

3

Initial Vote

Second Vote

Final Vote

# San Francisco County Results



600 total interviews

*Margin of Error:  $\pm 4.0$*

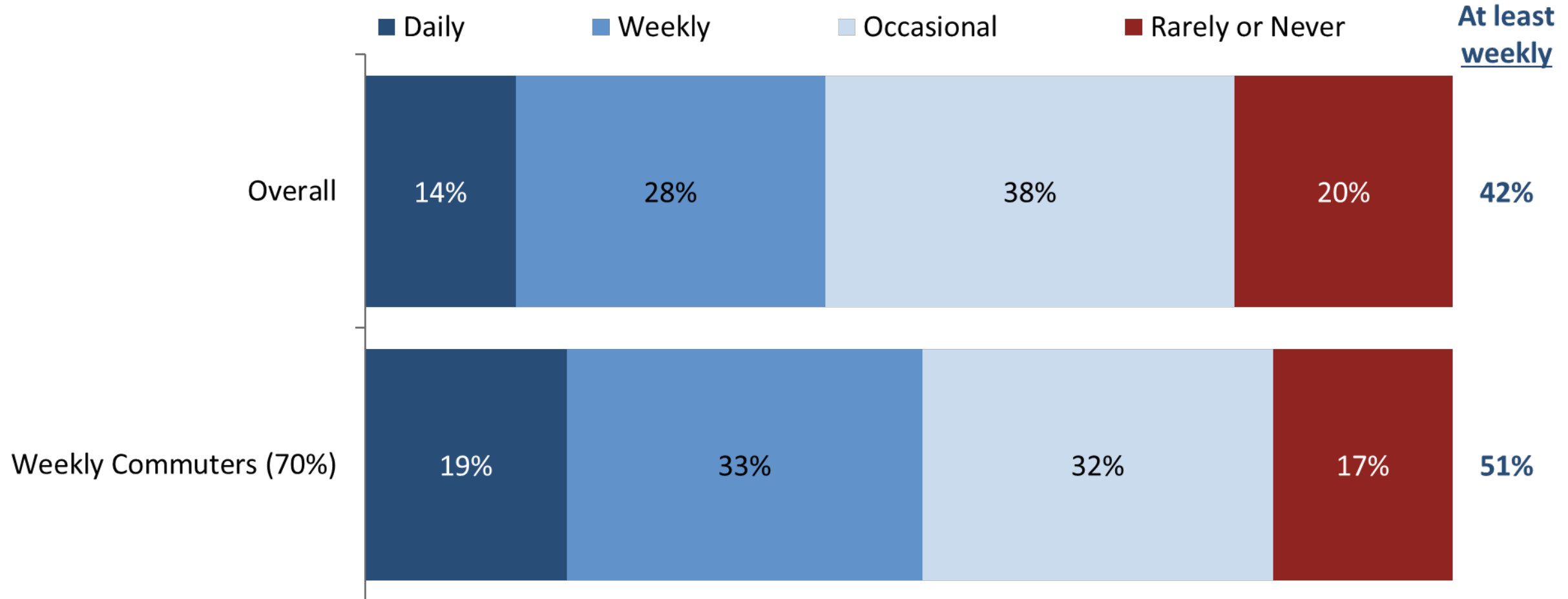
200 interviews **per split**

*Margin of Error:  $\pm 6.9$*

# Self-Reported Transit Usage

San Francisco County

Combined usage frequency of BART, trains, and public bus, light rail, or ferry.



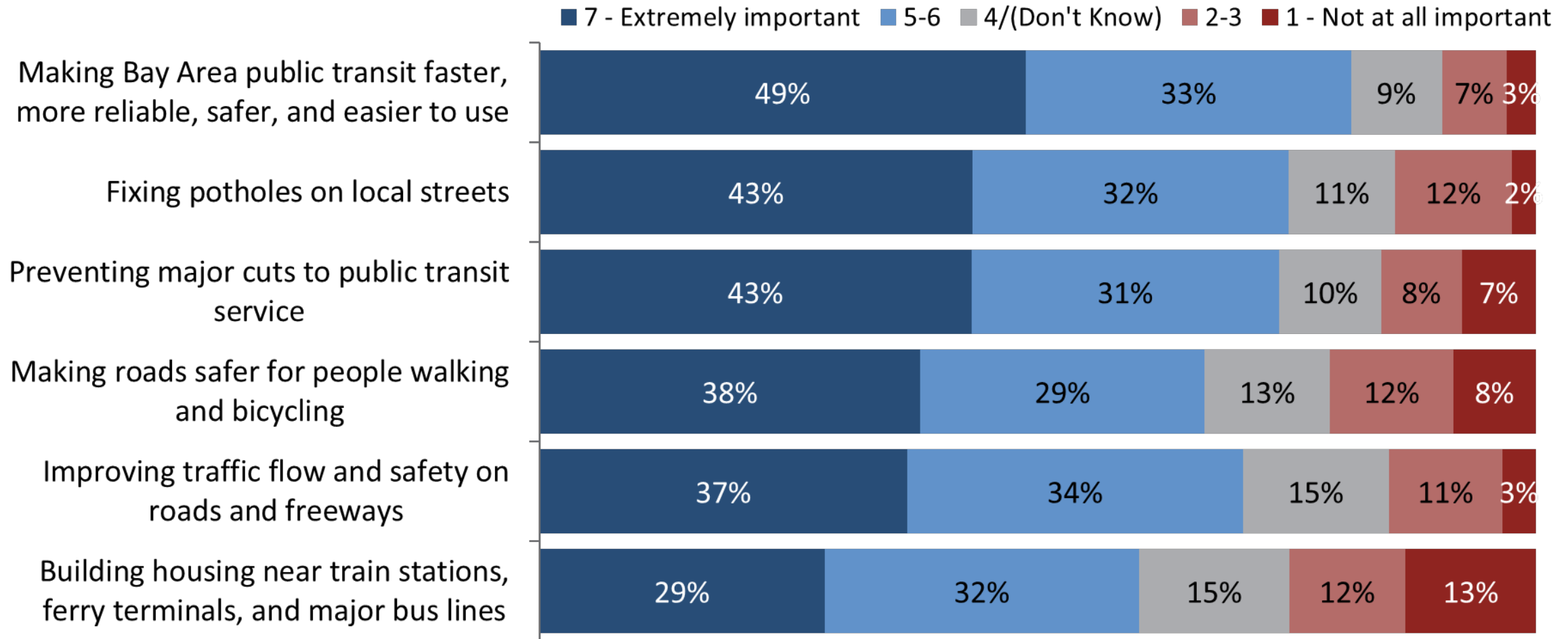
MoE of  $\pm 4.0$

Q63-Q67. Please tell me how often you do each of the following, on average.



# Transportation Issue Importance

## San Francisco County



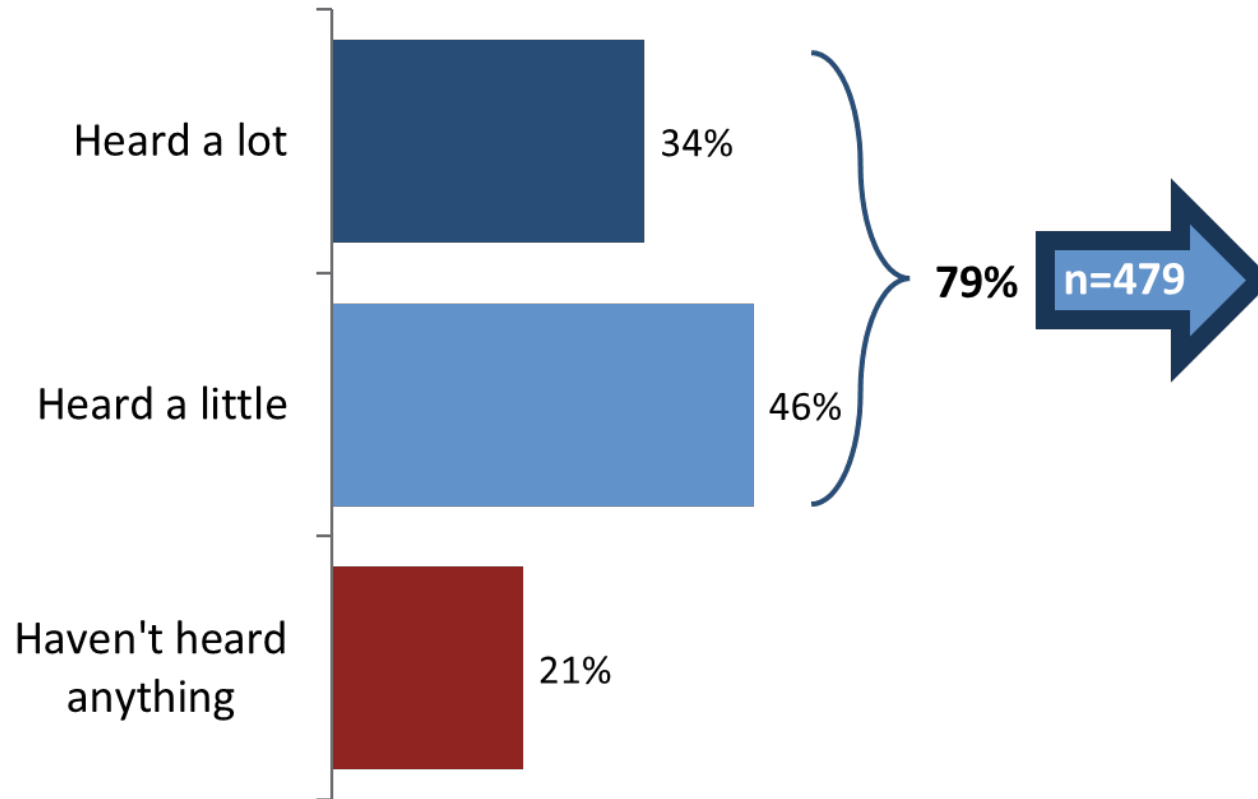
MoE of ±4.0

Q8-13. Thinking about the Bay Area's transportation needs, on a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

# 174 Public Transit Awareness

San Francisco County

Have you seen or heard anything recently about public transit in the Bay Area?



What have you heard or seen?

Response	%
Lack of funds/Cuts	46%
Safety concerns	16%
Toll increases/High prices	14%
Improvements	13%
General negative (Low ridership/Delays/Unclean)	7%
Schedule Changes	5%
TV ads/News/Articles	5%
Frequently rides transit/Uses BART	2%

# Need for Transit Funding

San Francisco County

Would you say that public transit in the Bay Area has a great need for more money, some need for more money, little need for more money, or no real need for more money?

**Need**  
**74%**

**No need**  
**25%**

Some need 31%

Little need 9%

Great need 43%

No real need 15%

Need

No need

# Transit Focus & Scope Forced Choices

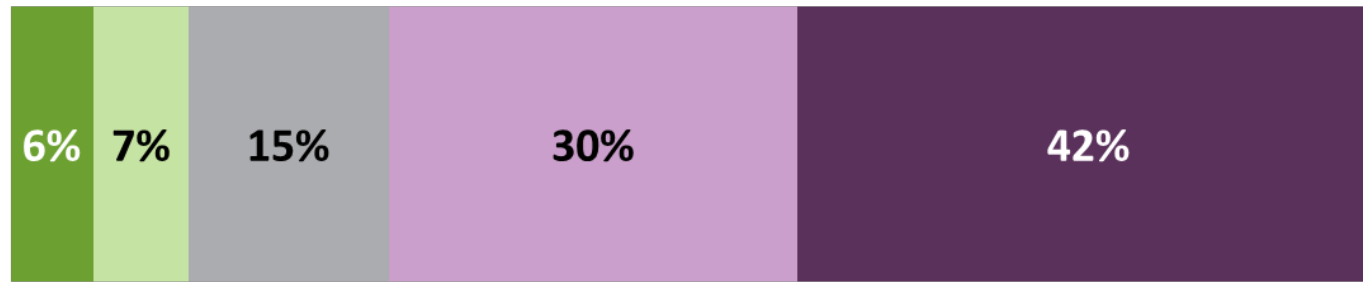
San Francisco County

Agree more with Statement A

Agree more with Statement B

**Statement A:**

We should focus on keeping public transit running in the short term

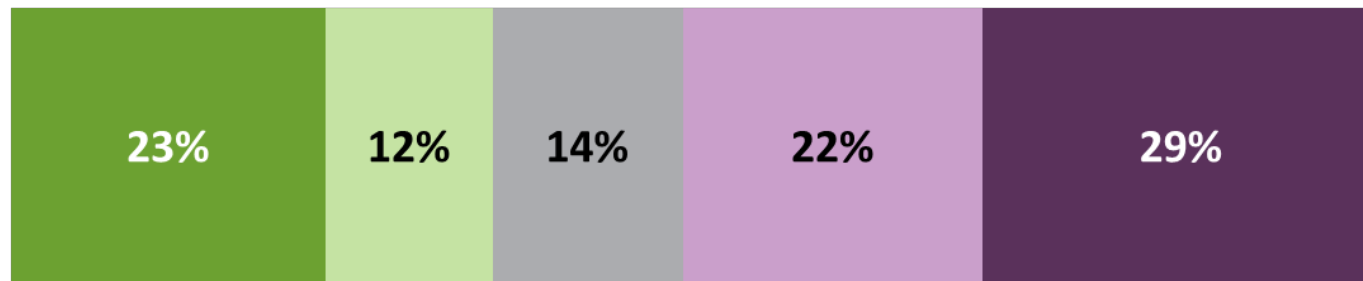


**Statement B:**

We should focus on improving public transit services in the long term

**Statement A:**

Funds from this measure should be split between public transit services, roads, freeways, and improvements for people walking and bicycling



**Statement B:**

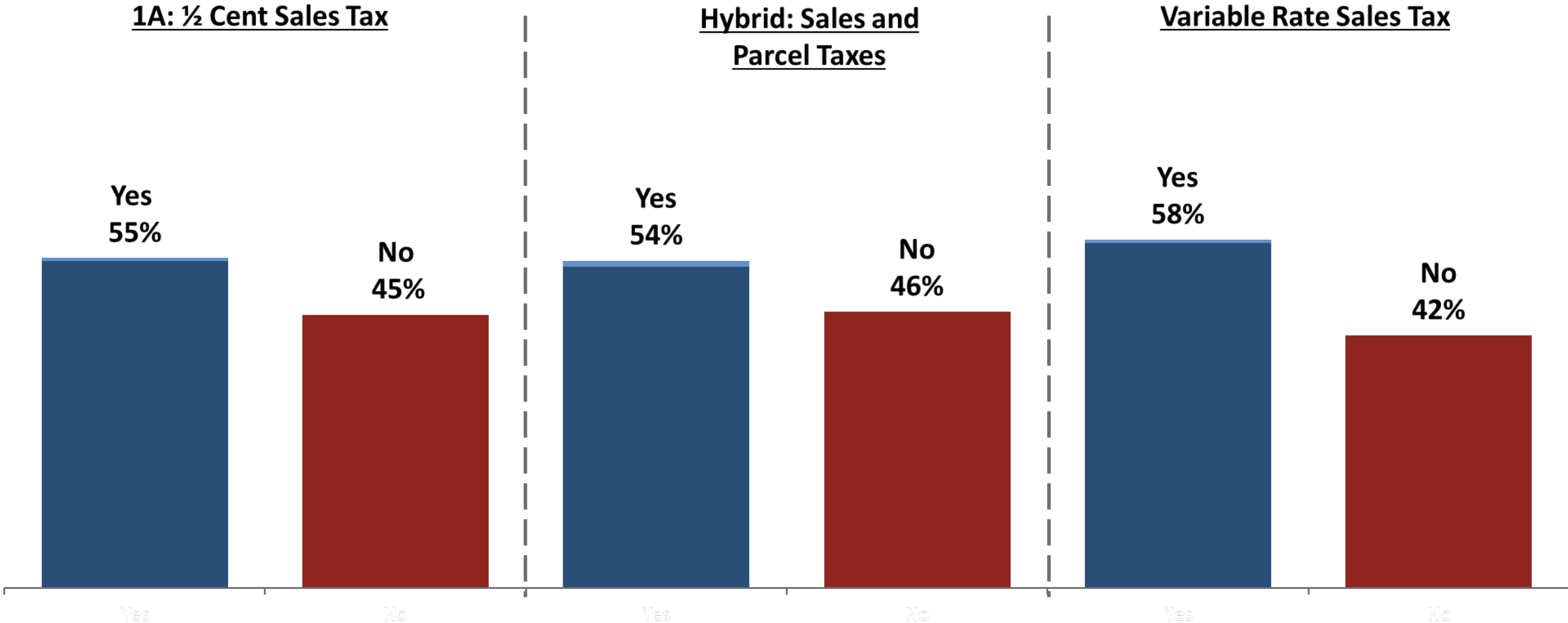
Funds from this measure should focus on protecting and improving public transit services

MoE of ±4.0

Q61-62.

# Initial Support

## San Francisco County

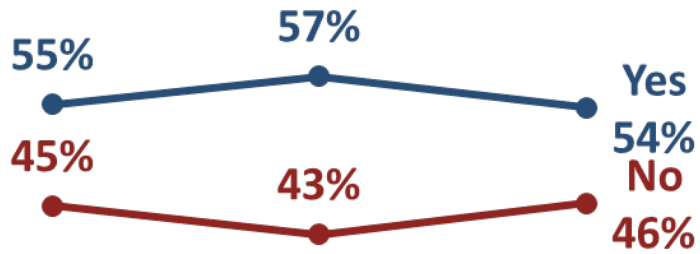


MoE of ±6.9  
Q14.

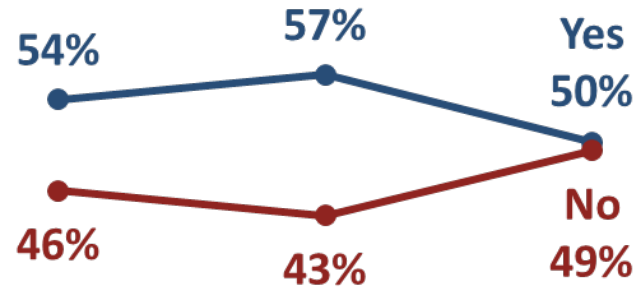
# 178 Support Progression

San Francisco County

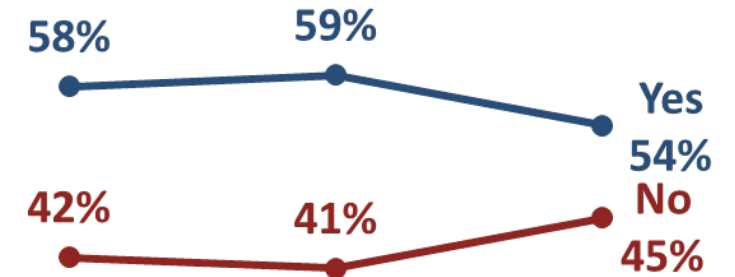
## 1A



## Hybrid



## Variable Rate



Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

1

2

3

1

2

3

Initial Vote

Second Vote

Final Vote

MoE of ±6.9  
Q14/46/60.



## San Mateo County Results

600 total interviews

*Margin of Error:  $\pm 4.0$*

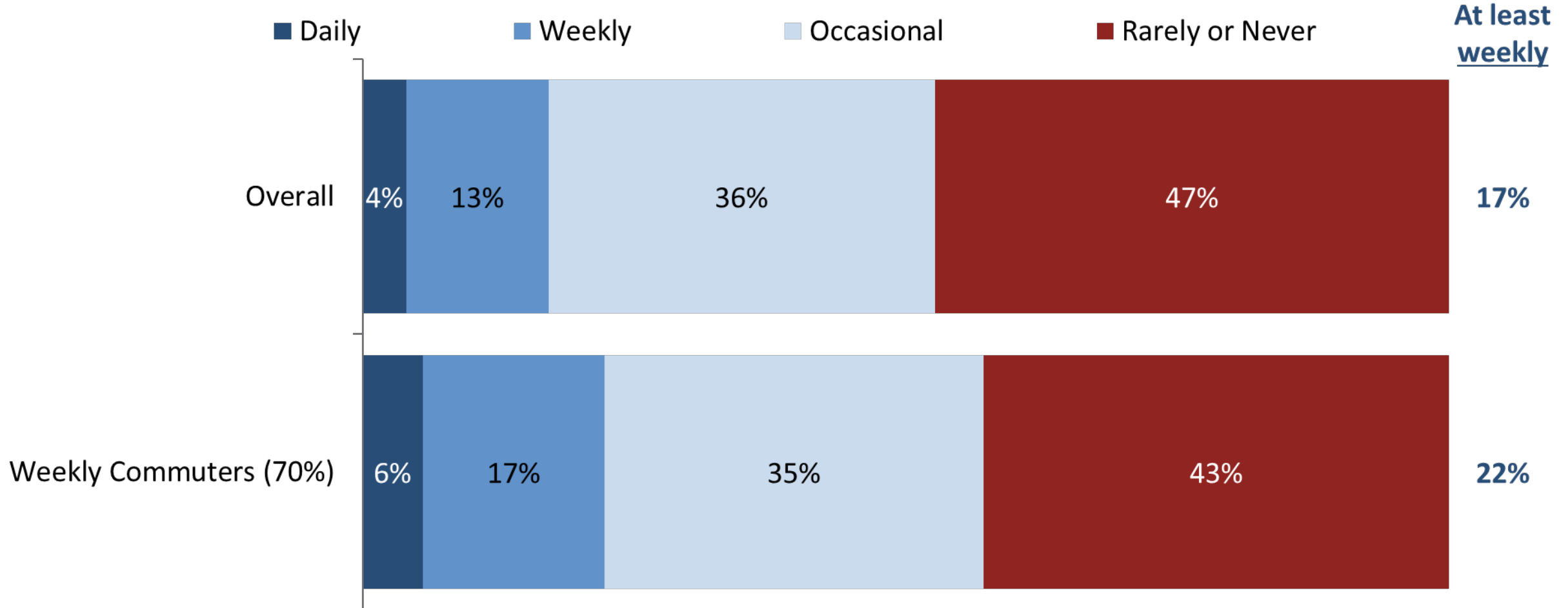
200 interviews **per split**

*Margin of Error:  $\pm 6.9$*

# 180 Self-Reported Transit Usage

## San Mateo County

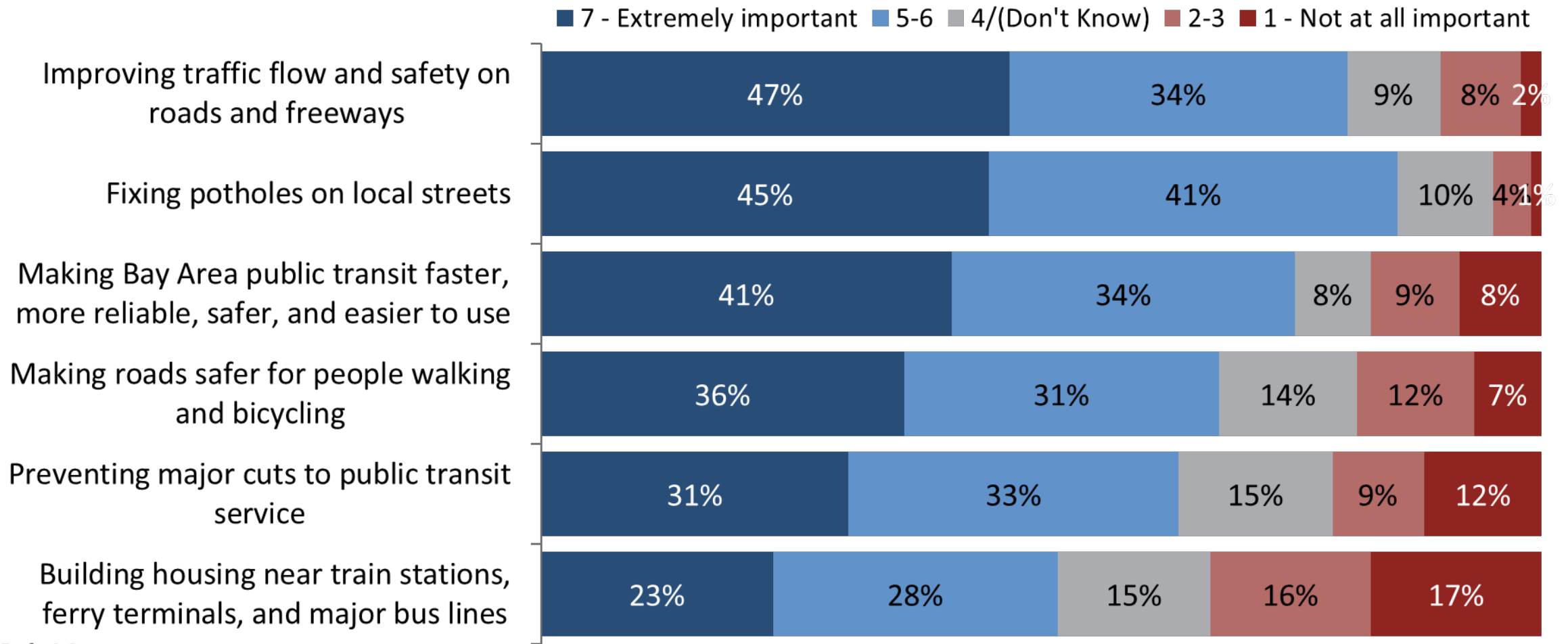
Combined usage frequency of BART, trains, and public bus, light rail, or ferry.





# Transportation Issue Importance

## San Mateo County



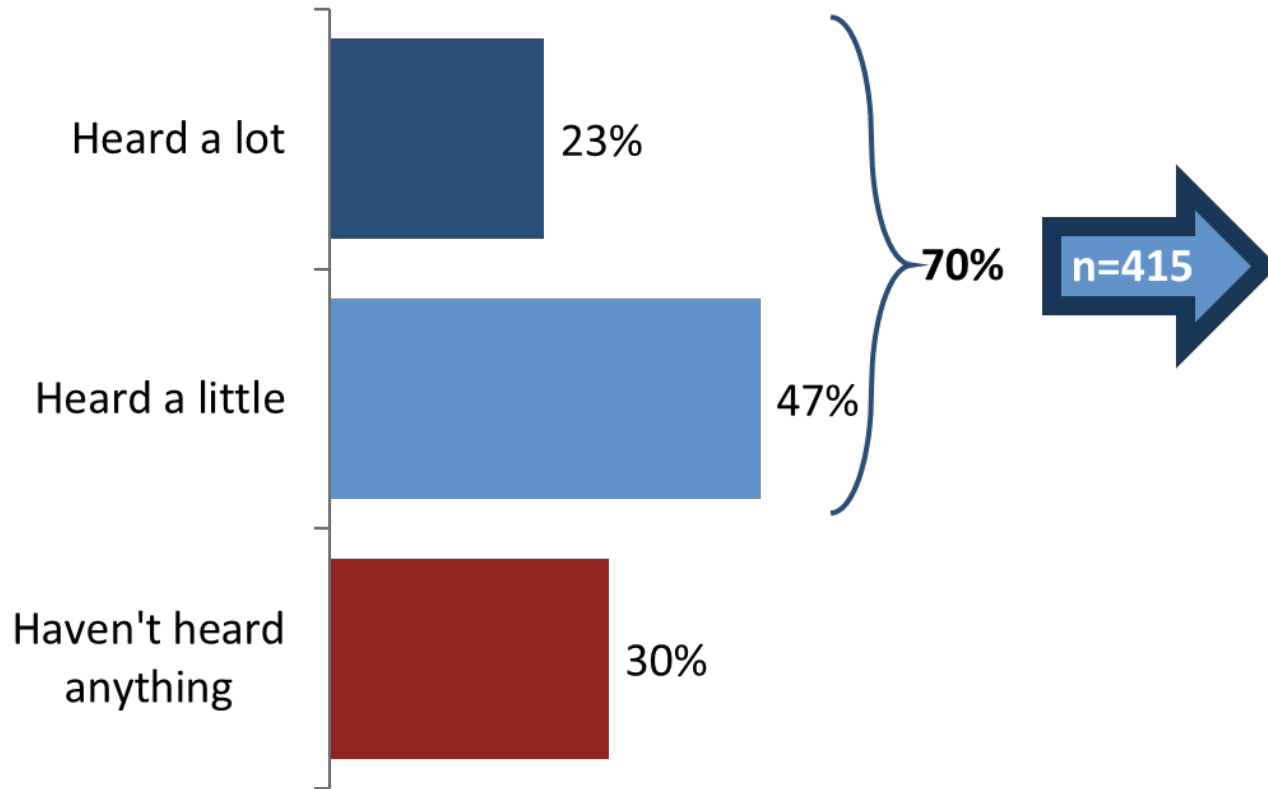
MoE of ±4.0

Q8-13. Thinking about the Bay Area's transportation needs, on a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

# 182 Public Transit Awareness

San Mateo County

Have you seen or heard anything recently about public transit in the Bay Area?



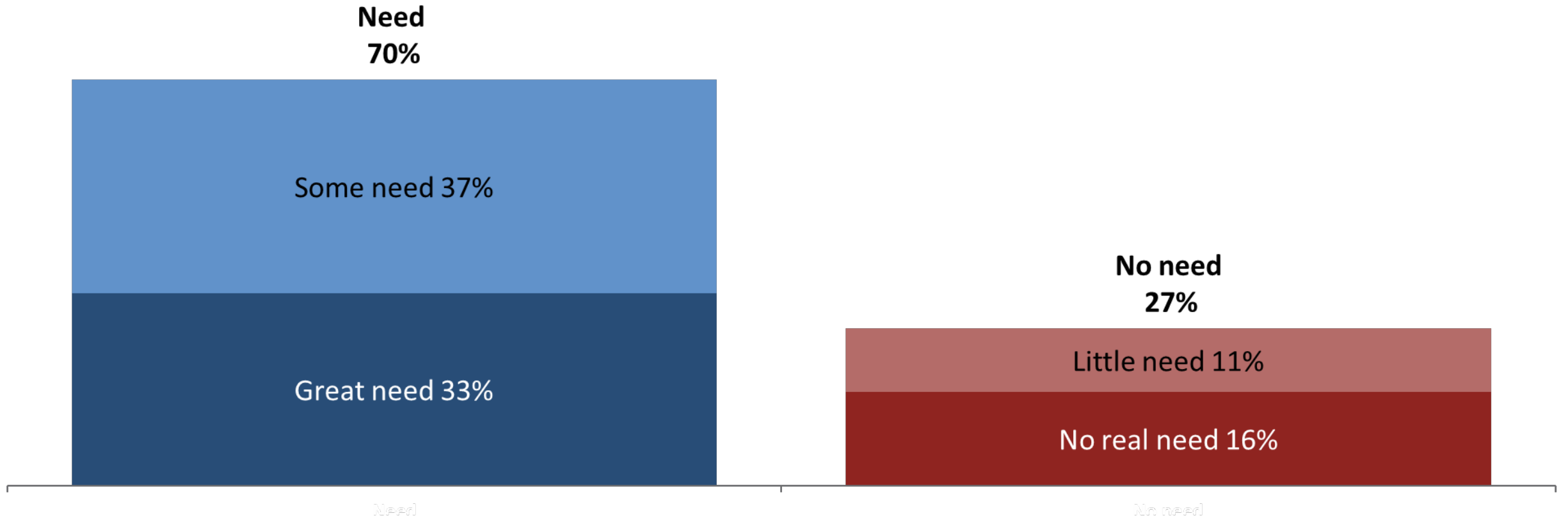
What have you heard or seen?

Response	%
Improvements	32%
Lack of funds/Cuts	21%
Safety concerns	18%
Toll increases/High prices	10%
General negative (Low ridership/Delays/Unclean)	10%
Schedule Changes	6%
TV ads/News/Articles	5%
Frequently rides transit/Uses BART	2%

# Need for Transit Funding

San Mateo County

Would you say that public transit in the Bay Area has a great need for more money, some need for more money, little need for more money, or no real need for more money?



MoE of ±4.0  
Q7.

# 184 Transit Focus & Scope Forced Choices

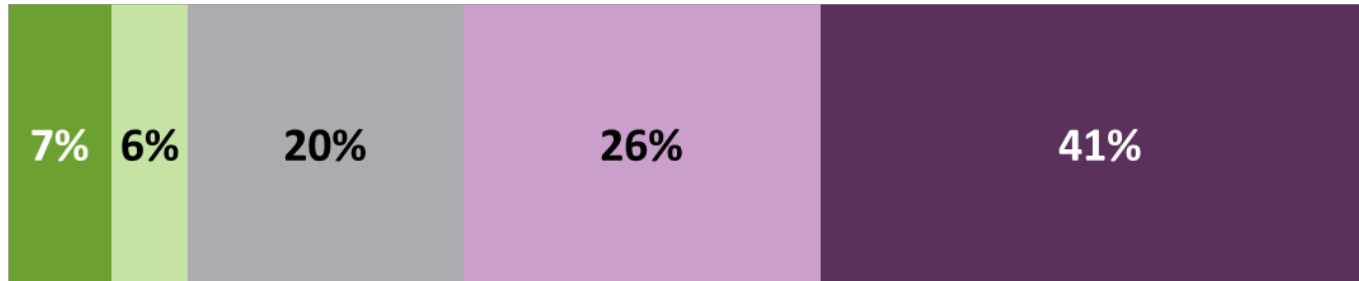
San Mateo County

Agree more with Statement A

Agree more with Statement B

**Statement A:**

We should focus on keeping public transit running in the short term

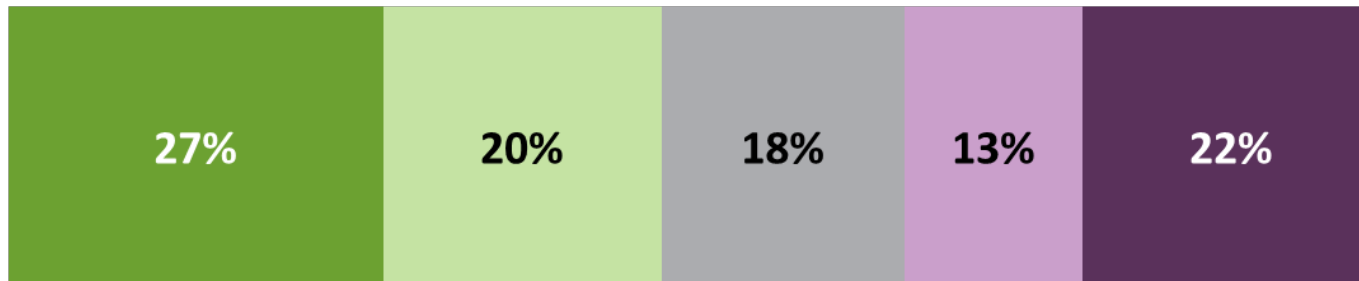


**Statement B:**

We should focus on improving public transit services in the long term

**Statement A:**

Funds from this measure should be split between public transit services, roads, freeways, and improvements for people walking and bicycling



**Statement B:**

Funds from this measure should focus on protecting and improving public transit services

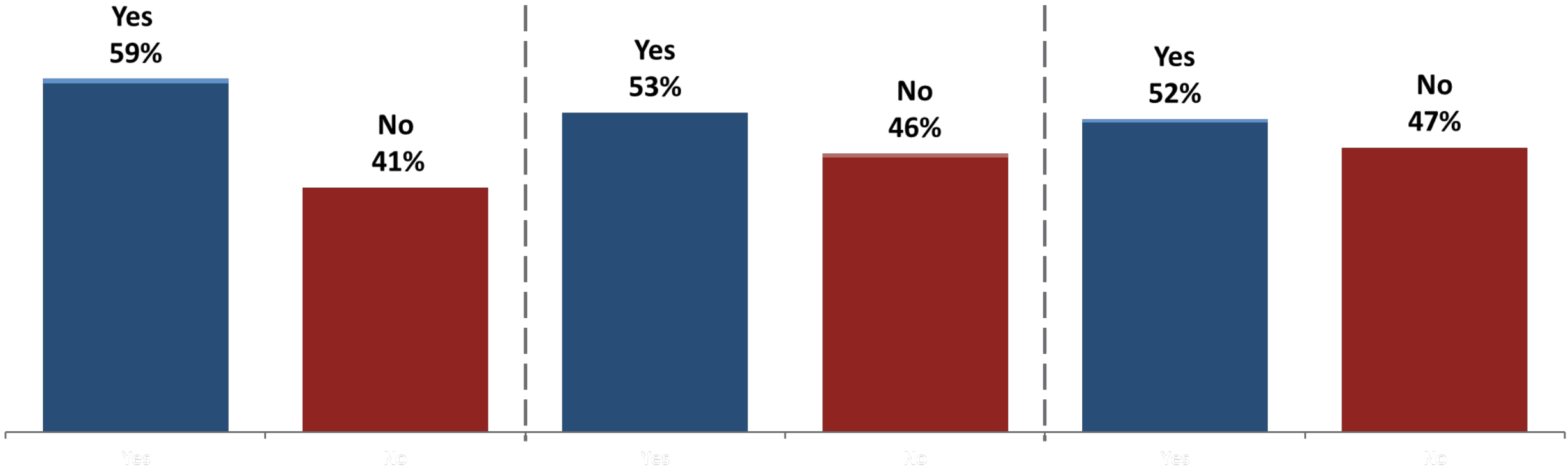
# Initial Support

San Mateo County

## 1A: ½ Cent Sales Tax

## Hybrid Sales and Parcel Taxes

## Variable Rate Sales Tax

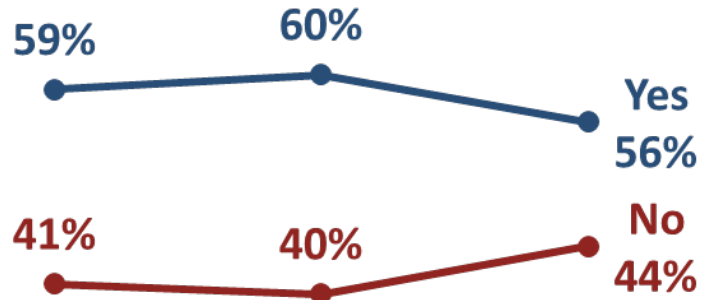


MoE of ±6.9  
Q14.

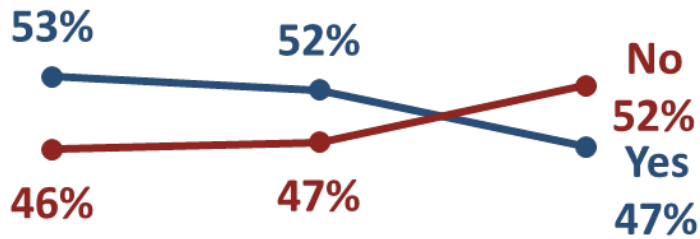
# 186 Support Progression

## San Mateo County

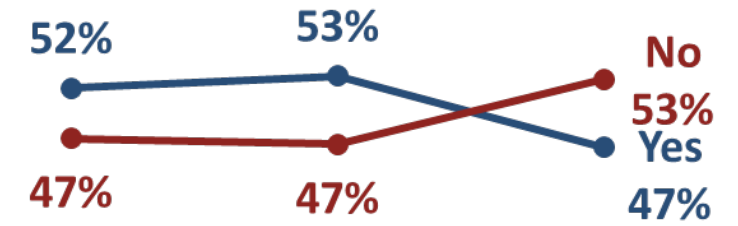
### 1A



### Hybrid



### Variable Rate



Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

Initial Vote

After Info

After Opp.

1

2

3

1

2

3

Initial Vote

Second Vote

Final Vote



## Santa Clara County Results

300 total interviews

*Margin of Error:  $\pm 5.7$*

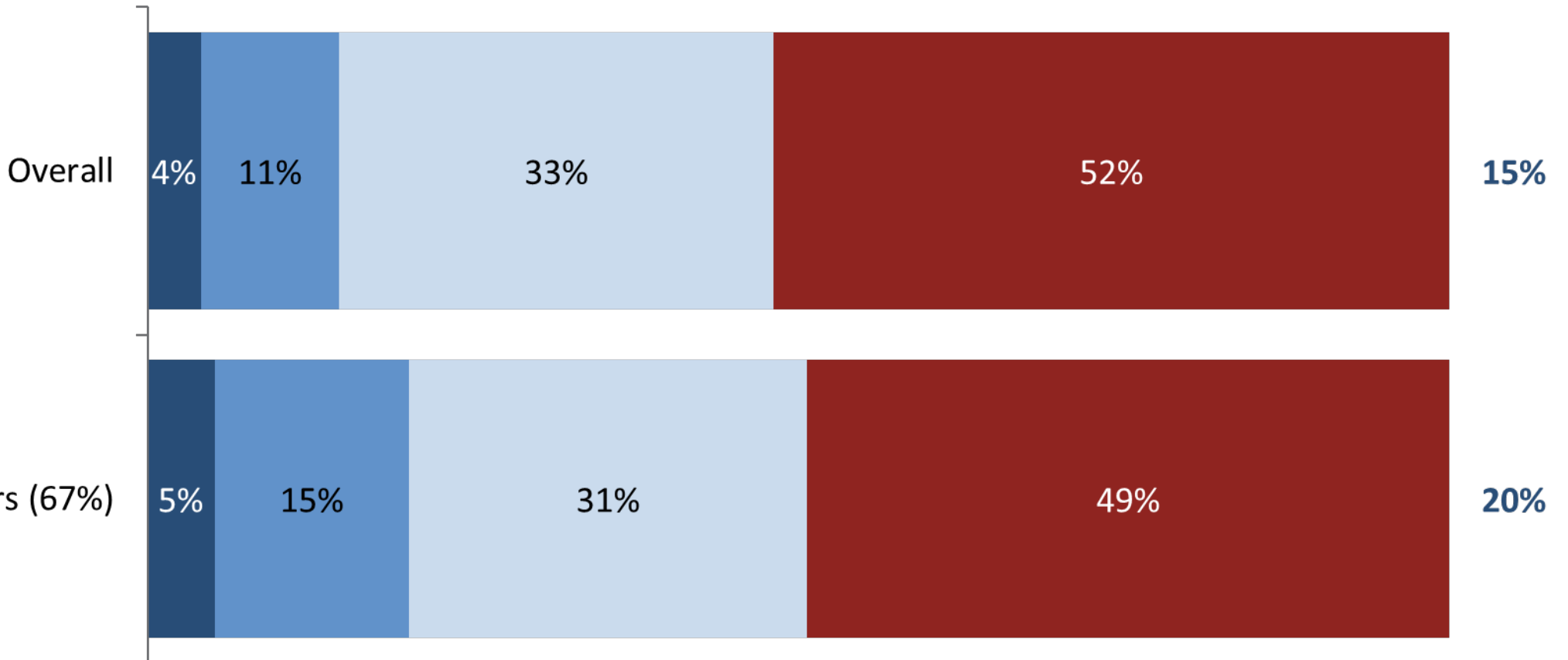
# Self-Reported Transit Usage

Santa Clara County

Combined usage frequency of BART, trains, and public bus, light rail, or ferry.

At least weekly

■ Daily    ■ Weekly    ■ Occasional    ■ Rarely or Never



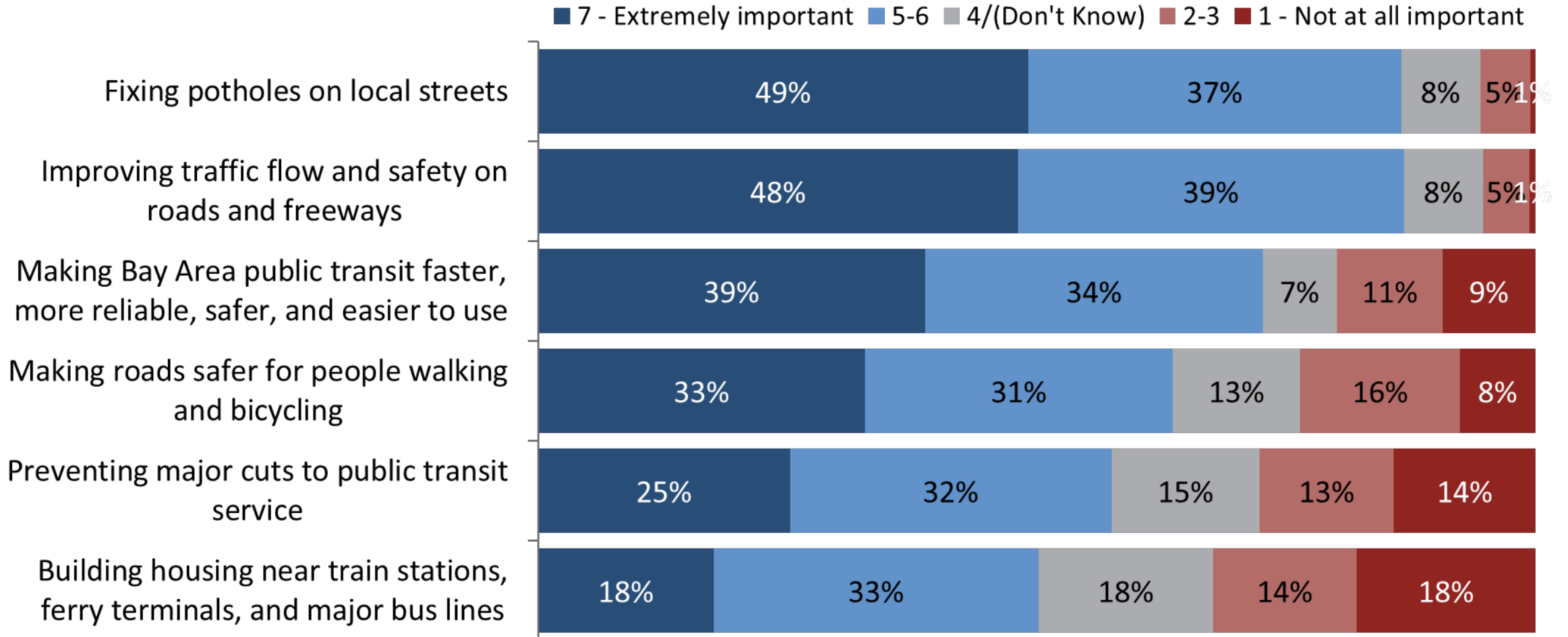
MoE of ±5.7

Q63-Q67. Please tell me how often you do each of the following, on average.



# Transportation Issue Importance

## Santa Clara County



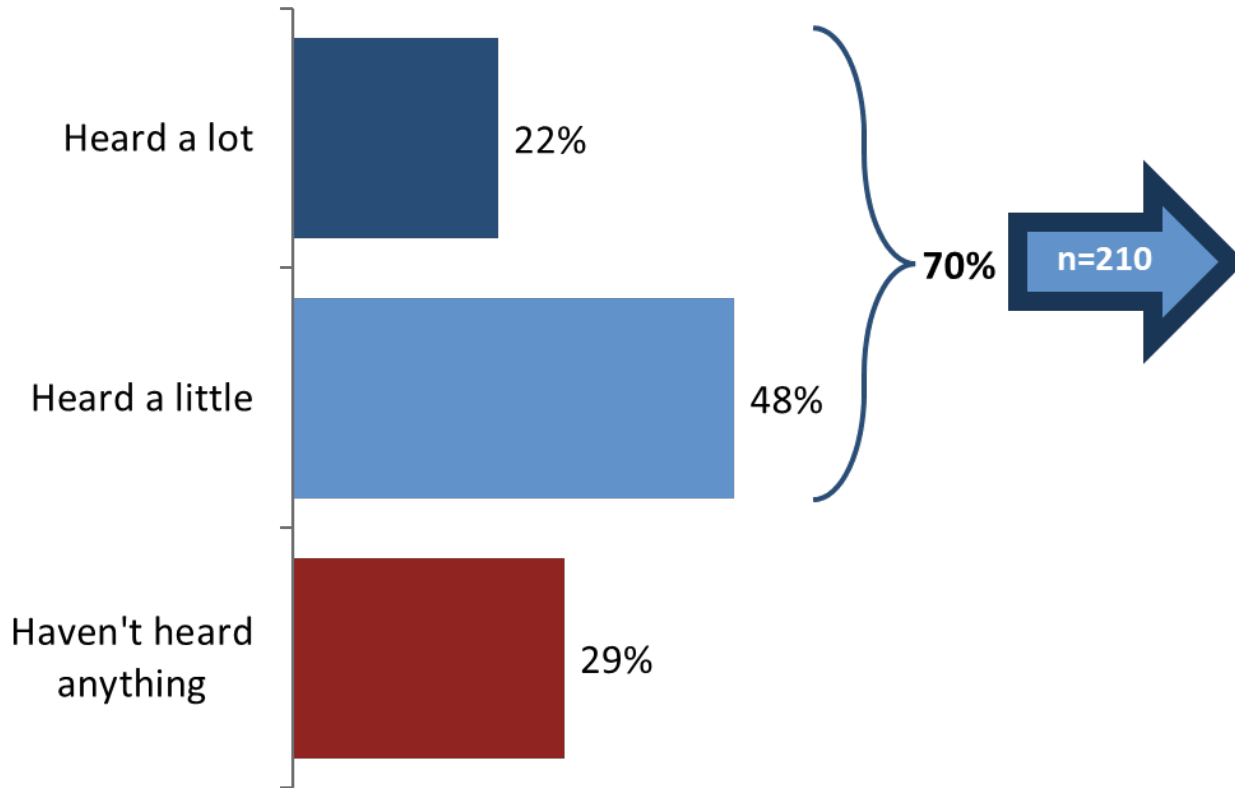
MoE of ±5.7

Q8-13. Thinking about the Bay Area's transportation needs, on a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

# 190 Public Transit Awareness

Santa Clara County

## Have you seen or heard anything recently about public transit in the Bay Area?



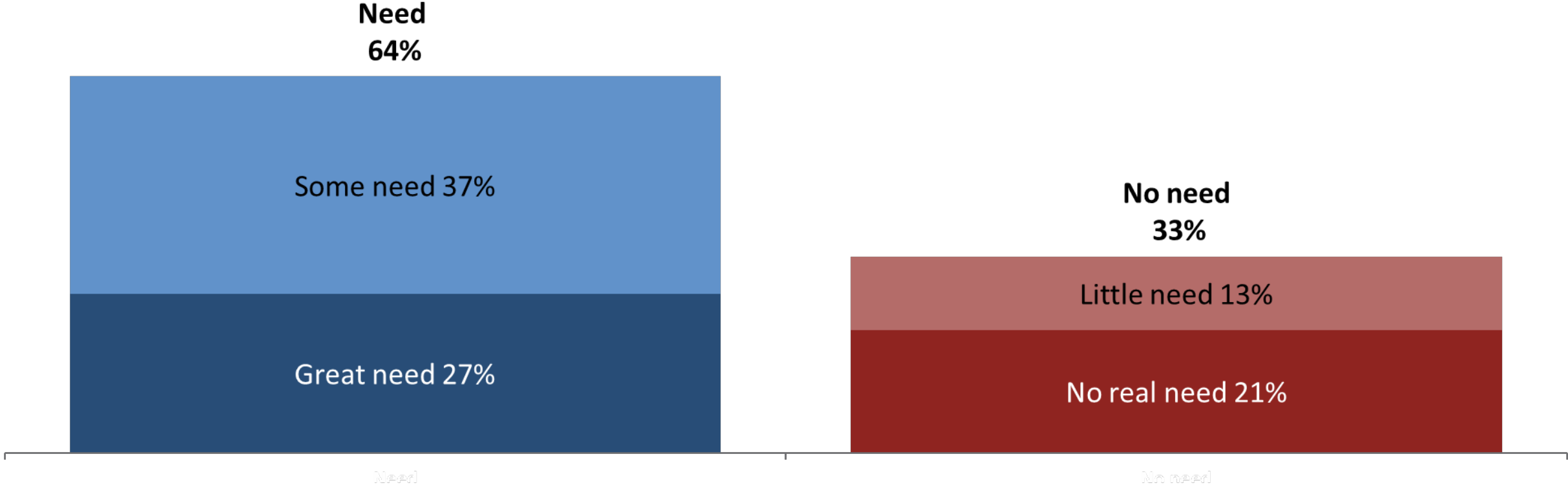
## What have you heard or seen?

Response	%
Improvements	45%
Lack of funds/Cuts	16%
General negative (Low ridership/Delays/Unclean)	12%
Safety concerns	10%
TV ads/News/Articles	6%
Toll increases/High prices	6%
Schedule Changes	3%

# Need for Transit Funding

## Santa Clara County

Would you say that public transit in the Bay Area has a great need for more money, some need for more money, little need for more money, or no real need for more money?



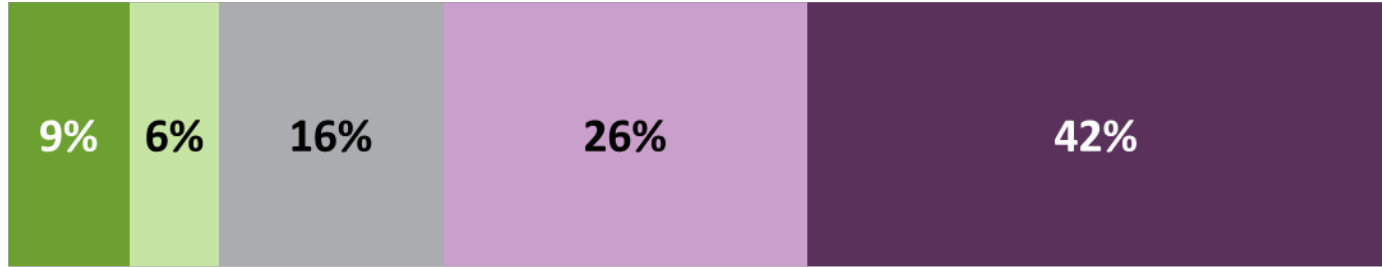
MoE of ±5.7  
Q7.

# 192 Transit Focus & Scope Forced Choices

Santa Clara County

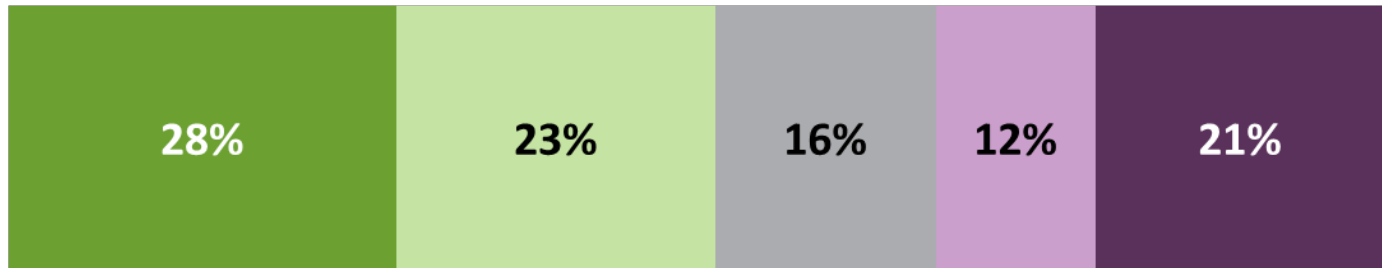


**Statement A:**  
We should focus on keeping public transit running in the short term



**Statement B:**  
We should focus on improving public transit services in the long term

**Statement A:**  
Funds from this measure should be split between public transit services, roads, freeways, and improvements for people walking and bicycling

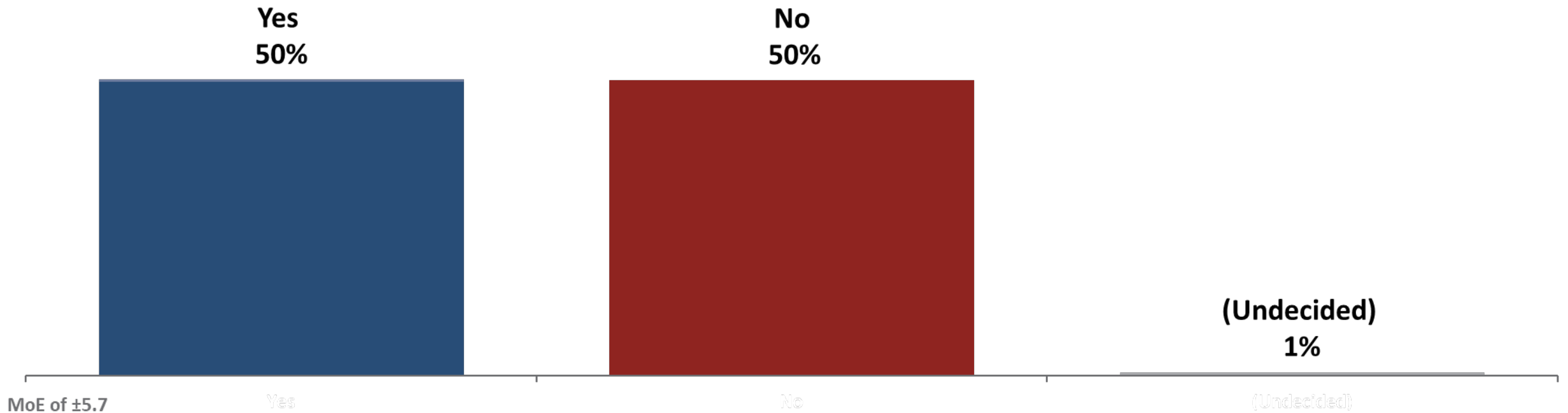


**Statement B:**  
Funds from this measure should focus on protecting and improving public transit services

MoE of ±5.7  
Q61-62.

*Santa Clara County*

## Hybrid Sales and Parcel Taxes

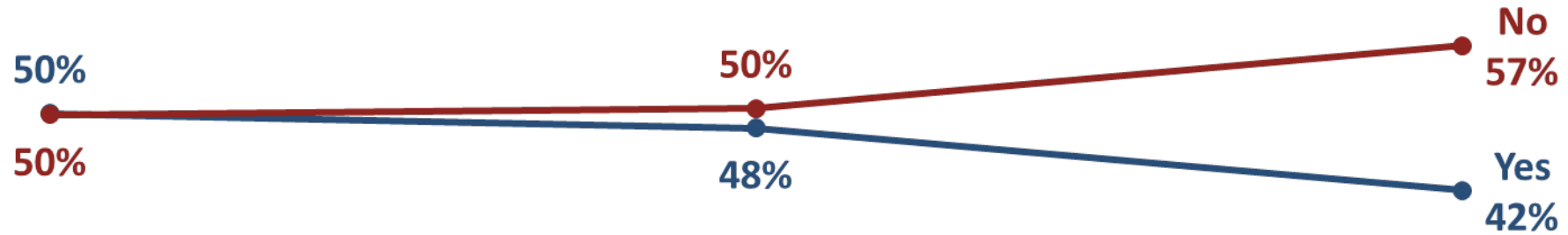


MoE of ±5.7  
Q14.

# 194 Support Progression

Santa Clara County

Hybrid



Initial Vote

After Info

After Opp.

1

2

3



# North Bay Results

## Marin, Napa, Sonoma, Solano Counties

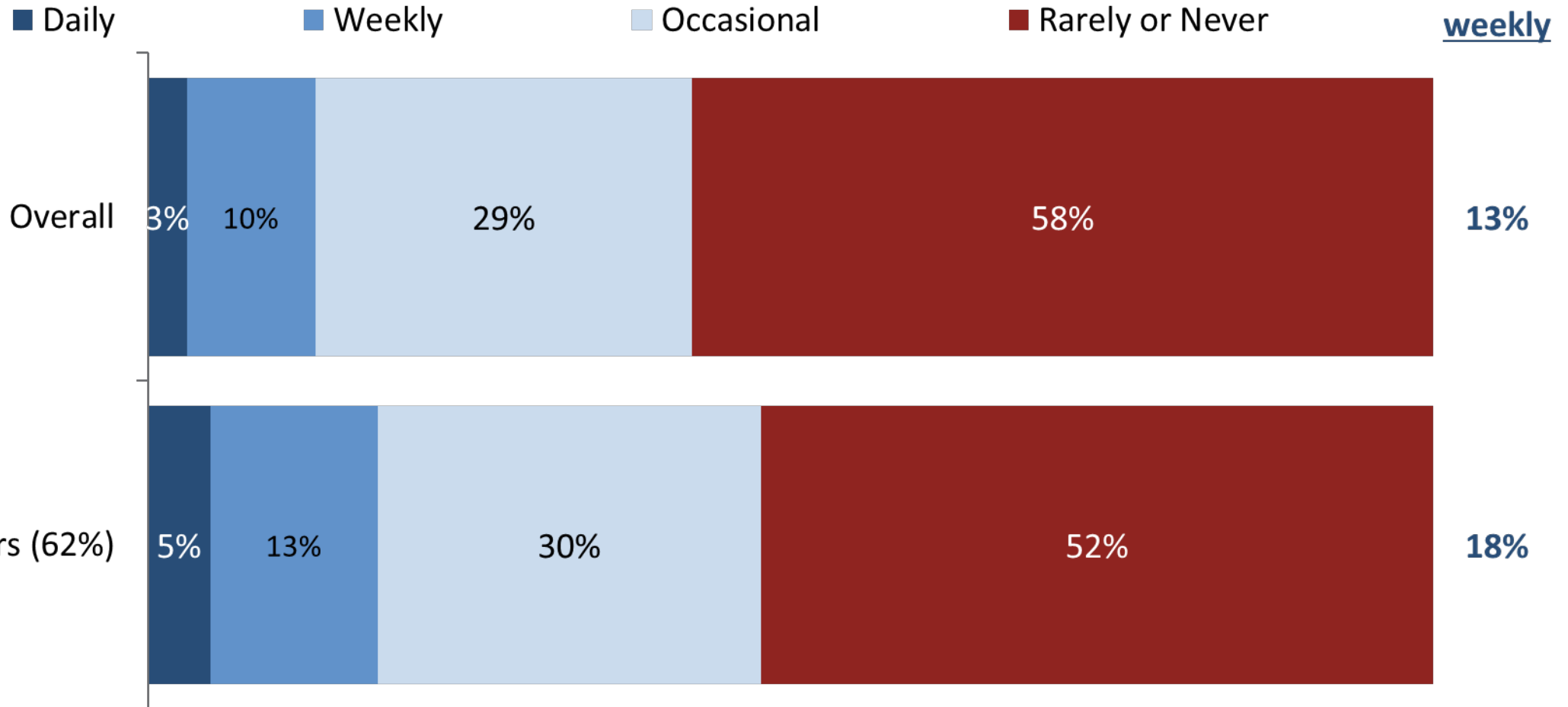
200 total interviews

*Margin of Error:  $\pm 6.9$*

# 196 Self-Reported Transit Usage

## North Bay Counties

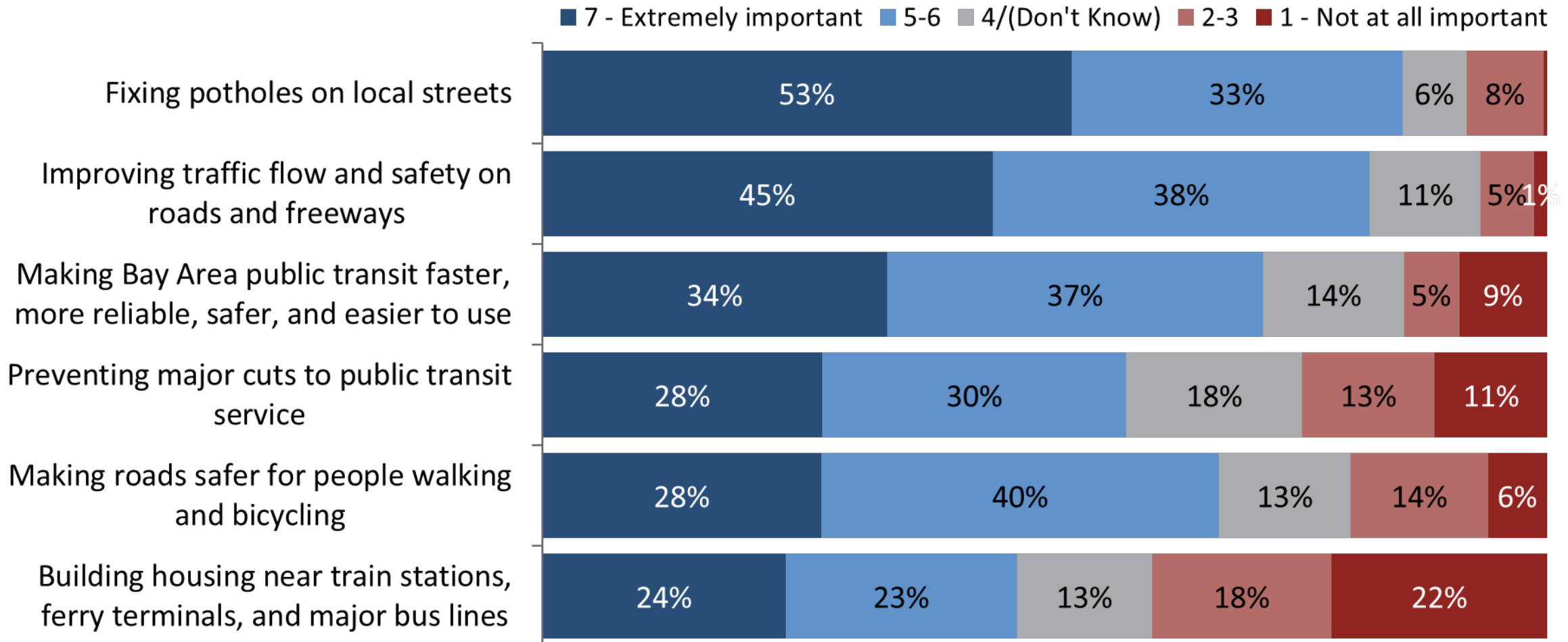
Combined usage frequency of BART, trains, and public bus, light rail, or ferry.





# Transportation Issue Importance

## North Bay Counties



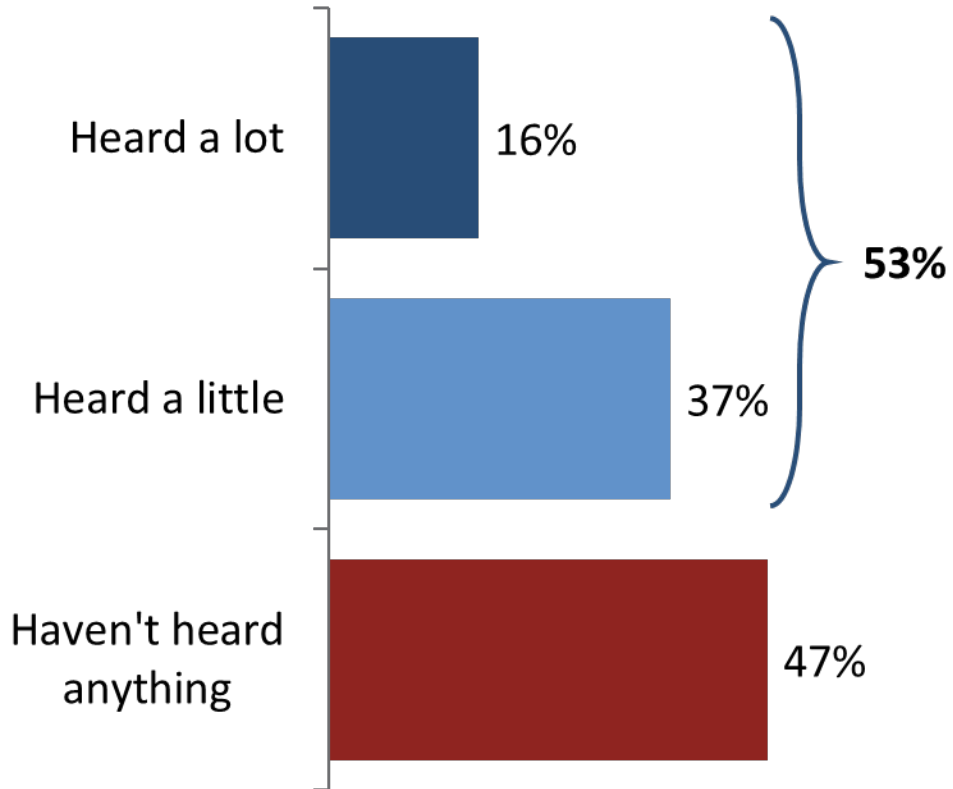
MoE of ±6.9

Q8-13. Thinking about the Bay Area's transportation needs, on a scale from one to seven, where one is not at all important and seven is extremely important, please tell me how important each of the following is to you.

# 198 Public Transit Awareness

North Bay Counties

Have you seen or heard anything recently about public transit in the Bay Area?



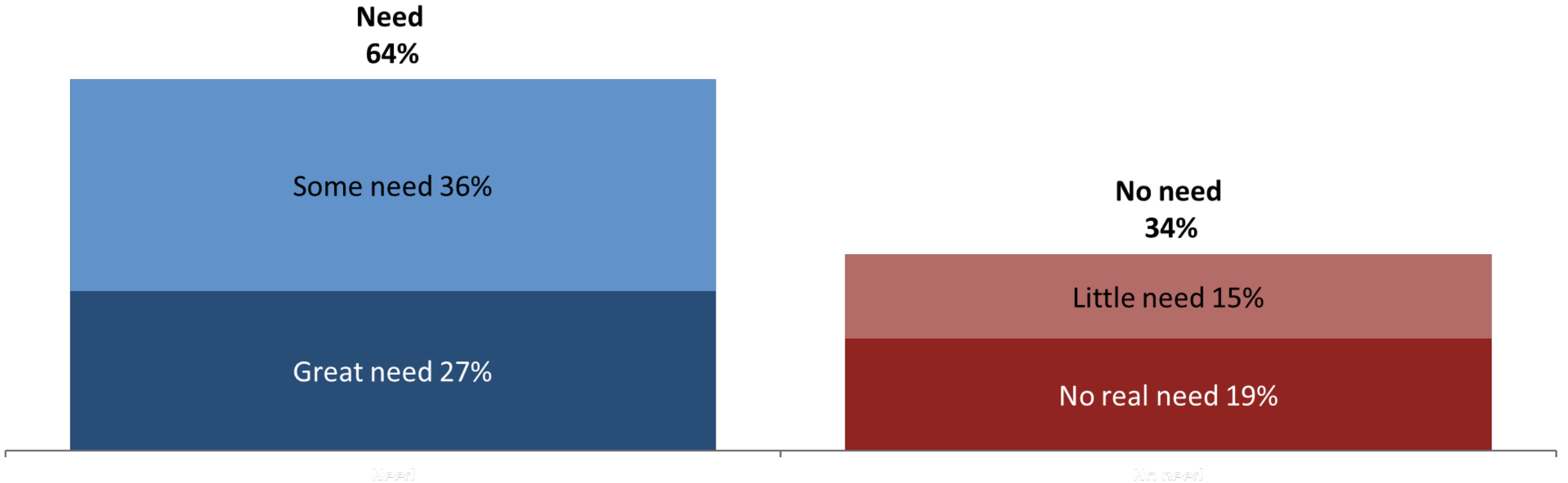
What have you heard or seen?

Response	%
Improvements	26%
Lack of funds/Cuts	18%
General negative (Low ridership/Delays/Unclean)	18%
Toll increases/High prices	15%
Safety concerns	10%
Schedule Changes	5%
TV ads/News/Articles	4%
Frequently rides transit/Uses BART	1%

# Need for Transit Funding

North Bay Counties

Would you say that public transit in the Bay Area has a great need for more money, some need for more money, little need for more money, or no real need for more money?



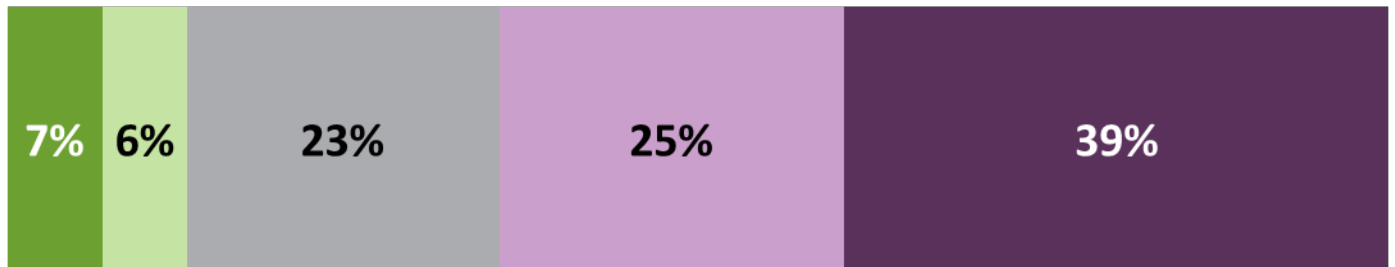
MoE of ±6.9  
Q7.

# Transit Focus & Scope Forced Choices

## North Bay Counties

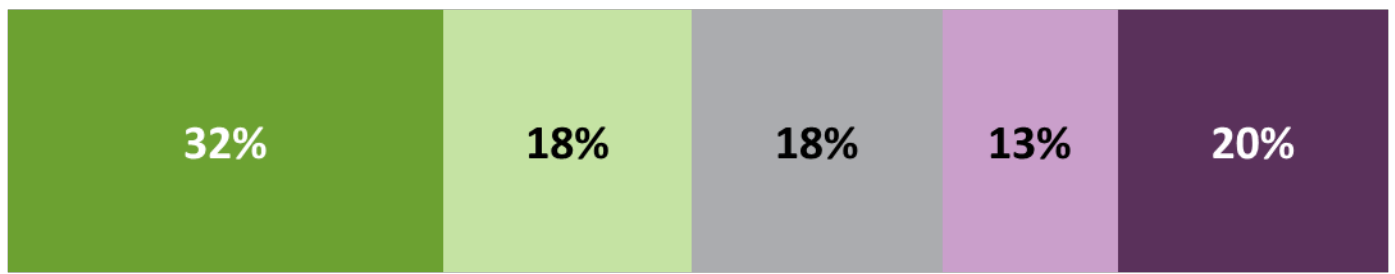


**Statement A:**  
We should focus on **keeping public transit running in the short term**



**Statement B:**  
We should focus on **improving public transit services in the long term**

**Statement A:**  
Funds from this measure should be **split between public transit services, roads, freeways, and improvements for people walking and bicycling**

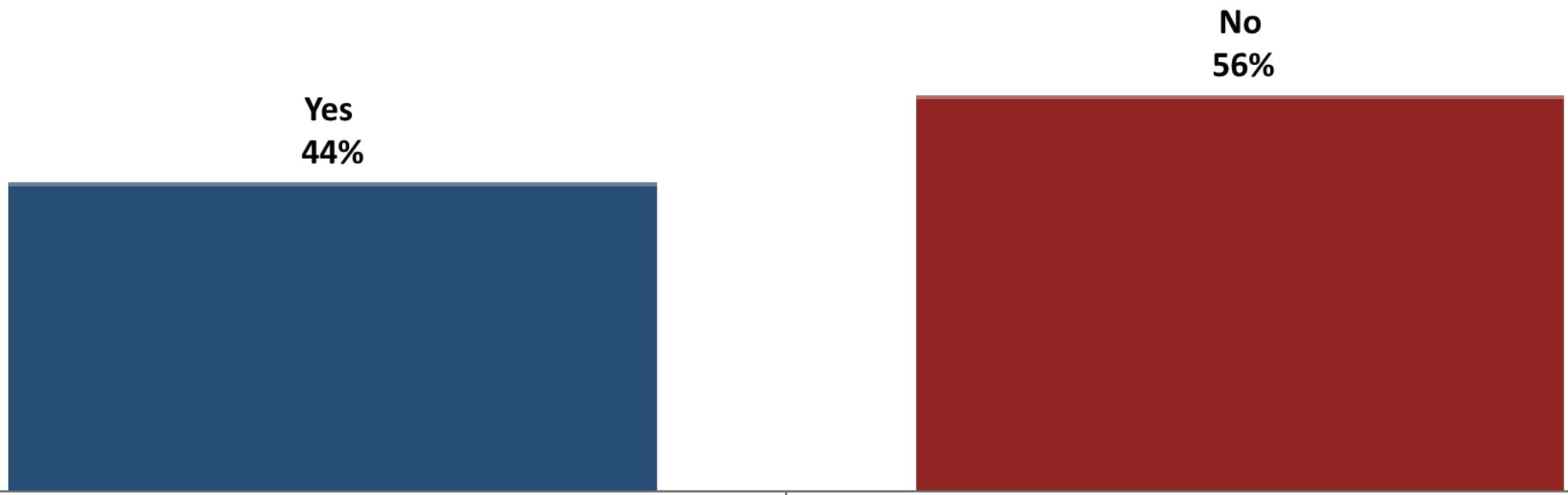


**Statement B:**  
Funds from this measure should focus on **protecting and improving public transit services**

MoE of ±6.9  
Q61-62.

*North Bay Counties*

## Hybrid Sales and Parcel Taxes

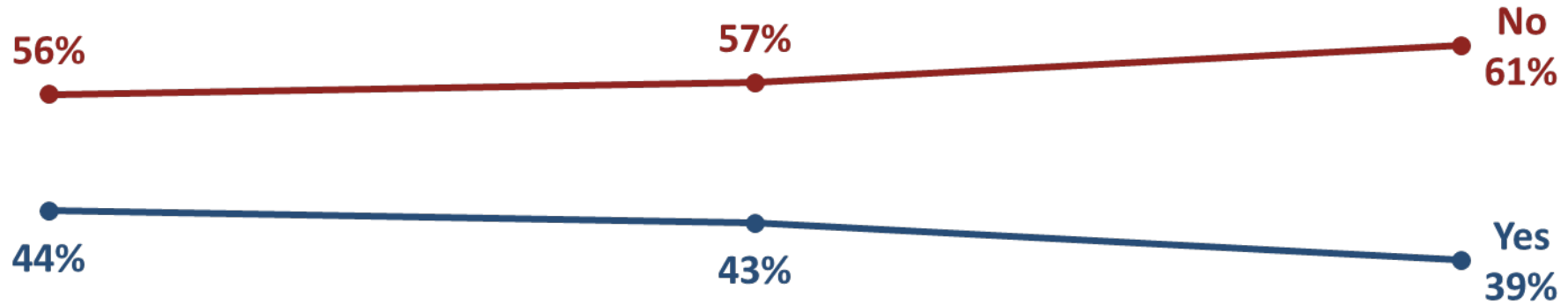


MoE of ±6.9  
Q14.

# 202 Support Progression

North Bay Counties

Hybrid



Initial Vote

After Info

After Opp.

1

2

3



Ruth Bernstein  
Ruth@EMCresearch.com  
510.550.8922

Sara LaBatt  
Sara@EMCresearch.com  
510.550.8924

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SFMTA

San Francisco Municipal Transportation Agency

# Financial Update for the SFCTA

Julie Kirschbaum, Director of Transportation

February 25, 2025

Item 10

# A well-functioning Muni is critical to the Bay Area's economic recovery

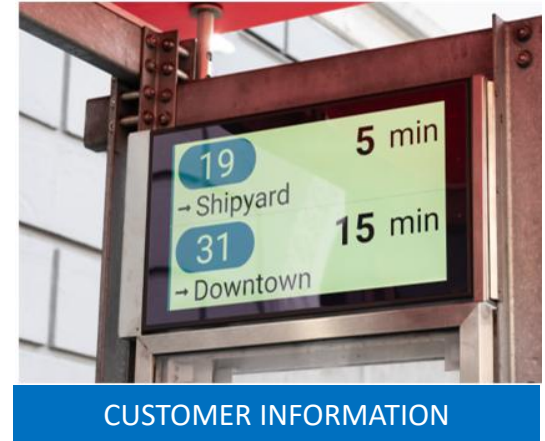
- Muni supports the climate, equity and economic recovery goals of the entire region
- Muni carries over half of Bay Area transit riders
- Over 60% of all regional transit trips start or end in San Francisco
- Almost half of all Bay Area interagency transit transfers are to or from Muni

**“If we don’t have a solvent transit agency, we will never have economic recovery.” – Ted Egan, San Francisco’s Chief Economist**





# Investments in Muni service quality are paying off



208

# January Muni Ridership Recovery

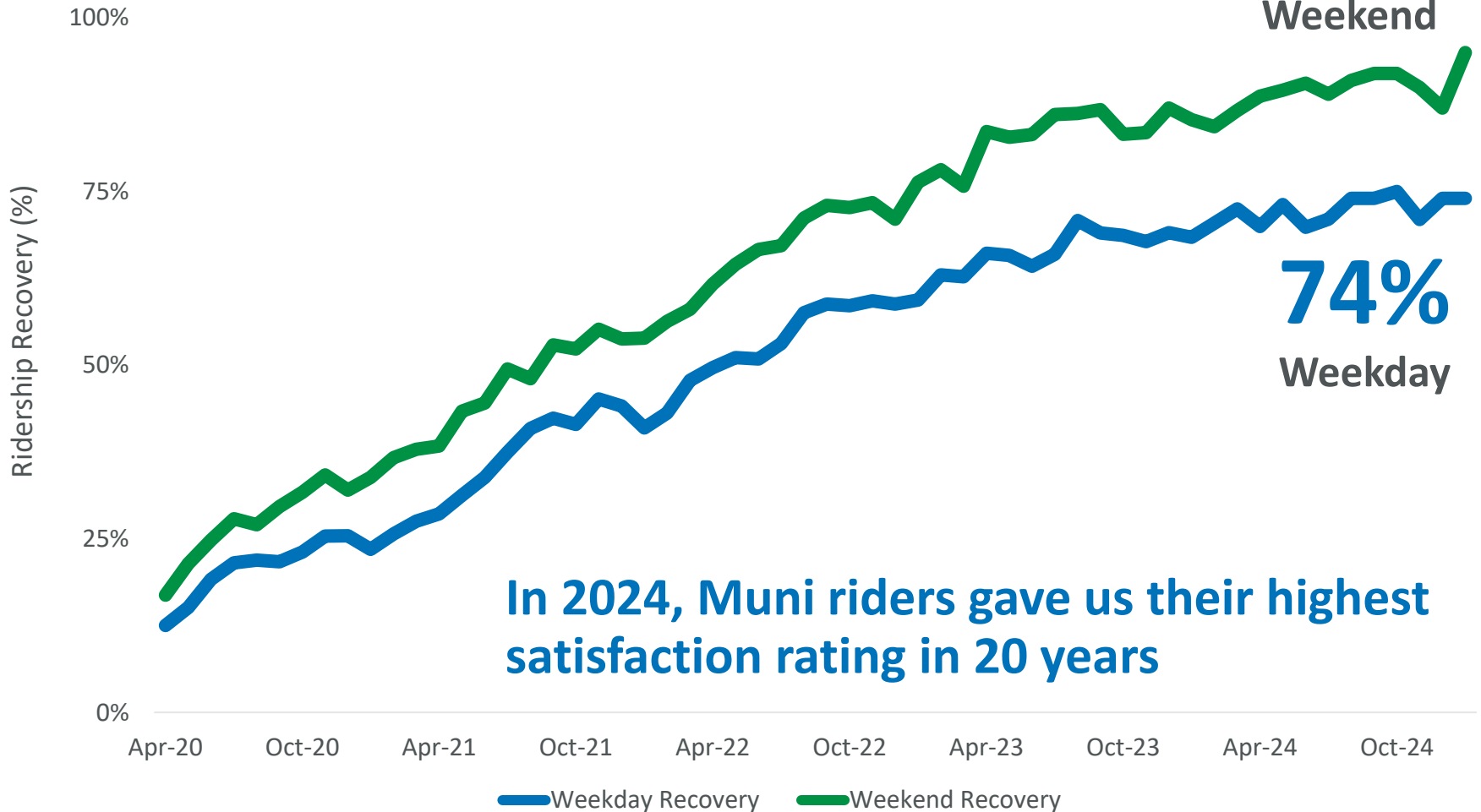
479,000 average weekday boardings

95%

Weekend

74%

Weekday



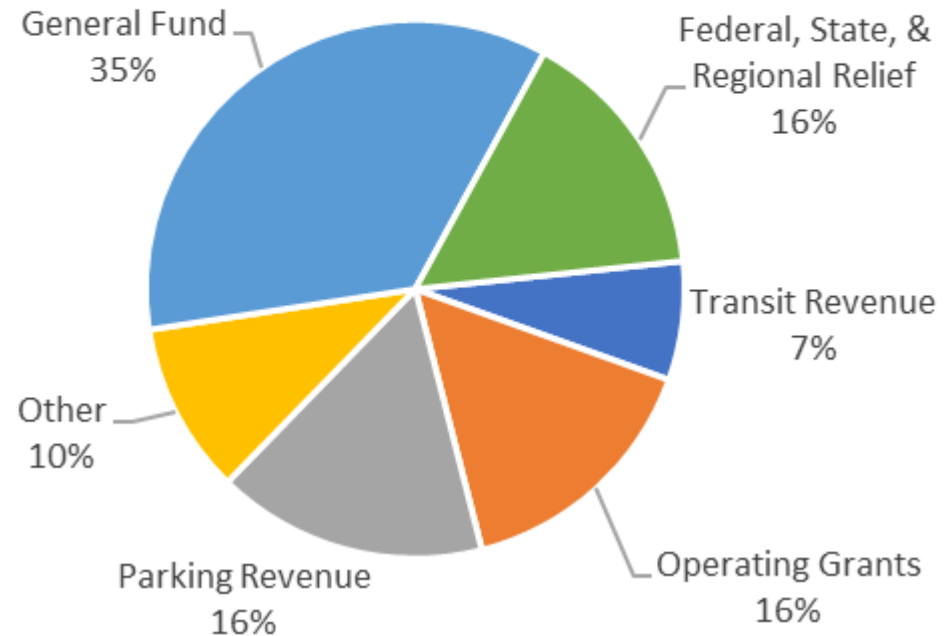
In 2024, Muni riders gave us their highest satisfaction rating in 20 years

Note: Excludes cable car and streetcar. Recovery baselined against average daily boardings from the same month in calendar year 2019.

# SFMTA FY24-25 Budgeted Revenue

The operating budget is funded by the SF General Fund and “enterprise revenues” (transit fares and parking revenue). Since the pandemic, the SFMTA has relied on one-time federal and state government relief to balance the budget.

FY24-25 Revised Budget  
as of October 31, 2024



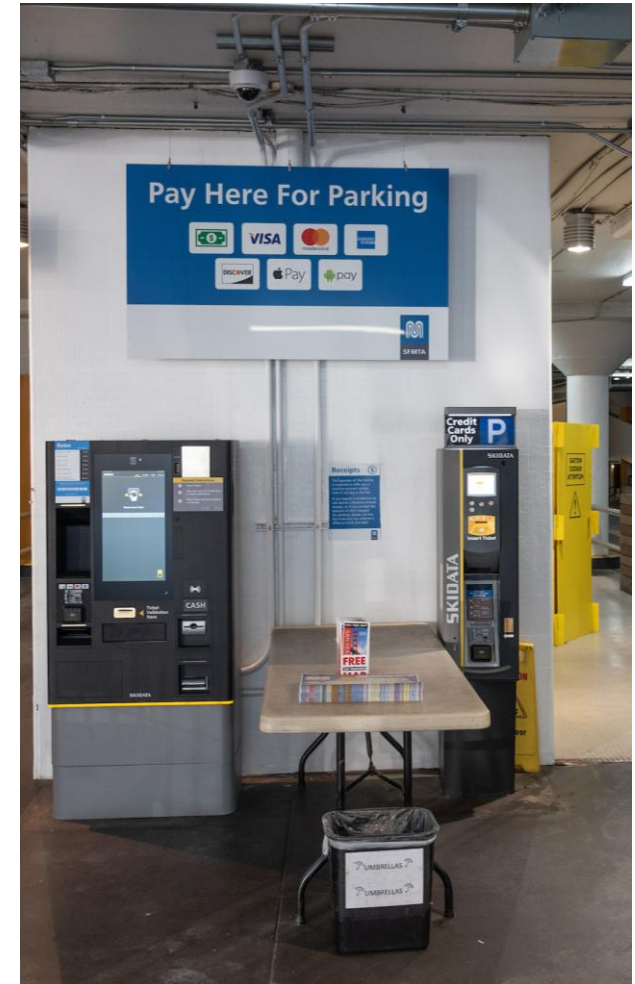
# Financial Trends



- Revenues are lower than pre-pandemic across the board:
  - Transit use is down
  - Parking use is down
  - General Fund growth is slower than prior decade
- Federal, state and regional relief run out in summer 2026.
- In response, we reduced spending and cut services but established funding sources grow slower than inflation.

# FY24-25 Financial Update Summary

- Revenue is slightly lower than budgeted, primarily because of lower-than-expected parking revenue and lower-than-expected operating grants.
- Expenditure actuals are generally consistent with budget, due to active spending control and limited hiring.
- Revenue uncertainty and possibility of unexpected costs require strong internal controls.





# FY24-25 Revenue Actuals

Revenue actuals are less than budgeted due to lower-than-expected operating grant and parking revenue.

Category	FY24-25 Revised Budget (\$M)	FY24-25 Projected Actuals (\$M)	FY24-25 Difference (\$M)
Transit Fares	109	107	-2
Operating Grants	236	229	-7
Parking	247	245	-2
Other	156	154	-2
CCSF Support	543	543	0
Federal, State & Regional Relief	234	234	0
<b>Revenue Total</b>	<b>1,525</b>	<b>1,512</b>	<b>-13</b>

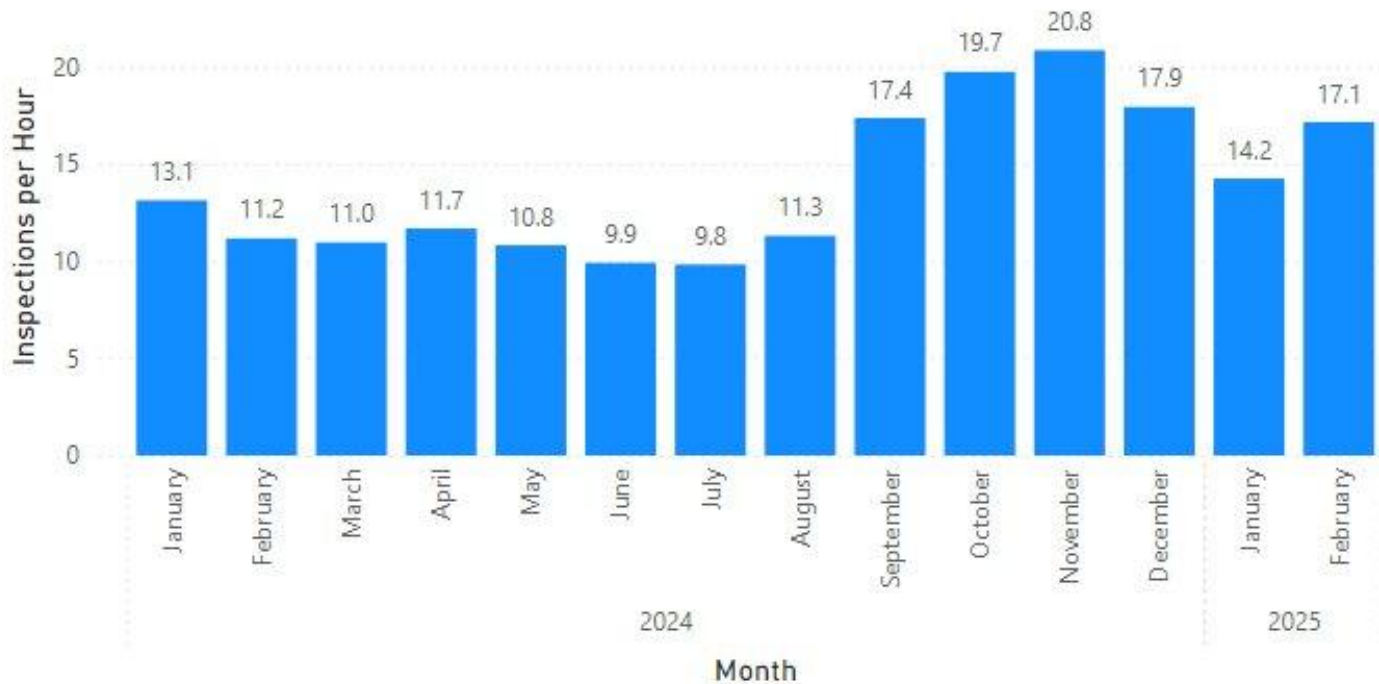
As of January 6, 2025 – based on 6-month report



# FY24-25 Transit Revenue

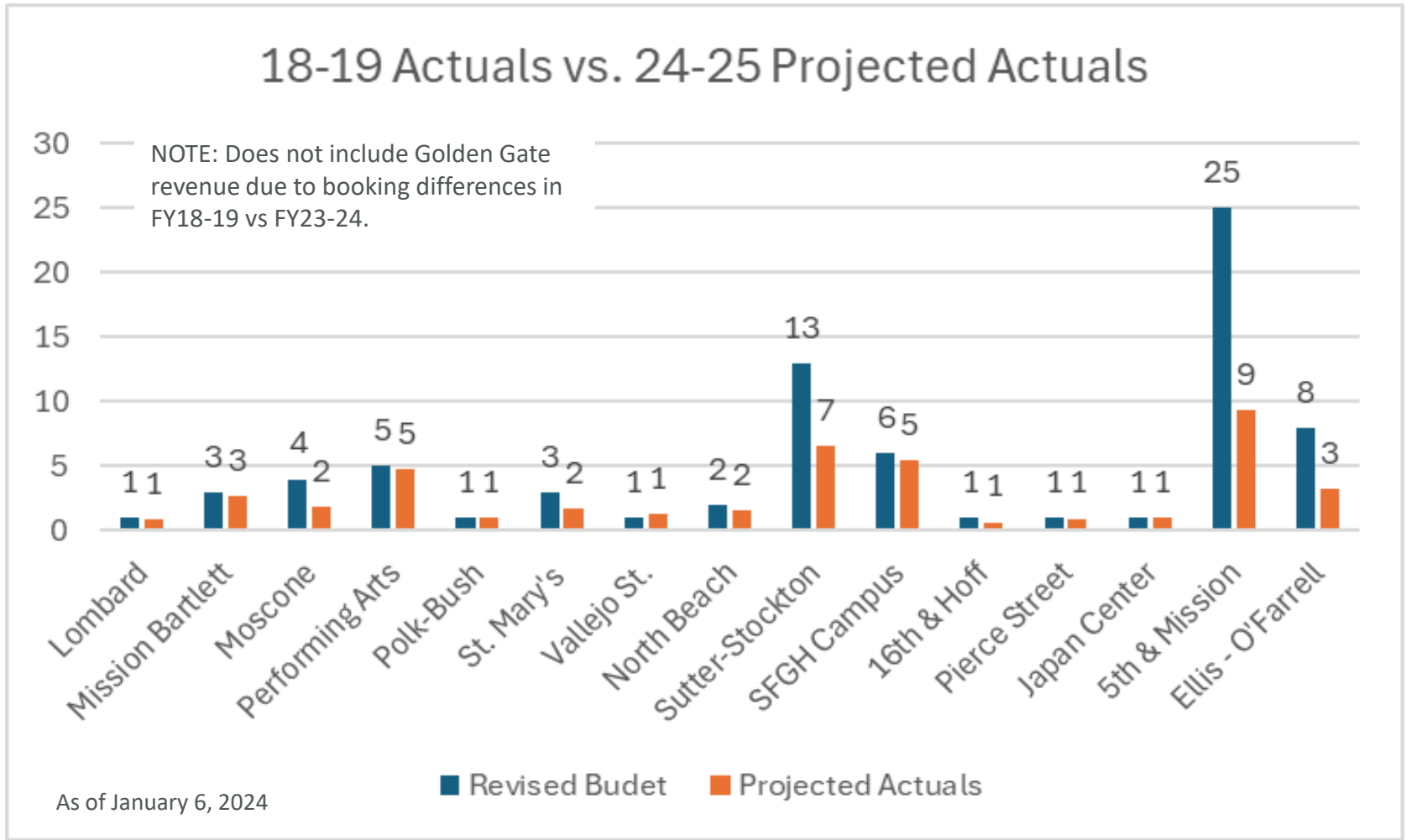
Starting in August, Transit Fare Inspectors doubled their productivity and performed over 60,000 inspections in Oct., the highest total for one month on record. In Dec. and Jan., numbers were lower because we were training new fare inspectors. Feb. is on track for a record number of total inspections.

Inspections per Hour Inspecting by Month



# FY24-25 Garage Revenue

Downtown garages are significantly under-performing: Sutter-Stockton, 5th & Mission and Ellis-O'Farrell



# FY24-25 Expenditure Actuals

Expenditure actuals are generally consistent with budget due to active expenditure management. However, freezing hiring and reducing other expenditure reduces the SFMTA's ability to deliver services.

Category	FY24-25 Revised Budget (\$M)	FY24-25 Projected Actuals (\$M)	FY24-25 Difference (\$M)
Salary & Fringe	912	886	26
Non-Personnel Svc	303	316	-13
Materials & Supplies	120	132	-12
Capital Outlay & Transfers	43	40	3
Debt Service	28	28	0
Svc of Other Dept.	119	114	5
<b>Total</b>	<b>1,525</b>	<b>1,516</b>	<b>9</b>

Revised budget as of January 6, 2025

# Expenditure Control

## The SFMTA is actively managing expenditure by:

- Defunded 295 FTE positions in FY24-25 budget (160 more defunded positions than FY23-24 budget)
- Slowed hiring starting July 1, 2024, and froze non-essential hiring October 1, 2024
- Implemented quarterly planning for purchase of materials, supplies and professional services
- Reviewing work orders for financial consistency with operational needs, devolving review to Project Managers for tighter expenditure control, and restructuring certain work orders to facilitate charging to capital projects

# Managing Through Financial Uncertainty

- General Fund uncertainty - City's six-month report emphasizes significant financial instability
  - Citywide hiring freeze
  - Departments that are not safety critical instructed to reduce expenditures 15%
  - Future reductions in General Fund revenue likely
- Other revenue sources, including state and federal funds also expected to fluctuate
- Finance team is continuously forecasting and financial planning to manage risk

# Our budget challenges



**FY25-26 Budget: ~\$50 million need**

- This budget shortfall starts in July.

**FY26-27 Budget: ~\$320 million need**

- This deficit starts when federal and state one-time relief funding are exhausted by June 2026.

# FY25-26 Budget Gap

- Due to declining resources, FY25-26 planned service levels exceed resources by \$50M.
- SFMTA identified solutions with smaller trade-offs for \$35M and asked our Board of Directors for guidance on how to close the remaining \$15M of the gap, which requires harder trade-offs.
- On Feb 4 and 18, the Board considered these options:
  - Cutting Muni service
  - Cutting agencywide programs and projects
  - Spending agency reserves



## FY25-26 Solutions

To close the \$50M gap, the SFMTA identified \$35M of solutions with smaller trade-offs but needs guidance on the remaining options, which require harder trade-offs.

Description	Amount (\$M)
Allocate transit Population Baseline increase to operations (from General Fund)	9.5
Redirect 25% of paint and sign shop employees to capital priorities and fund with increase in streets Population Baseline(from General Fund)	2.5
Optimize existing parking solutions: fill PCO vacancies and optimize enforcement, increase cost of contractor permits, meter and garage rates, minimum times at meters	18.0
Decrease existing professional service expenditures	5.0
<b>Total</b>	<b>35</b>



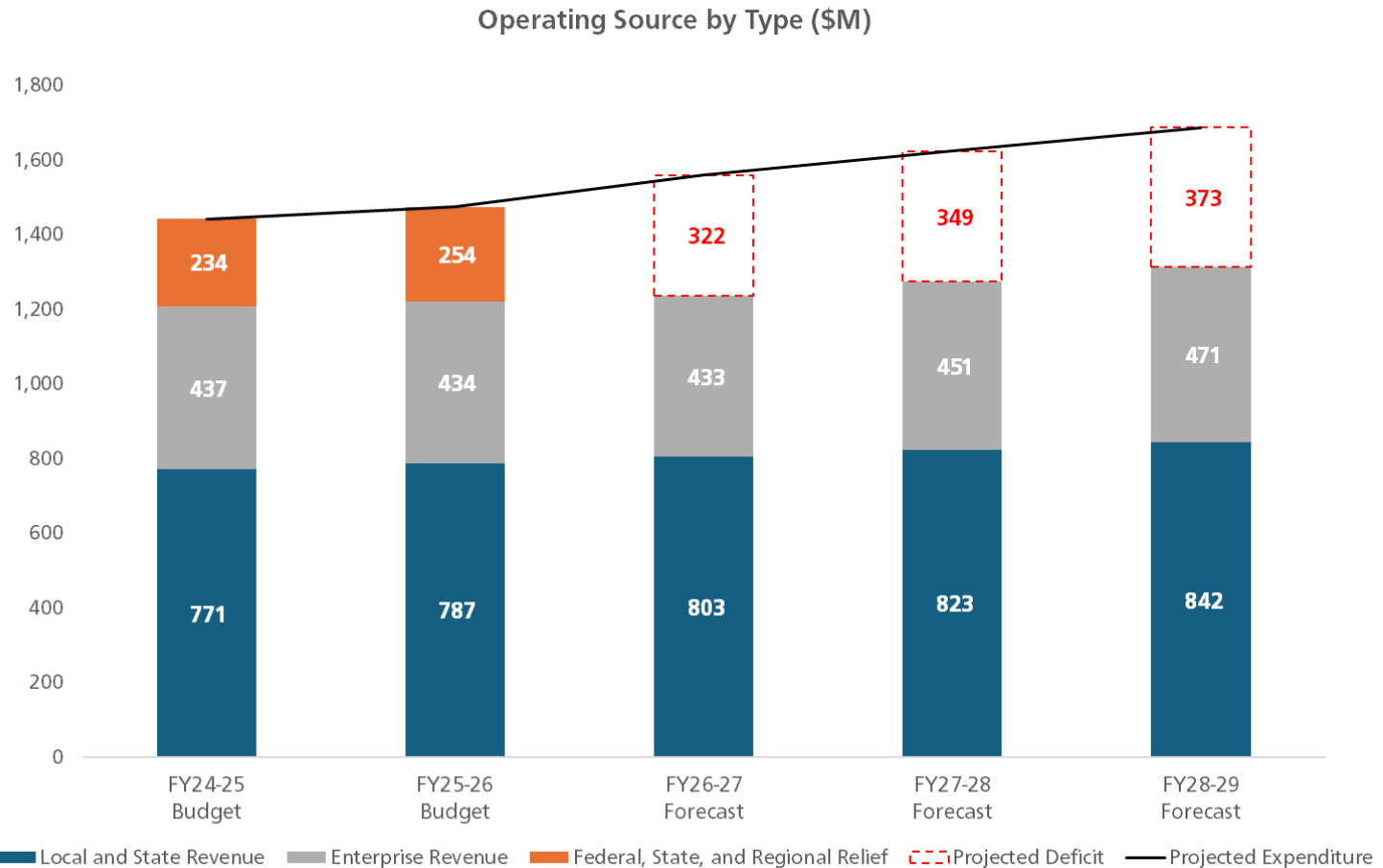
# FY25-26 Solutions

At the next SFMTA Board meeting on March 4, directors will consider two scenarios for the additional \$15M needed to close the budget gap.

Description	Amount (\$M)
<p><b>Option 1</b>            ~\$7.8M in agencywide program and project cuts + ~\$7.2M in Muni service cuts this summer.</p>	15
<p><b>Option 2</b>            ~\$7.8M in agencywide program and project cuts + spending ~\$7.2M from agency reserves</p>	15
<p><b>Note:</b> Agencywide program and project cuts could include cancelling vintage historic rebuild and delaying phase 2 midlife bus overhaul, among other cuts.</p>	

# 222 FY26-27 Deficit

FY26-27 deficit is \$322M, growing over time with the pace of COLA and inflation.



# SFMTA Budget Strategy

- **Reduce expenses:** hiring slowdown, surgical reduction of Muni service
- **Increase revenue:** Increase ridership and fare compliance
- **Stretch one-time sources** like federal, state and regional transportation relief
- **Muni Funding Working Group** to gain local consensus
- Pursue **regional revenue measure** for Nov. 2026 with regional and state partners



# Muni Funding Working Group

To build consensus around solutions to address the SFMTA's funding gap, the SFMTA and San Francisco Controller's Office convened the [Muni Funding Working Group](#) in September.

- Includes representatives from Mayor's Office, Board of Supervisors, Controller's Office, SFMTA Board of Directors, business, labor, community advocates. The group will consider options in these categories:



**Efficiency Improvements:** streamline systems and processes to decrease operating costs.



**Service Cuts:** reduce service to decrease operating costs.



**Funding Enhancements:** increase fees, revenue, or taxes to increase overall revenue.



**Service Enhancements:** enhance services to win voter support for new revenue.

# Closing the Transportation Funding Gap



Closing the funding gap is going to take a package that includes a variety of funding options.

- No single source of new funding is large enough to close the gap.
- The package will likely need to include more efficiency improvements and service/program cuts.
- We will need to come together and make compromises to sustain vital transportation services for the community.

# What's on the horizon?

- **Polling:** The Metropolitan Transportation Commission has conducted regional polling that will inform possible state authorization for a regional funding measure. The SFMTA will work with SFCTA to prepare local polling questions for March.
- **Muni Funding Working Group:** In March we will develop solution packages for consideration by the SFMTA Board in April. We will preview solution packages with SFMTA Board and SFCTA Board.
- **FY25-26 budget decisions:** At its March and April meetings, the SFMTA Board will review detailed options for closing the FY25-26 budget gap and make a final decision on budget cuts, including possible Muni service cuts.



Thank you! Questions?



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RESOLUTION RATING THE PERFORMANCE OF THE EXECUTIVE DIRECTOR FOR  
2024 AND ADOPTING THE EXECUTIVE DIRECTOR'S PERFORMANCE OBJECTIVES  
FOR 2025

WHEREAS, The Transportation Authority's Administrative Code establishes that the Personnel Committee (Committee) shall conduct an employee performance evaluation of the Executive Director by December 31 of each year for the Executive Director's work performance for the current year; and

WHEREAS, Board-adopted procedures require that the record of accomplishments be tracked against Board-established objectives for the Executive Director for the annual period being evaluated; and

WHEREAS, The Committee shall evaluate the Executive Director's performance annually based on mutually agreed upon objectives; and

WHEREAS, At its December 19, 2024, meeting, the Committee considered the key accomplishments and issues relative to the Executive Director's performance against Board-established objectives for 2024; and

WHEREAS, The proposed Executive Director objectives for 2025 are consistent with the annual work program adopted by the Transportation Authority Board on June 25, 2024, through Resolution 24-47 as part of the budget; and

WHEREAS, On December 19, 2024, the Committee reviewed and unanimously recommended approval of the proposed Executive Director objectives for 2025 with additional guidance and direction; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the Executive Director's performance objectives for 2025.

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RESOLUTION SETTING THE ANNUAL COMPENSATION FOR THE EXECUTIVE  
DIRECTOR FOR 2025

WHEREAS, On September 24, 2013, through Resolution 14-24, the Board appointed Tilly Chang as Executive Director of the San Francisco County Transportation Authority, effective October 1, 2013; and

WHEREAS, On December 7, 2022, through Resolution 23-25, the Board amended the employment agreement with Tilly Chang to extend the term of the agreement to December 31, 2025; and

WHEREAS, Through Resolution 23-25, the Board also adopted a revised salary structure which changed the salary range for the Executive Director position to \$239,682 - \$326,501, without any pre-set steps; and

WHEREAS, The Transportation Authority's Administrative Code establishes that the Board fixes the compensation level for the Executive Director; and

WHEREAS, Per the Personnel Manual, salary adjustments are not automatic based on cost of living or other indexes but are focused instead on rewarding performance; and

WHEREAS, On December 19, 2024, the Personnel Committee met, and after extensive consideration of the Executive Director's performance and other factors, recommended setting the Executive Director's compensation for 2025 at \$322,400; now, therefore, be it further

RESOLVED, That the Transportation Authority hereby sets the Executive Director's compensation for 2025 at \$322,400, effective March 3, 2025.