



## Agenda

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

**DATE:** Tuesday, March 11, 2025, 10:00 a.m.

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

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(depending on your provider)

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**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2661 695 1376 # #

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

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

**5**



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|-----------|---|------------|
| <b>3.</b> | Approve the Minutes of the February 25, 2025 Meeting – <b>ACTION*</b>   | <b>15</b>  |
| <b>4.</b> | Appoint Zameel Imaduddin as the District 11 Representative to the Community Advisory Committee – <b>ACTION*</b>   | <b>23</b>  |
| <b>5.</b> | State and Federal Legislation Update – <b>ACTION*</b>   | <b>31</b>  |
|           | Support: Assembly Bill (AB) 891 (Zbur), Senate Bill (SB) 71 (Wiener)  |            |
|           | Support in Concept: SB 63 (Wiener, Arreguín)  |            |
| <b>6.</b> | Increase the Amount of the Professional Services Contract with WMH Corporation by \$1,500,000, to a Total Amount Not to Exceed \$2,650,000 for the Design Phase for the Yerba Buena Island Multi-Use Path Project for Segments 3 and 4 and Yerba Buena Island Transit Lane – <b>ACTION*</b> | <b>35</b>  |
| <b>7.</b> | Amend the Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement – <b>ACTION*</b>   | <b>51</b>  |
| <b>8.</b> | Allocate \$2,000,000 in Prop L Funds, with Conditions, for Three Requests – <b>ACTION*</b>  | <b>65</b>  |
|           | Projects: <u>Prop L</u> : SFMTA: Muni Metro Station Condition Assessment (Embarcadero to West Portal) (\$1,500,000), Monterey Boulevard Pedestrian Safety Improvement [NTP] (\$350,000), Embarcadero Mobility Resilience Plan (\$150,000).  |            |
| <b>9.</b> | Award a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$600,000 for Computer Network and Maintenance Services – <b>ACTION*</b>   | <b>127</b> |

## Other Items

### **10.** 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.

### **11.** Public Comment

### **12.** Adjournment

\*Additional Materials

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

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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.**

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

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# MINUTES

## Community Advisory Committee

Wednesday, February 26, 2025

### 1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:03 p.m.

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

CAC Members Absent at Roll: Najuwanda Daniels, Phoebe Ford (entered during Item 8), Venecia Margarita (entered during Item 7) (3)

### 2. Chair's Report - INFORMATION

Chair Siegal welcomed Jerry Levine back to the CAC as the reappointed District 2 representative. She reported that at the previous Board meeting, the Metropolitan Transportation Commission (MTC) and their consultant presented a voter survey on a regional transportation measure, which was also scheduled for discussion under Item 9 on the CAC agenda. She said that the Board also received an update from the newly appointed SFMTA Director of Transportation, Julie Kirschbaum, on SFMTA's financial outlook.

Chair Siegal stated that staff had indicated that SFMTA would return in the next month or two, following the conclusion of the Muni Funding Working Group, to present recommendations on closing Muni's projected funding deficits through revenue and non-revenue strategies.

There was no public comment.

## Consent Agenda

### 3. Approve the Minutes of the January 22, 2025 Meeting - ACTION

### 4. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$600,000 for Computer Network and Maintenance Services – ACTION

### 5. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with WMH Corporation by \$1,500,000, to a Total Amount Not to Exceed \$2,650,000 for the Design Phase for the Yerba Buena Island Multi-Use Path Project for Segments 3 and 4 and Yerba Buena Island Transit Lane - ACTION

### 6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2024 - INFORMATION

There was no public comment.

Member Milford-Rosales moved to approve items 3, 4, and 5 on the Consent Agenda



seconded by Member Ortega.

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

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

Absent: CAC Members Daniels, Ford, Margarita (3)

## **End of Consent Agenda**

### **7. Adopt a Motion of Support to Amend the 2023 Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement – ACTION**

Nick Smith, Senior Transportation Planner and Bhavin Khatri, SFMTA Zero Emission Program Manager, presented the item per the staff memorandum.

Member Levine asked about the New Jersey PCC Overhauls and whether the lifespan of vehicles was considered when they were originally purchased, and questioned the \$2 million per vehicle cost for overhaul.

Anna LaForte, Deputy Director for Policy and Programming, clarified that historic vehicles and cable cars' useful lives were treated like an light rail vehicle's useful life, which is 25 years. Through a message sent to staff, Janet Gallegos, SFMTA project manager, explained that the cost of rehabilitation is mostly due to the unknown conditions of the vehicles and because nothing is off the shelf. Further, the cost is based on previous historic streetcar projects.

Member Milford-Rosales asked if there would be an alternative or cost-benefit analysis between battery-electric buses (BEBs) and trolley buses with regard to the electrification of facilities and BEB roll-out plans, and asked why, according to Mr. Khatri's presentation, SFMTA planned to reduce the size of the trolley-bus fleet. He then cited conversations with individuals at AC Transit regarding their BEB experience and said that they had noted experiences of higher-than-expected maintenance costs and reductions in service due to lower than expected performance.

Mr. Khatri responded that the reduction to the trolley fleet size was due to the consolidation of trolley buses to only Potrero Yard, where all trolley buses would eventually be housed. However, he added that the final number of trolley buses could be higher. Mr. Khatri also explained that AC Transit's routes covered significantly more mileage than SFMTA and thus required multiple charges to cover their daily mileage, while SFMTA's daily service could operate on one charge. He also noted that SFMTA's electrification needs had been expensive because electrification in general was expensive and required upgrades to multiple facilities.

Member Milford-Rosales followed up, asking if there was any plan to execute a cost benefit or alternative analysis for the trolley bus fleet by using In Motion Charging (IMC) technology.

Mr. Khatri clarified that a separate, on-going pilot program would evaluate how well IMC worked, that the IMC program was not yet ready to be deployed, that SFMTA needed to determine if the existing overhead wire and power system could handle IMC, and that SFMTA was not just looking at BEBs but also fuel cells. He added that it was too early to do a detailed cost benefit or alternatives analysis.



Member Milford-Rosales stated that an alternatives analysis seemed necessary for proceeding with conversion of the bus yard to charge BEBs.

Member Ortega asked about the Muni Metro Station Condition Assessment and what caused the budget to double. She asked if changes to the budget were due to scope creep or a poor understanding of the project costs.

Peter Gabancho, Project Manager at SFMTA, clarified that the budget had been updated after discussion with consultants about the scope of work. He said the original budget estimate had not accurately reflected project needs and that it had been a case of an inaccurate estimate rather than scope creep, which had been made clear when crosschecking the budget with consultants.

Member Ortega asked if internal metrics had changed so that cost estimates would be closer to the actual costs, which she noted could be answered off-line. Member Ortega then asked about the weight of trolley buses versus BEBs, and whether the effects of those weights on road infrastructure had been evaluated.

Mr. Khatri replied that the current BEBs and trolley buses generally weighed the same. He added that given the California Vehicle Code limitation on weight, manufacturers were working with suppliers to reduce the weight of BEBs. He also mentioned that SFMTA was pursuing buses with smaller batteries.

Chair Siegel asked about the midlife overhaul and the potential to delay Phase 2 due to cost savings that were presented to the SFMTA Board last week. She asked if project delays would impact the overall cost of the program.

Gary Chang, Project Manager SFMTA said that the delay had not yet been finalized and overhaul projects were proceeding as planned. He added that overhaul projects may be re-strategized and occur in smaller pieces.

Chair Siegel followed up by asking if other particulate emissions besides greenhouse gas emissions had been considered or would be evaluated for determining which technologies to use. Mr. Khatri clarified that SFMTA's fleet contributed around 0.02% of San Francisco's overall greenhouse gas emissions from transportation so SFMTA had not gone into further detailed analysis.

During public comment, Edward Mason commented that many historic vehicles needed rehabilitation. He also cited an increasing demand for electricity, the variability of electricity, and the need for a workforce to maintain equipment in the face of a declining birth rate and depopulation as potential challenges for fleet electrification.

During public comment, Alex Lantsberg, the Research and Advocacy Director for the San Francisco Electrical Construction Industry, circulated a report that raised the issue of proceeding with a multi-billion-dollar capital program built around a specific technology without having done appropriate analysis to determine if it was the most appropriate solution. He added that battery bus performance was lower than anticipated and that, in other jurisdictions these buses had been underutilized because of maintenance issues and because batteries degrade over time. He cited technical analysis and modeling done with Metro de Medellin and other cities that had determined their battery bus transition programs had failed. He noted concerns that SFMTA's pilot BEB buses had degraded faster than expected, as well as the high cost to put new bus technologies into service.



An online caller, Roland Lebrun, expressed gratitude for maintaining San Francisco's trolley bus infrastructure. He asserted the need for an adequate electrical grid capable of fast charging, particularly if SFMTA wanted to extend bus lines to neighboring counties, so that buses would not need to travel back to the depot to charge. He suggested the need for DC fast charging throughout the City of San Francisco.

Member Barz asked to clarify on what the committee was voting on. She also asked if the 5YPP amendment included procurement of vehicles that would support meeting CARB zero emission goals.

Ms. LaForte clarified that the vote was on the 5YPP amendment, which programmed existing placeholder funds to the midlife overhauls and other projects. Ms. Lombardo explained which projects had already been approved by the Board and described the nine new projects before the committee which were a series of vehicle overhauls and the only new vehicle procurements in this suite of projects were the paratransit vehicles and Ms. LaForte added that the facility upgrades at Kirkland Yard would support electrification.

Chair Siegal summarized that the CAC was voting on specific project programming and stated that the Kirkland Yard electrification was the only project that overlapped with the zero emission fleet.

Member Ortega asked if the Kirkland Yard Electrification project could be voted on separately from the rest of the item.

Member Barz asked to clarify what percentage of Prop L funding went to the Muni Maintenance 5YPP. Ms. LaForte replied that the Muni maintenance program over 30 years would receive the largest amount of Prop L funding. In the first five years, \$146 million had already been programmed

Chair Siegal stated she would severe approval of the proposed programming for the Kirkland Yard Electrification project from the remainder of the proposed 5YPP amendment so the CAC could have separate votes on the two elements.

Member Barz moved to approve the motion of support to amend the 2023 Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement without the proposed \$5,496,000 in Prop L funds for design of Kirkland Yard Electrification, seconded by Member Milford-Rosales.

The motion to approve the proposed 5YPP amendment exclusive of the Kirkland Yard Electrification Project was approved by the following vote:

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

Absent: CAC Members Daniels, Ford (2)

Member Kim moved to approve a motion of support to program \$5,496,000 in Prop L funds for design of the Kirkland Yard Electrification project, seconded by Member Ng.

The motion failed by the following vote:

Ayes: CAC Members Barz, Levine, and Ng (3)

Nays: CAC Members Kim, Milford-Rosales, and Siegal (3)





Abstention: CAC Members Margarita and Ortega (2)

Absent: CAC Members Daniels and Ford (2)

**8. Adopt a Motion of Support to Allocate \$2,000,000 in Prop L Funds, with Conditions, for Three Requests – ACTION**

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

Member Barz said that she had some reservations about the Monterey Safety project. She said that she knew many of her friends and neighbors in District 7 were excited to make improvements to Monterey Boulevard, but that she was not persuaded that the suite of improvements proposed would be sufficient to improve safety on Monterey Boulevard.

Paul Stanis, Acting Pedestrian Program Manager with SFMTA, replied that the proposed treatments were selected in consultation with the Supervisor's office and came out of a walking tour last year with neighbors and the City Transportation Engineer. He said that the proposed treatments were quick-build improvements that would be highly effective and also cost effective. He said that restriping the roadway was intended to create the perception that lanes were narrower even though it was not physically narrowing the roadway. He said that other proposed improvements, such as continental crosswalk markings that would be much more visible, were pretty standard throughout San Francisco. He said that one big ticket item was the rectangular rapid flashing beacon proposed for Acadia Street would cost approximately \$50,000, which is much less than the typical cost of \$500,000 to \$700,000 for new beacons because of a more cost effective delivery approach. He said that the suite of recommendations included a lot for almost the entire stretch of Monterey that SFMTA hoped would be very effective and good value.

Member Barz said that she had been invited to participate in the walking tour, but had been unable to attend and express disappointment that there had been few follow up opportunities. She said her concern was not about the cost effectiveness of the rapid flashing beacon at Acadia, but whether there should have been a crosswalk at Acadia at all, since the intersection was very close to a freeway offramp, poorly designed and confusing. She said that vehicles regularly sped through the intersection and that she walked through the area almost everyday with her son and that it was an awful place for a crosswalk. Member Barz appreciated Mr. Stanis' clarification that proposed improvements were from the quick-build toolkit and that that was appropriate given that Monterey was on the Vision Zero High-Injury Network. However, she said that the intersection of Congo and Monterey was clearly a problem location, and she was surprised to not have seen more acknowledgement of that. She said that there had been sideswipe crashes at that location and that her son's preschool was located at that intersection.

Mr. Stanis said that he could follow up with Member Barz and other SFMTA staff who focus on traffic calming and pedestrian safety near schools to determine if there was something that could be done beyond what is proposed in the current request.

Member Ortega thanked SFMTA for providing maps to inform the Embarcadero request, especially the liquefaction map. She said she appreciated that all the various factors were being considered.



Member Margarita asked if there was potential to add a new signal on Monterey in addition to the proposed safety improvements. She said that she remembered recent discussions about eliminating crossing guards and that she was thinking about safety for children and elders along the corridor. She asked what specific improvements were included in the current request.

Mr. Stanis replied that the project included upgraded crosswalk striping, pedestrian safety zones at some corners, striping to make Monterey look narrower, and one rectangular rapid flashing beacon, which pedestrians could activate when they wanted to alert motorists that they are crossing the street. He said that the project did not include a new signal. He said that a new signal cost between \$1 million and \$1.25 million.

Member Margarita clarified that her question about Congo was whether there was an existing crosswalk there that SFMTA had improved or if it would be a whole new crosswalk.

Mr. Stanis replied that he believed there was already a striped continental crosswalk at Congo, but he reiterated that he would follow up with Member Barz, and would follow up with other SFMTA staff to determine if there were other safety improvements that could be done.

Member Barz thanked Member Margarita for her follow up questions. She said that the crossing was terrifying as a pedestrian and that her son's preschool had asked her if she knew of any possibilities to improve safety at Congo. Member Barz said that in her opinion, the reason that this stretch of Monterey was on the High-Injury Network was because the freeway offramp exited into this four-lane road with no traffic signals for approximately five blocks. She said that there were between 10,000 and 12,000 cars that drove along this stretch every day and that there was approximately a mile between traffic signals. She said that when drivers were accustomed to driving at freeway speeds, they had the instinct to continue at high speeds and push the boundaries of the four-way stops. She said she would love a bigger conversation about Monterey Boulevard. She noted that Monterey had approximately twice the traffic volume of Valencia Street, but Valencia had signals at every intersection. She said she knew that this stretch of Monterey was on the High-Injury Network and that we wanted to use the Quick-Build toolkit to improve it. She said that she had not intended to support this project, but that Mr. Stanis' responses won her over, but that there are issues that are bigger than what the Quick-Build program could do. She said there were arterials that had been signalized in the city with far less auto volume, and not signalizing others like Monterey was a mistake.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Kim, Levine, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (9)

Absent: CAC Member Daniels (1)

## 9. Regional Transportation Revenue Measure Polling Results – INFORMATION



Maria Lombardo, Chief Deputy Director, presented the item.

Member Margarita asked if Golden Gate Transit conducted its own poll.

Ms. Lombardo replied that she could follow up to find out. She noted that Golden Gate Transit covers the North Bay and San Francisco, and the only measure option polled that included the North Bay was the one with two taxes, which didn't poll as well as the 4 county options tested. She said that the poll results indicated that including the North Bay would make a regional revenue measure more difficult to pass.

Member Ford asked about the slides where it showed support progression with the initial vote, after info, and after opposition, inquiring if the information provided was similar to the for arguments.

Ms. Lombardo responded that that was a fair interpretation with the info also serving to educate the survey respondent more about the proposed measure.

During public comment, Roland Lebrun stated that the property tax element of the hybrid scenario disproportionately impacted those with lower tax assessments. He said the tax was not legal due to Prop 13.

#### **10. Community Advisory Committee Ethics Training for Public Meetings – INFORMATION**

Amber Maltbie, Legal Counsel, presented the item.

Member Kim asked if a district had a transportation project to change a lane, install a traffic signal, or remove parking, and a member had a house or business within 500 feet, should they participate in voting or recuse themselves.

Ms. Maltbie stated that a conflict was presumed if a decision involved real property within 500 feet of a member's property. She said for property between 501 and 1,000 feet, a conflict existed only if a measurable change in value was shown and that beyond 1,000 feet, a conflict was generally not presumed. She stressed notifying staff in such cases for legal consultation.

Member Kim asked for clarification on the definition of real property.

Ms. Maltbie stated that real property included physical structures, such as a brick building. She noted that a leasehold interest may be considered, though a month-to-month lease might not qualify. She recommended further discussion with staff before a vote if a member thought there might be a conflict of interest.

Member Levine stated that he had worked in government for over 40 years and had accepted only one gift—a necktie from a Swedish visitor. He said he practiced strict adherence to ethics and found it difficult to take the discussion seriously given Washington's current situation.

Member Ortega asked for clarification regarding the definition of gifts. She inquired whether gifts from a partner would fall under a different category.

Ms. Maltbie stated that the law acknowledged personal relationships where influence was not improperly exerted. She advised that accepting gifts from a partner was permissible unless the partner was a vendor to the Transportation Authority, in which case further discussion would be necessary.



There was no public comment.

## Other Items

### 11. Introduction of New Business - INFORMATION

Member Levine requested data on injury accidents involving bicycles, e-bikes, and scooters, which had been previously requested when he was on the CAC. He inquired whether the information had been compiled and disseminated during his absence and asked to receive it if it was available. He also recounted a recent incident near Land's End, where a cyclist traveling at high speed passed a stopped car at a stop sign and nearly collided with him while he was on his motorcycle. The incident, which he described as potentially catastrophic, left him shaken for several days. Given this experience, he reiterated his request for comprehensive data, including reports from police logs or hospital logs, to track not only injury accidents involving these transportation modes but also fault attribution.

Member Ortega asked for more information about the Valencia bike lane, noting that its removal forces cyclists into the middle of the street and has led to the return of illegal left turns. She said that the safety improvements previously implemented had deteriorated and questioned the necessity of reconstructing the bike lane after just three years. She requested a retrospective from the SFMTA on how to prevent significant financial expenditures on projects that risk becoming widely criticized. She also highlighted the broader issue of budget deficits and lamented the loss of a protected bike lane that once served thousands of commuters.

Member Ng asked about the specific use of Prop L funds, noting that she was not present when the measure was approved. She asked for clarification on why these funds were allocated to certain projects but could not be used to address the SFMTA's budget deficit.

Member Margarita requested a report from the SFMTA on the rationale behind the proposed cutting back on the 14<sup>th</sup> Mission but route, which serves a heavily populated area from First Street to the top of the hill. She also stated she was concerned that the proposal to remove crossing guards had been considered, stating it should not have been on the table in the first place. She emphasized the importance of protecting children, the elderly, and the community, particularly near schools. Member Margarita said she was relieved the proposal had been withdrawn and hoped it would not resurface.

There was no public comment.

### 12. Public Comment

During public comment, Edward Mason cited two recent cases of traffic congestion caused by commuter buses. He said that at 24th and Castro, a commuter bus struck a parked truck's fender in front of the Bank of America, which was being remodeled after hours. He had emailed photos of the incident. He said on Castro Street, a woman couldn't exit her parking spot due to a nearby commuter bus. He said he later received a Muni email about a reroute at 24th and Castro, followed by another stating the bus had been towed. He noted commuter buses seemed mostly empty but suspected ridership had been rising. He urged commuters to take Caltrain, recalling his rail



commute to San Jose 45 years ago. Finally, he stated his concerns about the rise of micromobility vehicles and proposed license tags for bicycles to enhance accountability and safety.

**13. Adjournment**

The meeting was adjourned at 8:45 p.m.

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# MINUTES

## **San Francisco County Transportation Authority**

Tuesday, February 25, 2025

### **1. Roll Call**

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

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

**Absent at Roll Call:** 0

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

Chair Melgar thanked BART for completing the installation of new fare gates at all downtown San Francisco stations and a canopy at Embarcadero Station before the NBA All-Star Weekend and the Chinese New Year Parade. She thanked Vice Chair Sauter for speaking at the event, which was attended by Commissioner Chen, BART Directors Janice Li, Edward Wright, and community members.

She stated that the new fare gates improved station security and marked the first major capital project funded by the Prop L sales tax fund that was in public use. She thanked the Transportation Authority Board for allocating \$12.5 million for the equipment.

Chair Melgar stated that the Mission stations also had been completed, and the Glen Park and Balboa stations were scheduled for completion later in the year.

Chair Melgar announced that the Metropolitan Transportation Commission (MTC) recommended a \$25 million Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail grant for the Multimodal Bay Skyway, including the Yerba Buena Island Multi-Use Path. She said the full Commission would vote on the award later in the week, marking her first meeting as an MTC Commissioner. She thanked her colleagues for the appointment and thanked MTC, Caltrans, and other partners working to secure state and federal funding to complete the transformative Bay Skyway project.

Chair Melgar stated that MTC's Chief Deputy Executive Director Alix Bockelman and SFMTA Director Julie Kirschbaum were present to share the results of a regional survey regarding a potential multi-county transportation revenue measure to stabilize transit and SFMTA's financial outlook, respectively. She said she looked forward to working with both of them to support the critical conversation at the regional and local level on transit operating funding. She also expressed appreciation for the support and leadership of Senators Wiener and Arregu who are working with their colleagues on statewide solutions.

Chair Melgar stated that MTC's Chief Deputy Executive Director, Alix Bockelman, and SFMTA Director, Julie Kirschbaum, were there to present on a regional survey regarding



a potential multi-county transportation revenue measure and SFMTA's financial outlook. She emphasized the importance of regional and local discussions on transit funding and expressed appreciation for the leadership of Senators Wiener and Arreguín in pursuing statewide solutions.

Chair Melgar thanked President Mandelman for collaborating with her and other community and civic leaders on the Muni Funding Working Group. She stated that the group, facilitated by the SFMTA and Controller's Office, had been diligently discussing revenue and non-revenue strategies to address Muni's funding needs. She reaffirmed her commitment to strengthening Muni funding and closing the gap equitably while maintaining transit service levels.

Chair Melgar congratulated Director Kirschbaum on her appointment as the permanent Director of SFMTA and commended her leadership during a critical period. Chair Melgar restated her commitment to collaborating with Director Kirschbaum, the Transportation Authority Board, and Mayor Lurie to stabilize and strengthen Muni's finances and services, emphasizing its vital role in the city's recovery and daily connectivity.

During public comment, a commenter stated he was dissatisfied with the transportation agencies.

### **3. Executive Director's Report - INFORMATION**

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

During public comment, a commenter stated he was dissatisfied with Vision Zero.

### **4. Approve the Minutes of the February 11, 2025 Meeting - ACTION**

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: 0

## **Consent Agenda**

### **5. [Final Approval] Appoint Jerry Levine as the District 2 Representative to the Community Advisory Committee - ACTION**

### **6. [Final Approval] Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests - ACTION**

Projects: Prop L: PCJPB: Predictive Arrival/Departure System (\$2,400,000). SFMTA: Bicycle Facility Maintenance (\$459,000), Duboce Triangle Slow Streets Study [NTP] (\$250,000), Lincoln Way Traffic Signals [NTP] (\$500,000). SFPW: Curb Ramps and Subsidewalk Basements No. 3 (\$1,675,000).





- 7. [Final Approval] Approval of the 2025 State and Federal Advocacy Program - ACTION**
- 8. [Final Approval] Adopt Fiscal Year 2025/26 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION**

There was no public comment.

Commissioner Mahmood moved to approve the Consent Agenda, seconded by Commissioner Mandelman.

The Consent Agenda approved without objection by the following vote:

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

Absent: 0

## **End of Consent Agenda**

### **9. Regional Transportation Revenue Measure Polling Results - INFORMATION**

Maria Lombardo, Chief Deputy Director for SFCTA, introduced the item. She then introduced Alix Bockelman, Chief Deputy Executive Director for MTC and Ruth Bernstein, CEO & President of EMC Research who presented the item.

Commissioner Chan stated that she agreed with a regional measure that included four counties and not nine counties, noting that nine counties would be more challenging. She stated that counties like Sonoma, which lack transit services, might question whether they should vote for a measure. She requested clarification on the selection of the four specific counties and the rationale behind implementing both a parcel tax and a sales tax for the nine-county model instead of choosing one over the other.

Ms. Bockelman stated that the proposal came from the Transportation Revenue Select Committee, which met from June to October. She said that during that time, they collaborated with stakeholders and MTC Commissioners to assess regional transportation needs, identifying that BART, Muni, and Caltrain had the largest funding deficits and primarily operated in four counties. She said that due to the urgent transit funding crisis, the proposal prioritized a short-term solution targeting these counties, which already relied heavily on local measures for transportation funding. She added that the committee had considered a variable tax rate, with San Francisco having a higher rate due to Muni's greater needs, which was proposed by a transit operator workgroup led by SFMTA. She said that in response to stakeholder and advocate interest, the committee also explored a nine-county measure for a 30-year period that would fund broader transportation needs beyond transit operations through a half-cent sales tax and a parcel tax.

Commissioner Chan noted that while the poll had measured voter approval for sales and parcel taxes to fund transit and capital improvements, it had not extensively explored measures beyond sales taxes. She asked if there had been discussions on alternative tax structures that were less regressive and more voter-acceptable.

Ms. Bockelman stated they had conducted a poll over a year prior to assess tax mechanisms, including an assessment of political feasibility. She stated that any new tax measure would need support from local officials, Sacramento representatives, and voters.



Ms. Bernstein confirmed they had considered both sales and income taxes and that polling showed relatively little difference in voter support.

Commissioner Chan said she appreciated the extensive research effort and clarified that her comments were about San Francisco's fiscal realities, not EMC Research or its findings. She stated that the City and County of San Francisco was already facing significant financial challenges, including budget and revenue deficits, and she cautioned that introducing new tax measures in the next two fiscal years would be difficult. She also highlighted the complexities of revenue projections and that Proposition M, a newly passed business tax reform, further complicated the tax climate.

Commissioner Chan expressed concerns regarding the decline in San Francisco's sales tax revenue. She noted tax revenues had not yet rebounded to 2016 or 2019 levels, with 2019 being the last peak. She voiced strong reservations about the current tax landscape given these uncertainties.

Commissioner Mahmood asked about the poll results, seeking clarity on the poll's messaging and the tax framework's effectiveness over time. He referenced the finding of 56-57% support and requested data on support levels among regular riders compared to non-riders for the proposed measures.

Ms. Bernstein stated that support among frequent rider was about 70% which was higher than the two-thirds threshold, but not by much.

Commissioner Mahmood asked whether consideration had been given to how this measure might be impacted by ballot timing and voter turnout.

Ms. Bernstein stated that whether they calibrated the poll results for a high-turnout election like November 2026 or a lower-turnout election like November 2028, if transit riders comprised 20-25% of the vote, a 1-2% turnout fluctuation would have minimal impact.

Commissioner Mahmood noted that another slide addressed general transportation priorities, including safety and potholes. He asked what the top issues were for respondents.

Ms. Bernstein stated that the data analysis was still in progress but preliminary findings indicated that key concerns centered on improving transit accessibility and reliability, particularly for those who depend on it. She clarified that potholes were not the primary factor driving support and that variations in survey questions across different geographic areas added complexity. Given these uncertainties, she said they were hesitant to determine which factors would enhance support. She noted that this issue would be addressed in the next phase of the process of developing a more detailed spending plan for the measure.

Vice Chair Sauter commented that he was eager to review the findings and gain further insights. He observed that support for the measure didn't change despite additional supportive information but there was a slight decline following opposition messaging. He asked why support appeared stagnant regardless of messaging.

Ms. Bernstein stated that revenue measures had become familiar to voters, who largely based decisions on values rather than specific expenditures. She said that while some voters reviewed details, most understood the general purpose, such as funding transportation, schools, and housing. She explained that additional information had little



impact since the measures maintained and improved existing services like Muni and BART rather than introducing new concepts. Acknowledging the challenge of a two-thirds majority, she said that she remained confident that support would exceed 50%.

Commissioner Fielder inquired about the feasibility of taxing rideshare services, such as Uber and Lyft, given their impact on public transportation ridership, increased traffic, and road wear. As a user of these services, she asked why such a tax had not been considered.

Ms. Bockelman stated that there might be an issue regarding who could impose that type of measure. She said that the focus was on a regional approach and revenue mechanisms aligned with the scale of the need. She stated that the smallest measure examined in the poll would generate approximately \$560 million annually, which was significantly lower than what is needed to address transit operating shortfalls.

Tilly Chang, Executive Director, agreed with Ms. Bockelman and noted the question had also arisen in the Muni Funding Working Group. She suggested further discussion of a rideshare tax at that group, noting most rideshare trips in the Bay Area occurred in San Francisco.

Chair Melgar asked where commissioners or the public could access detailed crosstabs on the proposed measure's acceptability among specific demographic groups.

Ms. Bockelman said the full report, which had been made available in the Board packet and was on the Transportation Authority's website, included this information. [Note: the full version of the report presented to the MTC on February 14<sup>th</sup> is on the website. Additional analyses, including demographic crosstabs are not yet available.]

During public comment, a commenter disagreed with the report.

Roland Lebrun stated that the property tax proposal was one based on square foot rather than one based on property value. He raised two concerns: the proposal would disproportionately affect lower-asset communities, and the parcel tax could face legal challenges for potentially bypassing Proposition 13.

A commenter agreed with Mr. Lebrun before criticizing the Transportation Authority and the SFMTA on disproportionately allocating funds to a small percentage of residents.

## **10. SFMTA Financial Update - INFORMATION**

Julie Kirschbaum, Director of Transportation at SFMTA, presented the item.

Commissioner Chan said she was happy to see the proposal to optimize enforcement, including efforts to address parking at bus stops and double parking of commercial vehicles. She asked for additional information about what other strategies SFMTA was pursuing related to garages and residential parking. She suggested SFMTA also look at seeking additional reimbursement for services it was doing for other city departments, for example towing services and crossing guards. She thanked SFMTA for reversing their proposal for cutting school crossing guards.

Commissioner Walton asked whether SFMTA was considering shifting resources from capital projects to transit operations.

Ms. Kirschbaum confirmed that was the case. She said SFMTA had been seeing instability in the fund sources for both capital projects and transit operations and that they were evaluating how to deal with that, since shifting funding between the two types of costs



was one of their only tools to address short term operating funding gaps. She noted that she would prefer not to have to take this approach since it worked against SFMTA's strategy to keep their transit fleet in a state of good repair.

Commissioner Walton asked if SFMTA could charge Transportation Network Companies (TNCs) for the use of the public right of way such as curb space and bus lanes.

Ms. Kirschbaum said the Muni Finance Working Group was considering that as a possibility for 2029 and beyond since SFMTA needed time to evaluate how they would implement it.

Commissioner Walton asked if SFMTA fined people for using scooters and bicycles on sidewalks. He said he saw a lot of that behavior.

Ms. Kirschbaum confirmed that SFMTA did fine those illegally using sidewalks and offered to follow up with additional information.

Commissioner Walton asked if SFMTA was exploring additional revenues from advertising.

Ms. Kirschbaum replied that SFMTA was always trying to optimize advertising revenue but that the revenue from SFMTA's two existing vendor contracts had not materialized so they were looking for creative ways to work with them, as well as new options to raise revenue. She stated that SFMTA was also trying to balance how it uses revenue, for instance on shelter cleaning and other customer services versus on avoiding service cuts.

Commissioner Mahmood stated that he appreciated SFMTA looking for creative avenues to minimize service cuts. He asked if SFMTA was considering expanding evening hours for paid parking during weekdays. He noted that enforcement ended at 6 p.m. in San Francisco while it ends at 10 p.m. in other cities.

Ms. Kirschbaum responded that SFMTA staff were not recommending extending meter charges on evenings or Sundays to help close the Fiscal Year 2025/26 budget deficit. She stated it would generate a relatively small amount of money and cause significant public opposition. She said that the proposal might be part of a funding package that SFMTA develops for future fiscal years.

Vice Chair Sauter said that District 3 had the lowest rates of car ownership, and he was excited about the higher ridership achieved on the 49 transit route. He stated that parking revenue had declined significantly and asked if SFMTA was pursuing ways for garages to generate more revenue in the short term. He said he appreciated Chair Melgar's resolution at the Board of Supervisors to pursue long-term development on SFMTA's parking sites.

Ms. Kirschbaum commented that SFMTA was always open to creative partnerships in their garages as long as they didn't see a decline in use. She said SFMTA was considering options such as using garages to store commercial fleets.

Vice-Chair Sauter asked how much parking revenue SFMTA received from single use parking compared to monthly or longer-term parking.

Ms. Kirschbaum responded that SFMTA tracked parking revenue closely and they could share the data with his office. She stated that there was enough capacity in SFMTA-owned garages to fulfill parking demand for both long- and short-term users.



Commissioner Fielder thanked SFMTA for following the city's sanctuary city policy. She asked what technical challenges SFMTA had faced regarding charging TNCs and other commercial vehicles.

Ms. Kirschbaum stated that in the long term SFMTA was considering how to use technology to capture the quick turnover of commercial fleets using curb space. She said that SFMTA had deemphasized some revenue measures that raised small amounts of funding in the near term because they had been insufficient to significantly address SFMTA's anticipated \$50 million funding gap in the upcoming fiscal year. She stated that the Muni Funding Working Group had been looking at both large and small measures in the longer term, including a TNC tax. She noted that SFMTA had been anticipating a \$320 million deficit in Fiscal Year 2026/27 once one-time federal and state funding is fully depleted.

Commissioner Fielder asked what SFMTA's funding reserve was.

Ms. Kirschbaum responded that SFMTA's policy was to have a reserve that was 10% of its annual budget and that the reserve was currently \$140 million.

Chair Melgar asked what SFMTA was doing with respect to shifting funding from capital spending to operations and if the proposed federal tariffs were going to impact the cost of capital projects moving forward. She questioned whether SFMTA was considering potentially renting some of the underutilized space in SFMTA-owned parking garages to TNC companies, something the San Francisco Planning Department opposed.

Ms. Kirschbaum said she hadn't been aware of any discussions with TNC companies, perhaps in part because of the cost of the necessary electrification infrastructure. She stated that capital costs for transportation projects had already been increasing significantly faster than inflation in part because there wasn't a strong pipeline for construction, maintenance, and other craft jobs. She noted that SFMTA had been working hard to address cost increases, for instance by building vendor relationships, using innovative delivery methods, and focusing on increasing competition for contracts. She said that she hadn't known what the impacts of recent federal policies would be on things like parts and the supply chain, but that SFMTA would work closely with the Controller's Office to understand industry trends.

Chair Melgar noted that SFMTA would likely need multiple revenue measures to address its funding shortfalls, which would be a heavy political lift. She stated that voters were concerned about whether or not transit riders were paying their fares. She said that she had heard an interest from the hospitality industry in a universal transit pass sold at the San Francisco International Airport that visitors could use on all transit operators.

Ms. Kirschbaum thanked Chair Melgar for the suggestion and noted that SFMTA was pursuing open credit card payments as an easier way for riders to pay to use the system. She said she would investigate where there had been an interim solution that SFMTA could pursue until that was implemented.

Chair Melgar stated that often credit card exchange rates were high for visitors from other countries.

During public comment, a commenter expressed their concern about SFMTA as an agency.

Roland Lebrun said SFMTA should have looked at the nexus between an increase in



downtown parking availability and a drop in parking revenue. He said that the explanation could be that people who used to drive and park downtown are now using TNCs. He recommended that SFMTA strongly consider a new TNC tax to address its transit operating deficit.

A commenter noted that there were many options to ticket TNCs and other vehicles that double park or park in locations where they were not entitled to use curb space. They said there were opportunities for better enforcement because a large amount of fines had not been collected.

## Items Recommended from the Personnel Committee

### 11. [CLOSED SESSION] [Final Approval] Evaluate Public Employee Performance and Recommend Approval of the Executive Director's Performance Objectives for 2025 - ACTION

The Board did not go into closed session.

There was no public comment.

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

### 12. [Final Approval] Set the Annual Compensation for the Executive Director for 2025 - ACTION

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: 0

## Other Items

### 13. Introduction of New Items - INFORMATION

There were no new items introduced.

### 14. Public Comment

During public comment, a commenter stated they were dissatisfied with the presentations and with the Board.

### 15. Adjournment

The meeting was adjourned at 12:06 p.m.



# Memorandum

## AGENDA ITEM 4

**DATE:** March 10, 2025

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy Director

**SUBJECT:** 03/11/25 Board Meeting: Appoint Zameel Imaduddin as the District 11 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 11 as the result of the prior representative resigning from the CAC last fall. Commissioner Chen has indicated her intent to nominate Zameel Imaduddin to the District 11CAC seat. Mr. Imaduddin will attend the March 11th Board meeting to speak to his interests and qualifications for serving on the CAC as required by the Administrative Code. CAC members serve for a two-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <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			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
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	February 2025	February 2027

\*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>Zameel</b> <small>FIRST NAME</small>	<b>Imaduddin</b> <small>LAST NAME</small>	<b>Male</b> <small>GENDER (OPTIONAL)</small>	<b>[ redacted ]</b> <small>WORK SUPERVISORIAL DISTRICT</small>
<b>South Asian</b> <small>ETHNICITY (OPTIONAL)</small>		<b>No</b> <small>IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)</small>	
<b>District 11</b> <small>HOME SUPERVISORIAL DISTRICT</small>	<b>District 11</b> <small>NEIGHBORHOOD OF RESIDENCE</small>	<b>[ redacted ]</b> <small>HOME PHONE</small>	<b>[ redacted ]</b> <small>HOME EMAIL</small>
<b>[ redacted ]</b> <small>STREET ADDRESS OF HOME</small>	<b>[ redacted ]</b> <small>CITY</small>	<b>[ redacted ]</b> <small>STATE</small>	<b>[ redacted ]</b> <small>ZIP</small>

**Statement of qualifications:**

As a dual-enrollment student at Las Positas College and a sophomore at Washington High School, I bring a unique combination of academic rigor, leadership experience, and a passion for community engagement. My leadership roles include serving as a member of Congressman Eric Swalwell’s East Bay Congressional Youth Council and the Fremont Unified School District’s Budget Advisory Task Force. These experiences have honed my skills in policy advocacy, resource allocation, and representing diverse community interests.

Additionally, my internship with the Metropolitan Transportation Commission provided me with first-hand knowledge of transportation policy and data management, specifically within the Bay Area. I have successfully managed voter outreach for campaigns impacting over 200,000 residents and founded the Digital Wellness Initiative to advocate for healthier digital policies. With a proven track record of public speaking, policy analysis, and community organizing, I am well-prepared to contribute meaningfully to the Community Advisory Committee.

**Statement of objectives:**

If appointed to the Community Advisory Committee, my primary objective is to bridge the gap between diverse community needs and sustainable transportation solutions. I aim to leverage my experience in policy advocacy and community engagement to support the Authority’s mission of improving accessibility and equity in transportation.

I am particularly committed to ensuring that underserved populations have a voice in the decision-making process, advocating for projects that prioritize environmental sustainability and economic inclusivity. My goal is to foster collaboration among stakeholders to create a transportation system that meets the needs of all San Francisco County residents, both now and in the future.

San Francisco County Transportation Authority  
Application for Membership on the Community Advisory Committee

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

Student

**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.

**Zameel Imaduddin**

**12/26/2024**

NAME OF APPLICANT

DATE



**San Francisco  
County Transportation  
Authority**

BD031125

RESOLUTION NO. 25-XX

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RESOLUTION APPOINTING ZAMEEL IMADUDDIN AS THE DISTRICT 11  
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 11 representative; and

WHEREAS, At the March 11, 2025 meeting, Commissioner Chen nominated Zameel Imaduddin as the District 11 representative and Mr. Imaduddin spoke to their interest and qualifications for serving on the CAC; now therefore, be it

RESOLVED, That the Board hereby appoints Zameel Imaduddin as the District 11 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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**AGENDA ITEM 5  
STATE LEGISLATION - MARCH 2025**

(Updated March 7, 2025)

To view documents associated with the bill, click the bill number link.

Staff is recommending approval of new support positions on Assembly Bill (AB) 891 (Zbur) and Senate Bill (SB) 71 (Wiener) and a support in concept position on SB 63 (Wiener) as shown in **Table 1**. AB 939 (Schultz) will also be added to the Transportation Authority’s watch list as shown in **Table 2**.

**Table 1. Recommended New Positions**

Recommen ded Positions	Bill # Author	Title and Summary
Support	<a href="#">AB 891</a> <a href="#">Zbur D</a>	<p><b>Transportation: Quick-Build Project Pilot Program.</b></p> <p>Existing law requires Caltrans to improve and maintain the state highways. This bill would establish the Quick-Build Project Pilot Program within Caltrans’s maintenance program to expedite development and implementation of low-cost projects on the state highway system, including but not limited to bicycle and pedestrian facilities. By December 31, 2027, Caltrans would be required to develop and publish guidance for the deployment of district quick-build projects and, by December 31, 2028, to identify and commit to funding a minimum of six quick-build projects statewide.</p> <p>We are recommending a support position on this bill to encourage Caltrans to initiate consideration of quick-build projects within its annual facility maintenance program. This supports SB 960 (Wiener, 2024) which strengthened requirements that state of good repair projects on the state highway system accommodate all road users.</p>



<p>Support in Concept</p>	<p><a href="#">SB 63</a> <a href="#">Wiener D,</a> <a href="#">Arreguin</a> <a href="#">D</a></p>	<p><b>San Francisco Bay area: local revenue measure: transportation funding.</b></p> <p>Transportation Authority staff, along with elected officials, staff from transit operators and county and local governments, and various advocacy and community organizations throughout the Bay Area have been engaged over the past year in developing a potential future regional transportation revenue measure, targeting the November 2026 ballot. This bill is intended as the vehicle for this legislation, stating the intent of the Legislature to authorize a revenue measure to invest in transportation in the San Francisco Bay Area. As the organization that will be authorized to implement the measure, the Metropolitan Transportation Commission (MTC) has been working closely with the two authors and interested parties to develop a spending plan that, at a minimum, sustains and improves public transportation in the Bay Area.</p> <p>We will continue to engage with the Senators, the rest of the Bay Area legislative delegation, MTC Commissioners and staff, and other interested parties including San Francisco Municipal Transportation Agency (SFMTA), BART, and Caltrain to develop the details of the substantive language and report back to the Transportation Authority Board as the effort evolves.</p>
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Support	<p><a href="#">SB 71</a></p> <p><a href="#">Wiener D</a></p>	<p><b>California Environmental Quality Act: exemptions: transit projects.</b></p> <p>As a result of Senate Bill 922 (Wiener), the California Environmental Quality Act (CEQA) exempts from its requirements, until January 1, 2030, certain transportation-related plans and projects, such as pedestrian and bicycles facilities, transit prioritization projects, bus rapid transit, bus, and light rail service. This bill would remove the current sunset date and extend these exemptions indefinitely, as well as extend them to transit route readjustments or modifications, shuttles and ferries, and for the maintenance, construction, or rehabilitation of transit stops serving low or no emission transit vehicles.</p> <p>SB 922 has been instrumental in the success of more than 40 SFMTA bicycle, pedestrian, and transit projects since its passage in 2022, including Vision Zero traffic sign upgrades and new turn signals, quick-build projects, and transit prioritization features. The MTC and San Francisco’s State Legislation Committee have adopted support positions on SB 71.</p>
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**Table 2. Bills Added to Watch List**

Bill #	Title and Summary
<p>Author</p> <p><a href="#">AB 939</a></p> <p><a href="#">Schultz D</a></p>	<p><b>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</b></p> <p>This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters at the November 3, 2026 election, would authorize the issuance of bonds in the amount of \$20 billion to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements.</p>



RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL 891 (ZBUR) AND SENATE BILL 71 (WIENER) AND A SUPPORT IN CONCEPT POSITION ON SENATE BILL 63 (WIENER)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on Assembly Bill (AB) 891 (Zbur) and Senate Bill (SB) 71 (Wiener) and a new support in concept position on SB 63 (Wiener), as shown in Attachment 1; and

WHEREAS, At its March 11, 2025 meeting, the Board reviewed and discussed AB 891 (Zbur), SB 63 (Wiener), and SB 71 (Wiener); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 891 (Zbur) and SB 71 (Wiener), and a new support in concept position on SB 63 (Wiener); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - March 2025



# Memorandum

## AGENDA ITEM 6

**DATE:** February 27, 2025

**TO:** Transportation Authority Board

**FROM:** Carl Holmes - Deputy Director for Capital Projects

**SUBJECT:** 3/11/25 Board Meeting: Increase the Amount of the Professional Services Contract with WMH Corporation by \$1,500,000, to a Total Amount Not to Exceed \$2,650,000 for the Design Phase for the Yerba Buena Island Multi-Use Path Project for Segments 3 and 4 and Yerba Buena Island Transit Lane

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Increase the amount of the professional services contract with WMH Corporation (WMH) by \$1,500,000, to a total amount not to exceed \$2,650,000 for the design phase for the Yerba Buena Island (YBI) Multi-Use Path Project (Project) for Segments 3 and 4, and a new YBI Transit Lane.</li> <li>• Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions.</li> </ul> <p><b>SUMMARY</b></p> <p>In November 2024, the Transportation Authority awarded a professional services contract to WMH for design and engineering services for the Project, which will install a Class I multi-use path along Treasure Island Road and install a new roadway between Macalla Road and the West Side Bridges Project. This contract is for design services up to \$1,150,000 for 35% preliminary design and engineering services for Segments 3 and 4 of the Project (see Attachment 1 for Project map). This amount was a result of the split of the award of the Project between TY Lin International for Segments 1 and 2, and WMH for Segments 3 and 4. On December 11, 2024, the Bay Area Toll Authority (BATA) approved \$750,000 for design of the YBI Transit Lane Project, which will run parallel to the YBI Multi-Use Path on Treasure Island Road from the Macalla Road intersection to a transit-only on-ramp to the westbound</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 checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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<p>Bay Bridge. This funding is matched by a Prop AA appropriation for \$750,000 approved by the Board for this purpose in November 2024. We are seeking to increase the amount of the WMH contract by \$1,500,000 to complete design and engineering services from 35% to 100% final design plans for the YBI Multi-Use Path Project for Segments 3 and 4 and the YBI Transit Lane Project.</p>	
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## **BACKGROUND**

The 2.2-mile path along the eastern span of the San Francisco Oakland Bay Bridge (SFOBB) allows bicyclists and pedestrians to access the YBI Bike Landing/Vista Point from the City of Emeryville. In 2022, the Treasure Island Development Authority, in coordination with the San Francisco Bay Area Water Emergency Transportation Authority, began ferry service at the new Ferry Terminal on Treasure Island. The Transportation Authority seeks to develop a safe and accessible bicycle and pedestrian connection between the current YBI Bike Landing/Vista Point and the new ferry terminal via Treasure Island Road and Hillcrest Road. These facilities will be Class 1 multi-use paths, which must be coordinated with proposed improvements on the islands including Bay Bridge West Span Bay Skyway Project, West Side Bridges Project, Hillcrest Road Improvement Project, and Treasure Island Ferry Terminal Project. The YBI Multi-Use Path Project (Project) will ultimately enable bicycle/pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco, and will also allow Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.

Attachment 1 provides a map of the project area. The first segment extends from the Bay Bridge East Span YBI Bike Landing to the intersection of Hillcrest Road and Forest Road. The second segment is within the limits of the Hillcrest Road Improvement Project from the intersection of Hillcrest Road and Forest Road to the West Side Seismic Retrofit Bridges Project. The third segment is within the limits of the West Side Bridges Seismic Retrofit Project which will reconstruct or retrofit bridges structures along Treasure Island Road. The fourth segment is located between the West Side Bridges Seismic Retrofit Project and the Treasure Island Road and Macalla Road intersection.

The Treasure Island Final Environmental Impact Report, certified by the San Francisco Planning Department Commission in 2011, includes Mitigation Measure M-TR-24



which requires the implementation of a southbound transit and emergency vehicle-only lane between First Street on Treasure Island and the transit and emergency vehicle-only westbound Bay Bridge on-ramp. This transit lane would allow SF Muni, AC Transit, and emergency vehicles to bypass vehicle queues that may occur on Treasure Island Road and therefore, reduce the impact to transit and emergency vehicle operations to a less-than-significant level. The transit lane is anticipated to receive federal National Environmental Protection Act (NEPA) approval in March.

The YBI Multi-Use Path Project and the YBI Transit Lane Project are part of the Multimodal Bay Skyway Project which involves collaboration among the Transportation Authority, BATA, the California Department of Transportation (Caltrans), and WETA.

We anticipate that the design phase of Segments 1 and 2 will take two years to complete and the design phase of Segments 3 and 4 will take one and half year to complete. The preliminary construction estimate for the project is \$85.6 million, which includes construction capital costs, construction management and inspection services.

## **DISCUSSION**

**Contract Update.** In November 2024, through Resolution 25-18, the Transportation Authority awarded a two-year professional services contract in the amount of \$1,150,000 to WMH to provide design and engineering services up to 35% preliminary design plans for the Project. The award memo also indicated that Transportation Authority staff was seeking an additional \$1,500,000 to complete design of the transit lane scope in Segments 3 and 4 upon approval of funding anticipated from BATA and a Prop AA appropriation request. The Transportation Authority Board appropriated \$750,000 in Prop AA funds for this purpose in November 2024. On December 11, 2024, BATA approved \$750,000 in Toll Bridge Rehabilitation Program funds for the Transportation Authority for design of the YBI Transit Lane Project which also runs along Treasure Island Road from the Ferry Terminal to the westbound I-80 on-ramp. With the total transit lane funding secured, the project team can include this scope of work in the YBI Multi-Use Path Project to save on future design costs.

The project team started design in January 2025 and anticipates completing design for Segments 1 and 2 by Spring 2027 and Segments 3 and 4 by Spring 2026. Construction schedules are subject to securing funding (see funding section below).



We established a Disadvantaged Business Enterprise (DBE) goal of 22% for this contract. With the proposed amendment, the WMH team will exceed this goal and includes 27% DBE participation from multiple firms, including Earth Mechanics Inc., an Asian-subcontinent-owned firm; MGE Engineering, an Asian-Pacific-owned firm; and Bennet + Y&C, a women-owned firm.

The proposed amended scope of work is provided in Attachment 2.

**Funding.** The funding plan for the overall YBI Multi-Use Path project is shown in Attachment 3. We have secured all the funding needed for the environmental (\$1.3 million) and design phases (\$8.3 million) of the \$95.1 million Project. The design phase, including the subject WMH contract, will be funded with state Local Partnership Program Formulaic funds, Active Transportation Program funds, and San Francisco's One Bay Area Grant funds, with the aforementioned Prop AA and BATA funds to be amended into the contract.

With respect to the \$85.6 million construction phase, we have secured \$5.9 million through a combination of Prop L and Interregional Transportation Improvement Program funds, and on February 12<sup>th</sup> we received good news with a conditional award recommendation from the Metropolitan Transportation Commission's (MTC's) Programming and Allocations Committee for \$16.3 million in Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail funds. The MTC recommendation conditions award of the RM3 funds upon the Project securing \$38.4 million in SCCP funds or presenting MTC staff with a deliverable segment that maintains the project benefits. Last year, we partnered with MTC and WETA to submit a \$70 million grant application to SCCP for the Bay Skyway project that encompasses the YBI Multi-Use Path Project and we expect to hear about award results this summer. The MTC Commission approved this recommendation at its February 26<sup>th</sup> meeting. Meanwhile, we are continuing to seek federal Better Utilizing Investments to Leverage Development (BUILD) and/or other discretionary funds to fully fund the construction phase.

## **FINANCIAL IMPACT**

The proposed amendment will be funded with \$750,000 of BATA's Toll Bridge Rehabilitation Program funds and \$750,000 of Prop AA funds, appropriated through Resolution 25-11. Execution of the contract amendment is contingent upon an executed funding agreement with BATA, anticipated in March 2025. We will include this year's activities in the Fiscal Year 2024/25 mid-year budget amendment and



sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

### **CAC POSITION**

The Community Advisory Committee considered this item at its February 26, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - YBI Project Map
- Attachment 2 - Design and Engineering Services for YBI Multi-Use Path Segments 3 and 4 and Transit Lane Project - Scope of Services
- Attachment 3 - YBI Multi-Use Path Project Funding Plan
- Attachment 4 - Resolution

# YBI Construction Projects

**YBI Multi-Use Path (SFCTA)**  
(2026 - 2028)

**YBI MUP Segment 4**  
(2026 - 2028)

**West Side Bridges Project (SFCTA)**  
(2023 - 2026)

**YBI MUP Segment 3: Westside Bridges**  
(2026 - 2028)

**Macalla Road Reconstruction (TICD)**  
Opened 2023

**Hillcrest Road Improvement Project (SFCTA)**  
(2024 - 2027)

**Forest Road Detour (TICD)**  
Opened 2023

**YBI WB Ramps**  
Opened October 2016

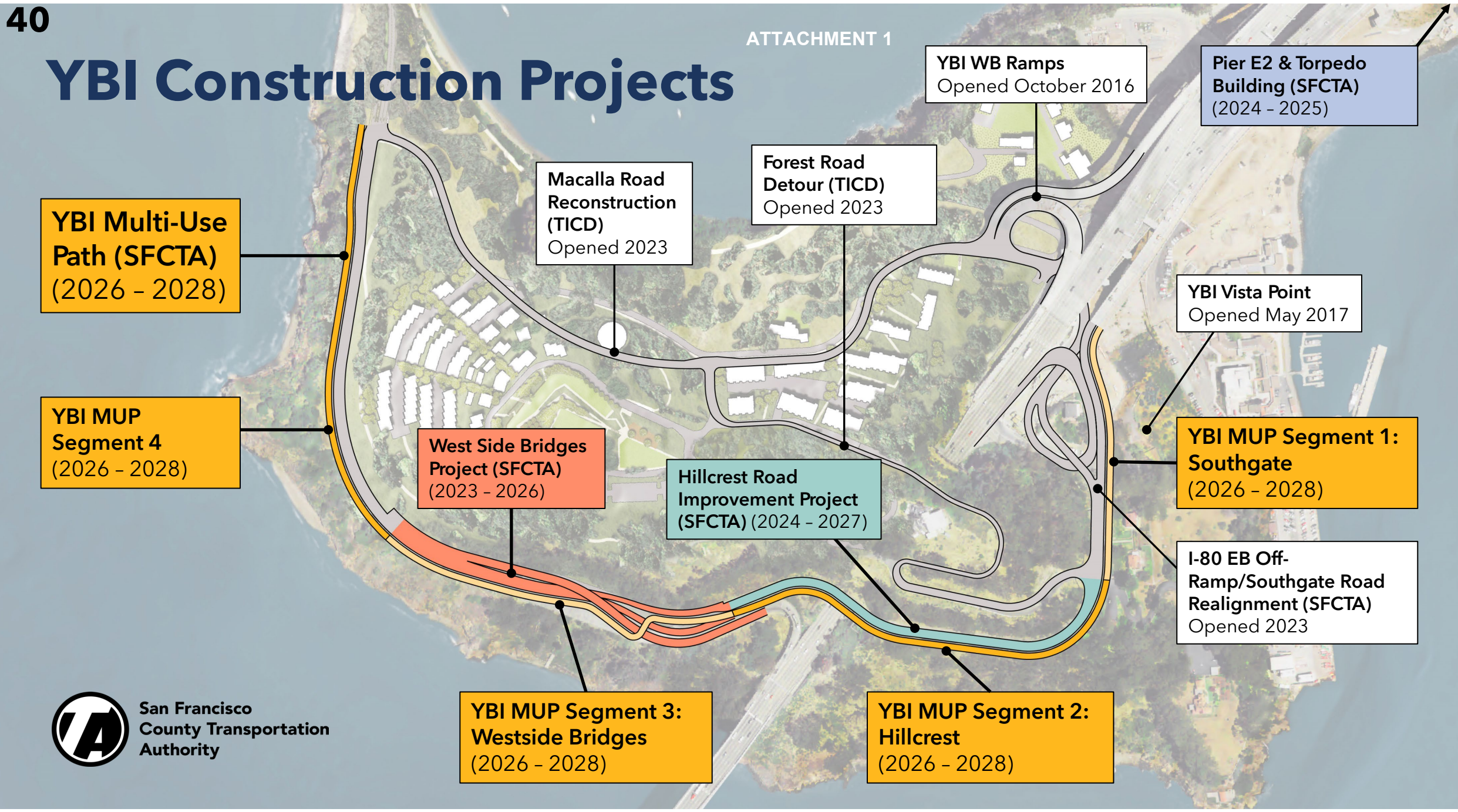
**Pier E2 & Torpedo Building (SFCTA)**  
(2024 - 2025)

**YBI Vista Point**  
Opened May 2017

**YBI MUP Segment 1: Southgate**  
(2026 - 2028)

**I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)**  
Opened 2023

**YBI MUP Segment 2: Hillcrest**  
(2026 - 2028)





## **Attachment 2 Scope of Services**

WMH Corporation shall prepare plans, specifications, and estimates for the YBI Multi-use Path Project Segments 3 and 4, and YBI Transit Lane Project (Project).

Specific tasks include: 1) Project Management, 2) Right of Way Engineering and Environmental Revalidation, and 3) Project Engineering and Design. The tasks are detailed below.

### **Task 1 - Project Management**

This task provides for management of civil engineering design efforts, interagency coordination meetings, and regular progress updates. Contractor will perform the following project management tasks and activities:

- Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and Caltrans standards and policies.
- Coordinate all design staff and any subconsultants to ensure the free and timely flow of information for each task activity.
- Ensure that all documents requiring City oversight review are prepared in accordance with City standards, guidelines, and procedures.
- Ensure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- Prepare a detailed Critical Path Method (CPM) schedule to meet milestone deliverables and required Board cycle approvals.
- Reporting: Prepare monthly reports detailing work activity in the period, schedule, cost and performance against key project objectives and metrics.
- Prepare and submit monthly progress reports that identify work performed on each task from the preceding month.
- Prepare a monthly summary of total charges made for each task.

- Provide a monthly invoice by task that will present charges by staff member at agreed to hourly rates, expense charges, and subconsultant charges. Support documentation for direct expenses will be attached.
- Prepare and maintain a project specific Quality Assurance/Quality Control (QA/QC) Plan for design activities, perform in-house quality control reviews for each task, and submit PS&E Design deliverables for review in accordance with the approved schedule.

### **Task 2 - Right of Way Engineering and Environmental Revalidation**

This task consists of all right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit and potential Project environmental revalidation resulting from changes during design phase.

*Deliverables:*

- *All right-of-way engineering deliverables (Hard Copy, Appraisal Maps, Plat Maps, Legal Descriptions, etc.) prepared in accordance with City and Caltrans standards*
- *Caltrans Encroachment Permit*
- *Right-of-Way Certification*
- *Coordination with US Coast Guard and Treasure Island Development Authority (TIDA)*
- *Environmental Revalidation Document Approval*

### **Task 3 - Project Engineering and Design**

Final design shall consist generally of the preparation of PS&E for Segments 3 and 4 and Transit Lane in accordance with current City and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the Project. In addition, the Contractor shall be responsible for the preparation, submittal, and approval of all accompanying documents (i.e., various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, SFPW permits and requirements, SFMTA permits and requirements, SFPUC permits and requirements, and Caltrans District Office Engineer/Headquarters

Office Engineer permits and requirements). Below are the tasks that are anticipated to be performed:

### 3.1 PS&E (35% Submittal)

*Deliverables:*

- *Geometric Approval Drawings including design exceptions if necessary*
- *35% Plans including typical cross sections*
- *Structures Type Selection Report*
- *Topographic Field Surveys*
- *Wayfinding Sign Sheets*
- *Preliminary Drainage Plan Sheets*
- *Utility Coordination*
- *Visual Simulations*
- *Preliminary Foundation Report and Materials Report*
- *Hazardous Materials Reports*
- *QA/QC documentation*

### 3.2 PS&E (65% Submittal)

*Deliverables:*

- *65% Plans*
- *65% Structure Plans*
- *Geotechnical Materials Report*
- *Foundation Report*
- *Hydraulics Report*
- *All necessary City permits*
- *Draft Agreements and Permits (Caltrans and utility providers, etc.)*
- *Draft Storm Water Pollution Prevention Plan (SWPPP)*
- *Draft Construction Cost Estimate*
- *Electronic copy of plans, design, reports, draft permits, and draft agreements*
- *Traffic Management Plan*
- *Constructability Review*

### 3.3 PS&E (95% Submittal)

#### *Deliverables:*

- *95% Plans*
- *95% Structure Plans*
- *Draft Final SWPPP*
- *Construction Cost Estimate*
- *Constructability Review*
- *Draft Agreements and Permits (City, Caltrans, and utility providers, etc.)*
- *Electronic copy of plans, design, reports, draft permits, and draft agreements*
- *QA/QC documentation*

### 3.4 PS&E (100% Final Submittal)

#### *Deliverables:*

- *Final Roadway Plans*
- *Final Structure Plans*
- *Final Technical Provisions*
- *Construction Cost Estimate*
- *Constructability Review*
- *Resident Engineer file*
- *Agreements and Permits (City, Caltrans, and utility providers, etc.)*
- *Electronic copy of plans, design, reports, draft permits, and draft agreements*
- *QA/QC documentation*

## **Task 4 - Bid Support**

Task 4 consists of providing bid support to the construction management team throughout the bid process for Segment 4.

#### *Deliverables:*

- *Bid Documents for Advertisement*
- *Attend pre-bid meeting*

- *Respond to Bidder Inquiries*
- *Prepare Addenda as necessary*

**Project schedule:** The Transportation Authority desires to adhere to the milestone schedule shown below for the Contractor. The schedule is intended to include adequate time for review and comments by the appropriate participating agencies.

- Contract Award - November 2024
- 35% PS&E and all Task 3.1 deliverables - June 2025
- 65% PS&E and all Task 3.2 deliverables - September 2025
- 95% PS&E and all Task 3.3 deliverables - December 2025
- 100% Final PS&E and all Task 3.4 deliverables - March 2026

Preparation of the final design engineering, City and County of San Francisco permits and approvals, and Caltrans encroachment permit shall commence immediately following completion of a contract amendment from the Transportation Authority. shall be responsible for all work necessary to obtain all City and County of San Francisco permits and approvals, Caltrans encroachment permit, CCSF right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.

**Attachment 3**  
**YBI Multi-Use Path Project Funding Plan**

<b>Funding Plan Sources</b>	<b>Secured</b>	<b>Proposed</b>	<b>Total</b>
Priority Conservation Area Grant (PCA)	\$1,000,000	-	\$1,000,000
Local Partnership Program (LPP-F, SFCTA)	\$250,000	-	\$250,000
<b>Environmental</b>	<b>\$1,250,000</b>		<b>\$1,250,000</b>
Local Partnership Program (LPP-F, SFCTA)	\$751,000	-	\$751,000
Active Transportation Program (ATP, Regional)	\$3,800,000	-	\$3,800,000
SF One Bay Area Grant 3 (OBAG)	\$2,250,000	-	\$2,250,000
Prop AA	\$750,000	-	\$750,000
Bay Area Toll Authority Funds	\$750,000	-	\$750,000
<b>Design</b>	<b>\$8,301,000</b>		<b>\$8,301,000</b>
Prop L	\$1,000,000	-	\$1,000,000
Interregional Transportation Improvement Program (ITIP)	\$4,944,000	-	\$4,944,000
Regional Measure 3 (RM3)	-	\$16,250,000*	\$16,250,000
Solutions for Congested Corridors Program (SCCP)	-	\$38,406,000	\$38,406,000
Better Utilizing Investments to Leverage Development (BUILD) or other TBD funds	-	\$25,000,000	\$25,000,000
<b>Construction</b>	<b>\$5,944,000</b>	<b>\$79,656,000</b>	<b>\$85,600,000</b>
<b>Total (All Phases)</b>	<b>\$15,495,000</b>	<b>\$79,656,000</b>	<b>\$95,151,000</b>

\*At its February 26, 2025 meeting, the MTC recommended \$16,250,000 in RM3 funds for construction of the YBI Multi-Use Path Project (Project), with award of the RM3 funds conditioned upon the Project securing the full amount of requested SCCP funds or presenting MTC staff with a deliverable segment that maintains the project benefits.



**San Francisco  
County Transportation  
Authority**

BD031125

RESOLUTION NO. 25-XX

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RESOLUTION INCREASING THE AMOUNT OF THE PROFESSIONAL SERVICES CONTRACT WITH WMH CORPORATION BY \$1,500,000, TO A TOTAL AMOUNT NOT TO EXCEED \$2,650,000 FOR THE DESIGN PHASE FOR THE YERBA BUENA ISLAND MULTI-USE PATH PROJECT FOR SEGMENTS 3 AND 4 AND YERBA BUENA ISLAND TRANSIT LANE

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

WHEREAS, The Project will ultimately enable bicycle/pedestrian commuters and recreational users the opportunity to travel between the East Bay and San Francisco, and will also allow Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the San Francisco Oakland Bay Bridge East and West spans; and

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

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

WHEREAS, in November 2024, through Resolution 25-18, the Transportation



Authority awarded a two-year professional services contract to WMH Corporation in an amount not to exceed \$1,150,000 for 35% design and engineering services for the Yerba Buena Island Multi-use Path Project for Segments 3 and 4, which will install a Class I multi-use path along Treasure Island Road and install a new roadway between Macalla Road and the West Side Bridges Project; and

WHEREAS, The Transportation Authority is seeking to increase the amount of the professional services contract with WMH Corporation by \$1,500,000, for a total amount not to exceed \$2,650,000, to increase design and engineering services from 35% to 100% final design plans for the YBI Multi-Use Path Project for Segments 3 and 4 and provide design and engineering services for the YBI Transit-Only Lane Project; and

WHEREAS, On December 11, 2024, the BATA approved \$750,000 for the design of the YBI Transit Lane Project, which will run parallel to the YBI Multi-Use Path on Treasure Island Road from the Macalla Road intersection to a transit-only on-ramp to the westbound Bay Bridge; and

WHEREAS, The proposed amendment will be funded with \$750,000 of BATA's Toll Bridge Rehabilitation Program Funds and \$750,000 of Prop AA funds, appropriated through Resolution 25-11; and

WHEREAS, Execution of the contract amendment is contingent upon an executed funding agreement with BATA, anticipated in March 2025; and

WHEREAS, The adopted Fiscal Year 2024/25 budget and work program will be amended to include this year's activities and sufficient funds reflected in future year budgets to cover the remaining cost of the contract; and

WHEREAS, At its February 26, 2025, meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the award with WMH Corporation to increase the amount of the professional services contract by





\$1,500,000, to a total amount not to exceed \$2,650,000, for the design phase for the Yerba Buena Island Multi-Use Path Project for segments 3 and 4 and Yerba Buena Island transit lane; and be it further

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

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

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

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## Memorandum

### AGENDA ITEM 7

**DATE:** February 27, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 3/11/2025 Board Meeting: Amend the Prop L 5-Year Prioritization Program for Muni Maintenance, Rehabilitation, and Replacement

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Amend the Prop L 5-Year Prioritization Program (5YPP) for Muni Maintenance, Rehabilitation, and Replacement</p> <p><b>SUMMARY</b></p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs, a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. In December 2023, the Board approved the Muni Maintenance, Rehabilitation, and Replacement 5YPP, programming \$99.9 million in Prop L funds for projects with time sensitive funding needs and \$46.9 million in placeholders in Fiscal Years (FY) 2024/25 through 2027/28 to provide time for SFMTA to refine project priorities and strengthen funding plans for future projects. The proposed 5YPP amendment would reprogram placeholder funds to specific SFMTA fleet and facility projects, as described in Attachment 1 and detailed in the enclosed 5YPP. The amended project list reflects slower annual cash flows (i.e., reimbursement schedule) compared to the approved Muni Maintenance 5YPP and Strategic Plan Baseline, as amended, and will not result in increased finance costs for this program. We will incorporate the programming and cash flows into the final Prop L Strategic Plan which we anticipate presenting to the Board for approval in April 2025.</p>	<ul style="list-style-type: none"> <li><input 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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### BACKGROUND

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to



plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

The 5YPPs also provide transparency about how Prop L projects are prioritized. We work in close collaboration with project sponsors eligible for Prop L funds from a particular program, as well as any other interested agencies, to develop each 5YPP. Input from the Board, sponsors, and the public inform the 5YPP process.

Each 5YPP document includes the following sections, the content for which is detailed in the [staff memorandum](#) to the Board for its July 11, 2023 meeting:

- Eligibility and Expected Fund Leveraging
- Public Engagement
- Performance Measures
- Project Delivery Snapshot
- Project Prioritization
- Project List (covering FY 2023/24 - FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)

For each project, we look closely at project readiness, whether there is full funding for the requested phase or phases, the amount of leveraging, timely use of funds requirements, and other factors that inform our recommendation to program funds to the project and whether to support advancement of funds beyond pay-go to support project delivery.

Approval of the 5YPP programs or commits funding to the projects contained therein in the fiscal year indicated. When sponsors are ready to begin work on the relevant project phase, they submit an allocation request form to the Transportation Authority with detailed scope, schedule, cost, and funding information which staff will evaluate using the same criteria noted above before bringing the request to the board for approval.

## **DISCUSSION**

Over the past several months, we have been working with the SFMTA on the proposed 5YPP amendment to program \$46.9 million in placeholder Prop L funds to specific projects in FYs 2024/25 through 2027/28. We have also worked with SFMTA to update the programming and cash flows (i.e., reimbursement schedules) for three existing projects already included in the 5YPP that was approved in December 2023. The new projects are summarized in Attachment 1 and include



nine new vehicles and facilities projects such as midlife overhauls to keep transit vehicles running safely and reliably through the end of their useful lives, procurement of new vehicles to replace vehicles that have reached the end of their useful lives, and facility projects such as Kirkland Yard Electrification.

The updates to the existing 5YPP projects are summarized below:

- **Housing Incentive Pool (HIP) Grant Program Placeholder:** We delayed the year of programming from Fiscal Year 2024/25 to FY 2025/26 to better align with the funding needs for the HIP projects.
- **Woods/Islais Creek Yard Electrification Phase I:** We revised the Prop L amount to reflect the actual amount of Prop L funds allocated in 2024 (\$2,358,000, which is \$750,000 less than originally programmed).
- **Muni Metro Stations Condition Assessment (Embarcadero to West Portal):** We updated the Project Information Form to reflect the revised schedule, cost, and funding plan and increased the Prop L programming request to cover a \$750,000 increase in the estimated project cost (from \$750,000 to \$1,500,000).

The revised 5-year project list also reflects a modest advancement of Prop L funds programmed from FY 2027/28 to FY 2026/27 and slower annual cash flows (i.e., reimbursement schedule) for the specific projects compared to the placeholders in the approved Muni Maintenance 5YPP and the Strategic Plan Baseline, as amended. The net effect of this would be a minor reduction in financing costs compared to the Strategic Plan Baseline, as amended.

Attachment 1 lists the proposed projects with information such as a brief project description, amount of Prop L funds requested, proposed project phase, and fiscal year of programming. Attachment 2 summarizes leveraging. The enclosed 5YPP contains more detail, including the project information forms for all the projects in the 5YPP.

**CAC Discussion.** At its February 26<sup>th</sup> meeting, the CAC was briefed on the proposed 5YPP amendment and also heard a brief update on SFMTA's Zero Emission Transition Plan, the latter being a follow up from prior CAC meetings where members had inquired about the future of SFMTA's trolley bus fleet. We paired the update with the subject 5YPP amendment since that is where we program funds for Muni fleet and facilities projects. At the CAC meeting, SFMTA staff explained that the agency is continuing to operate and maintain its trolley bus fleet, undertaking efforts seeking to strengthen and diversify the manufacturing sector for trolleys, and is continuing to test In Motion Charging (IMC) as a way to extend the reach of trolleybus services off-wire.



There was also some CAC discussion on whether SFMTA planned to conduct a benefit or alternatives analysis looking at battery-electric buses (BEB) versus trolleybuses equipped with IMC technology as a way for SFMTA to meet State zero emission vehicle mandates. SFMTA staff noted that the IMC program was still undergoing testing and was not ready for deployment, cited the need to evaluate the existing overhead wire and power system to see if it could handle the IMC first, and reported that they are also looking at fuel cells. One CAC member and a public commenter advocated for an alternatives analysis before converting facilities to support battery-electric buses.

The CAC chair noted that the only new project in the 5YPP amendment related to SFMTA's zero emission fleet was the Kirkland Yard Electrification Project. As described in Attachment 1, the proposed \$5,496,000 for the Kirkland Yard Project would fund the long lead task of securing improved PG&E power hooks ups for Kirkland and to develop the scope for a planned progressive design build contract for the larger project. Based on issues raised during this discussion, the CAC severed the vote on the Kirkland Yard Electrification project from the rest of the proposed 5YPP amendment and the motion to program the funds failed (3 ayes, 3 nays, 2 abstains). Based on SFMTA staff's input on the issues raised by the CAC we are still recommending including the \$5,496,000 for the Kirkland Yard Electrification Project in the 5YPP since our understanding from SFMTA is that regardless of what propulsion technology or technologies it lands on for the future zero emission bus fleet, the Kirkland facility needs the power upgrade. The facility is effectively obsolete and there are many power outages.

The action before the Board is to program the aforementioned funds for the Kirkland Yard (and 8 other projects) as part of the 5YPP amendment. If the programming is approved, SFMTA would still need to return to the Board in the future to request allocation of funds when it is ready to advance the work. At that time, SFMTA would provide an update on the proposed schedule and funding plan for Kirkland Yard. We have also requested and SFMTA is able to provide an update on the Zero Emission Transition Plan to the Transportation Authority Board this summer.

### **FINANCIAL IMPACT**

There is no impact on the FY 2024/25 agency budget. The proposed 5YPP amendment programs placeholder funds to specific projects in FYs 2024/25 to FY 2027/28. However, allocation of funds is subject to separate approval actions by the Board.



## **CAC POSITION**

The Community Advisory Committee considered this item at its February 26, 2025, meeting and after discussion, choose to act on the item in two votes. The first vote unanimously approved a motion of support for the proposed 5YPP amendment, exclusive of \$5,496,000 in proposed programming for design of the Kirkland Yard Electrification Project. The second vote to support programming for the aforementioned Kirkland Yard project did not pass. See discussion section above for additional details.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 Muni Maintenance, Rehabilitation and Replacement 5YPP Amendment - List of Projects
- Attachment 2 - Muni Maintenance, Rehabilitation and Replacement 5YPP Amendment Summary: Fund Leveraging and Advancement
- Attachment 3 - Resolution
  
- Enclosure - Muni Maintenance, Rehabilitation and Replacement 5YPP Amendment

Attachment 1

Muni Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Amendment - List of Projects

#	Program: Sub-Program	Project Name (Sponsor)* [New Projects are in bold]	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Muni Maintenance: Vehicles	<b>32' Motor Coach El Dorado Midlife Overhauls (30 Vehicles)(SFMTA)*</b>	This project will fund scheduled maintenance on the 30 vehicles in the 32' hybrid motor coach fleet that were put into revenue service between 2022 - 2024, in accordance with manufacturer recommendations. Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, helps reduce incidents of breakdowns, and prevent service interruptions and additional and costly repairs.	Citywide	Construction	\$4,550,000	FY28
2		40' Hybrid Motor Coach Replacement (94 Vehicles)(SFMTA)	This project will replace the 94 hybrid 40' vehicles that were procured in 2013 and have reached the end of their useful life. Replacing vehicles at the end of their useful life will keep the average fleet age down, which increases the reliability of service. The original scope of work was to replace these 94 vehicles with zero emission vehicles but due to impacts from COVID, facility upgrade progress to support electric buses is delayed and the SFMTA has to purchase additional hybrid vehicles for this procurement. The intention of this procurement is to conditionally accept the vehicles in 2 years from start of procurement. This would help to lower the average age of the bus fleet, which increases service reliability. The SFMTA intends to procure these vehicles through a Cooperative Agreement on a state procurement contract. Note: The Transportation Authority allocated Prop L funds to this project in June 2024.	Citywide	Construction	\$32,300,000	FY24
3		60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)(SFMTA)	Purchase 6 60' and 12 40' battery electric buses, along with all required accessories, and deploy the vehicles in revenue service as replacements for 18 40' diesel electric hybrid buses procured in 2013. Battery electric buses generate zero greenhouse gas emissions because they are powered by a battery in their operating system rather than fuel and do not produce harmful exhaust. SFMTA intends to procure the battery electric buses from multiple manufacturers (i.e., Gillig and New Flyer) through state procurement contracts (through Virginia or Washington State), or possibly as options through existing procurement contracts. The 60' battery electric buses will be stored and operated out of the Islais Creek bus facility, and the 40' battery electric buses will be stored and operated out of the Woods bus facility. The project scope does not include the required charging infrastructure needed to accommodate the 18 battery electric buses. The charging infrastructure will be required to be installed prior to the arrival of these buses. Note: The Transportation Authority allocated Prop L funds to this project in June 2024.	Citywide	Construction	\$10,000,000	FY24



## Attachment 1

## Muni Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Amendment - List of Projects

#	Program: Sub-Program	Project Name (Sponsor)* [New Projects are in bold]	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
4	Muni Maintenance: Vehicles	<b>Cable Car Restoration Placeholder (SFMTA)*</b>	This is a placeholder for the Cable Car Restoration Project. This project focuses on the restoration and refurbishment of San Francisco's historic cable car fleet to preserve the iconic appearance of the cars while ensuring their safe and reliable operation. Work to be performed includes reinforcement of the car bodies, repainting, and mechanical overhauls of propulsion and brake systems. Prop L funds will be used for cable car restorations to be performed during the 5YPP period. When SFMTA is ready to request allocation of funds (expected April 2025) SFCTA will expect a fully funded phase or subphase, with appropriate leveraging.	Citywide	Construction	\$900,000	FY25
5		Housing Incentive Pool (HIP) Grant Program Placeholder (RTIP Fund Exchange with Mid-Life Overhauls)(SFMTA)	This is a placeholder for \$18.27 million in Prop L funds for one or more SFMTA projects that are eligible to receive federal Housing Incentive Pool (HIP) grant program funding. The Metropolitan Transportation Commission's (MTC) HIP Program rewards jurisdictions that have created the most qualifying housing units over the five year period ending with calendar year 2022. In March 2024, MTC awarded San Francisco \$35.8 million in HIP funds. Both MTC and SFCTA have approved programming \$18.27 million in MTC RTIP funds reserved for the HIP program to the SFMTA's Mid-Life Overhauls Phase III project in exchange for a like amount of Prop L funds for a HIP-eligible SFMTA project or projects. The benefits of this fund exchange include: earlier availability of the HIP funds than if they were in the RTIP (FY31 for RTIP funds); ability for SFMTA to use flexible Prop L funds instead of RTIP funds, which are much more restrictive; and, the mid-life overhauls project becoming a top priority for RTIP programming in the region. The \$18.27 million in MTC RTIP funds are in addition to the \$45.569 million in San Francisco RTIP funds that the SFCTA Board recommended programming to the bus overhauls. Note: This 5YPP amendment would delay the year of programming (i.e., allocation) from FY 2024/25 to FY 2025/26 to better align with HIP-eligible project schedules and funding needs.	TBD	TBD	\$18,270,000	FY26
6		<b>LRV4 Quarterlife Overhauls Phase I (99 Vehicles)(SFMTA)*</b>	This project will conduct systematic quarterlife rehabilitation and overhauls of targeted vehicle systems on up to 99 of the 219 Siemens light-rail vehicles that have already reached or will reach their quarterlife by 2029. The project serves as the first cycle of the LRV4 lifecycle management approach by conducting manufacturer recommended system overhauls and/or planned component replacements on the oldest vehicles in the fleet. Refurbishments include replacing materials (such as rubber components) which will not last the 25 years of vehicle life and overhauls include but are not limited to brakes, doors, steps, couplers, and pantograph. The first sub-system to be overhauled is the brake system.	Citywide	Construction	\$13,900,000	FY27

## Attachment 1

## Muni Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Amendment - List of Projects

#	Program: Sub-Program	Project Name (Sponsor)* [New Projects are in bold]	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
7	Muni Maintenance: Vehicles	<b>New Flyer Midlife Overhauls Phase II (SFMTA)*</b>	Perform scheduled mid-life overhauls in accordance with manufacturer recommendations on the New Flyer fleet for vehicles put into service between 2016-2019. Phase II of the overhaul program will include substantial work to 152 40' motor coaches and 69 60' motor coaches, and replace the ISB engines in-house for 40' motor coaches. Rehabilitation of the fleet significantly improves vehicle reliability, reduces incidents of breakdowns, and prevents service interruptions and additional costly repairs. The overhaul scope of work includes engine, propulsion system, pneumatic system, surveillance camera, interior stanchion configuration, flooring, and operator area console refurbishment.	Citywide	Construction	\$12,640,000	FY26
8		<b>New Jersey PCC Streetcar Midlife Overhauls (16 Vehicles)(SFMTA)*</b>	Conduct necessary life cycle management repairs and refurbishments to ensure continuous reliability and performance of the historic streetcar fleet that serves the F line. Improvements include body work such as roof rust mitigation, upgrades to door motors, propulsion system, traction motors, gearbox and complete truck refresh and rebuild. This project will be completed over 10 years and at present, the funding plan has a significant \$22.2M gap in the construction phase. When SFMTA is ready to request allocation of construction funds, per Prop L policy SFCTA will expect a fully funded phase or subphase, with appropriate leveraging.	Citywide	Construction	\$947,000	FY27
9		<b>Paratransit Vehicle Replacement (72 Vehicles)(SFMTA)*</b>	Procure 72 replacement paratransit vehicles as vehicles currently in operation approach the end of their useful life. These modern vehicles will allow SFMTA to provide more reliable paratransit service and a more comfortable experience for people with disabilities who are unable to access the fixed route transit system. Vehicles may include gasoline or electric paratransit cutaway, sedans, and minivans. SFMTA is committed to the goal of the full transition to a zero-emission fleet and will continue to evaluate rapidly evolving technologies, strategies and necessary infrastructure upgrades throughout the transition process. Prior to allocation of Prop L funds, SFMTA shall present to the Board the results of the Paratransit EV pilot and how it has informed the transition plan to electrify the paratransit fleet.	Citywide	Construction	\$2,993,000	FY28

## Attachment 1

## Muni Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Amendment - List of Projects

#	Program: Sub-Program	Project Name (Sponsor)* [New Projects are in bold]	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
10	Muni Maintenance: Vehicles	The Portal (RTIP Fund Exchange with Mid-Life Overhauls)(TJPA)	Extension of Caltrain from Fourth and King Streets to the Salesforce Transit Center at First and Mission streets, with accommodations for future high-speed rail. This programming is the result of a dollar-for-dollar fund exchange of Regional Transportation Improvement Program (RTIP) funds and Prop L. The fund exchange enables the Transportation Authority to fulfill its RTIP commitment to The Portal, which can't receive the RTIP funds directly since the project's progressive design build approach doesn't easily comply with RTIP guidelines. In October 2023, the Transportation Authority Board recommended programming the RTIP funds to the SFMTA's New Flyer Mid-Life Overhauls Project Phase III conditioned upon approval of the subject fund exchange, which was approved as part of the Muni Maintenance 5YPP adoption in December 2023.	Citywide, District 6	Construction	\$17,847,000	FY28
11	Muni Maintenance: Facilities and Guideways	<b>Cable Car Barn Rehabilitation (SFMTA)*</b>	The Cable Car Barn Rehabilitation Project will environmentally clear a program of projects to upgrade and rehabilitate various capital components at the historic facility including replacing obsolete electrical equipment and modernizing the electrical infrastructure of the cable car fleet. Other capital improvements include, but are not limited to, crane replacement, restroom and office upgrades, accessibility improvements, passenger and freight elevator replacement, roof replacement, and seismic retrofitting. This Prop L request will also fund design of critical upgrades to the 12kV electric power system.	Citywide, District 3	Environmental Studies	\$2,000,000	FY26
12					Planning	\$3,496,000	FY27
13		<b>Kirkland Yard Electrification (SFMTA)*</b>	The Kirkland Yard Electrification project will renovate and upgrade the Kirkland bus maintenance facility/yard to support the deployment ~110 40-foot battery-electric buses by early 2029 as part of SFMTA's overall sustainable transportation plan. This request will fund SFMTA staff labor to supplement PG&E design engineering work required for the electrification Kirkland, including design of the electrical distribution infrastructure and construction documents.	Citywide, District 3	Design Engineering	\$5,496,000	FY25

## Attachment 1

## Muni Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Amendment - List of Projects

#	Program: Sub-Program	Project Name (Sponsor)* [New Projects are in bold]	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
14	Muni Maintenance: Facilities and Guideways	<b>Muni Metro Stations Condition Assessment (Embarcadero to West Portal)(SFMTA)*</b>	The proposed project is to complete condition assessment of nine Muni Metro subway stations from Embarcadero to West Portal to identify deferred subway station maintenance issues. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent, prioritized review of deficiencies, estimates of repair options and a comprehensive work plan and program. The SFMTA must determine and develop a clear program of improvements to keep this infrastructure in a state of good repair. In December 2023, the Transportation Authority programmed \$750,000 in Prop L funds to this project. This proposed 5YPP amendment would program an additional \$750,000 to cover a cost increase to complete the scope of work. Note: The SFMTA is requesting allocation of \$1.5 million in Prop L funds as separate item on this meeting agenda.	Citywide	Planning	\$750,000	FY24
15						\$750,000	FY25
16		Potrero Yard Modernization (SFMTA)	The Potrero Modernization Project will rebuild the Potrero Transit Division from the ground up - replacing a 1915 building that last received major renovations in 1950 when it was converted to a trolley bus division. The new multi-floor facility will increase capacity from 93 60' and 45 40' trolley buses to 213 60' and 40' trolley buses. Joint development includes construction of up to 513 residential units adjacent and above, including ground floor commercial/active use along Bryant, 17th and Hampshire Streets. We have an existing appropriation for enhanced oversight of this complex, critical project. Note: The Transportation Authority allocated Prop L funds to the design phase of this project in December 2023.	Citywide, District 9	Design Engineering	\$12,500,000	FY24
17	Presidio Yard Modernization (SFMTA)	The Presidio Yard Modernization project is a reconstruction and modernization of a 110+ year old transit facility. The 5.4-acre site on Geary Boulevard between Presidio and Masonic avenues was last upgraded in 1950. The existing facility services 132 40' trolley buses. The new facility will service 215+ 40' and 60' Zero Emission/Electric Buses. Above the transit facility a SFMTA Paratransit operations facility may be built. Additionally, parallel development plans are to build an adjacent mixed used development to generate operating revenues for capital maintenance and transit service. The scope includes \$150,000 for SFCTA to conduct enhanced oversight of this complex, critical project. Note: The Transportation Authority allocated these Prop L funds for the planning phase of this project in December 2023.	Citywide, District 2	Planning	\$5,150,000	FY24	

**Attachment 1**  
**Muni Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Amendment - List of Projects**

#	Program: Sub-Program	Project Name (Sponsor)* [New Projects are in bold]	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
18	Muni Maintenance: Facilities and Guideways	Woods/Islais Creek Yard Electrification Phase I (SFMTA)	The project consists of the installation of inverted pantograph battery electric bus charging infrastructure and related charging equipment at two SFMTA bus yards for the purpose of transitioning Muni's bus fleet of bio-diesel/hybrid buses to battery-electric. The project entails the installation of 12 charging stations and 6 charging stations at the Woods and Islais Creek facilities, respectively, that will be supported by a structural steel frame and overhead gantry infrastructure, electrical distribution equipment, and an elevated platform for the electrical equipment. Note: The Transportation Authority allocated Prop L funds for the design phase of this project in October 2024.	Citywide	Design Engineering	\$2,358,000	FY24

\*Bolded project name with an asterisk indicates a new project in the proposed Muni Maintenance, Rehabilitation, and Replacement 5YPP Amendment

## Attachment 2

## Muni Maintenance, Rehabilitation, and Replacement 5-Year Prioritization Program Amendment Summary: Fund Leveraging and Advancement

#	Program	Programming Amount Requested	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Muni Maintenance, Rehabilitation, and Replacement	\$146,847,000 (previously programmed in the Muni Maintenance 5YPP)	\$54.8 million (previously approved in the Strategic Plan Baseline)	90.1%	92.6%	This proposed 5YPP amendment would reprogram \$46,922,000 in placeholder funds to specific SFMTA projects, as described in Attachment 1 and detailed in the enclosed 5YPP. We recommend advancing \$9.5 million in programming (with no advancement in cash flow) from FY 2027/28 to FY 2026/27 so that SFMTA can avoid splitting allocations for the same projects over multiple fiscal years. The overall cash flows (i.e., reimbursement schedules) in the 5YPP are slower than what is shown in the current Strategic Plan Baseline as amended, so there is no increase in financing costs as a result of this amendment. We will incorporate the revised programming and cash flows in the proposed 5YPP amendment into the final Prop L Strategic Plan which we anticipate presenting to the Board for approval in April 2025.



RESOLUTION AMENDING THE PROP L 5-YEAR PRIORITIZATION PROGRAM FOR MUNI MAINTENANCE, REHABILITATION, AND REPLACEMENT

WHEREAS, The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs, a 5-Year Prioritization Program (5YPP) to identify the specific projects that will be funded over the next five years; and

WHEREAS, Transportation Authority Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant program; and

WHEREAS, The 5YPPs provide transparency about how Prop L projects are prioritized and the resulting 5-year project lists and associated sales tax programming commitments support a steady project development pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects, to line up staff resources, and to coordinate with other planned projects; and

WHEREAS, In accordance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects; a 5-year program or list of projects; information on scope, schedule, cost and funding (including leveraging of other fund sources); and performance measures to inform future 5YPP updates; and

WHEREAS, Through approval of Resolution 24-22, the Transportation Authority approved the Prop L 5YPP for Muni Maintenance, Rehabilitation, and Replacement programming \$99.9 million in Prop L funds for projects with time sensitive funding needs and \$46.9 million in placeholders in Fiscal Years (FY) 2024/25 through 2027/28 to provide time for SFMTA to refine project priorities and strengthen funding plans for future projects; and

WHEREAS, The proposed 5YPP amendment would reprogram \$46.9 million in placeholder funds to 9 SFMTA fleet and facility projects, as described in Attachment 1 and detailed in the enclosed proposed amended 5YPP; and



WHEREAS, The amended project list reflects slower annual cash flows (i.e., reimbursement schedule) compared to the approved 5YPP and Strategic Plan Baseline, as amended, and will not result in increased finance costs for this program; and

WHEREAS, The updated 5YPP project cash flows will be reflected in the final Prop L Strategic Plan, which will be presented to the Board for approval this spring; and

WHEREAS, At its February 26, 2025, meeting, the Community Advisory Committee (CAC) was briefed on the proposed 5YPP amendment and after discussion had a lengthy discussion which included one CAC member calling for an alternatives analysis before converting facilities to support battery-electric buses; and

WHEREAS, The CAC unanimously adopted a motion of support to approve the proposed 5YPP amendment including programming funds for eight of nine projects (excluding \$5,496,000 for design of the Kirkland Yard Electrification Project) and failed to approve a motion of support to include the Kirkland Yard Electrification Project; and

WHEREAS, Based on SFMTA staff's input on the issues raised by the CAC, staff still recommended including the Kirkland Yard Electrification Project in the 5YPP since SFMTA had indicated that regardless of what propulsion technology or technologies it lands on for the future zero emission bus fleet, the Kirkland facility needs the power upgrade because the facility is effectively obsolete and there are many power outages; and

WHEREAS, SFMTA will provide an update to the Transportation Authority Board on its Zero Emission Transition Plan this summer; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Amended Prop L 5YPP for Muni Maintenance, Rehabilitation, and Replacement.

Enclosure:

1. Muni Maintenance, Rehabilitation, and Replacement 5YPP Amendment





# Memorandum

## AGENDA ITEM 8

**DATE:** February 27, 2025

**TO:** Transportation Authority Board

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

**SUBJECT:** 03/11/2025 Board Meeting: Allocate \$2,000,000 in Prop L Funds, with Conditions, for Three Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,000,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Muni Metro Station Condition Assessment (Embarcadero to West Portal) (\$1,500,000)</li> <li>2. Monterey Boulevard Pedestrian Safety Improvement [NTP] (\$350,000)</li> <li>3. Embarcadero Mobility Resilience Plan (\$150,000)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## DISCUSSION

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



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

### **FINANCIAL IMPACT**

The recommended action would allocate \$2,000,000 Prop L funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

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

### **CAC POSITION**

The CAC will consider this item at its February 26, 2025 meeting.

### **SUPPLEMENTAL MATERIALS**

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

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	6	SFMTA	Muni Metro Station Condition Assessment (Embarcadero to West Portal)	\$ 1,500,000	\$ 1,500,000	90%	0%	Planning	Citywide
Prop L	25	SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP]	\$ 350,000	\$ 350,000	78%	0%	Design, Construction	7
Prop L	28	SFMTA	Embarcadero Mobility Resilience Plan	\$ 150,000	\$ 1,550,000	68%	90%	Planning	2,3,6
<b>TOTAL</b>				<b>\$ 2,000,000</b>	<b>\$ 3,400,000</b>				

Footnotes

- <sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.
- <sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency)
- <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.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
6	SFMTA	Muni Metro Station Condition Assessment (Embarcadero to West Portal)	\$ 1,500,000	Requested Prop L funds would fund a condition assessment of nine Muni Metro subway stations (Embarcadero to West Portal) to determine and develop a clear program of improvements that address deferred maintenance issues and keep the subway station infrastructure in a state of good repair. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent review of deficiencies, estimates of repair options, and a final condition assessment report. This assessment will be used to develop specific capitalized maintenance campaigns and capital improvement projects that can be advanced for competitive grants or other funding. The data will also be used to update the SFMTA's capital funding needs in its 20-year capital plan and the City and County of San Francisco's 10-year Capital Plan. The project is expected to be completed by July 2027.
25	SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP]	\$ 350,000	District 7 Neighborhood Program funds will be used to design and construct a series of transportation improvements to address pedestrian safety on Monterey Boulevard between Acadia Street and San Anselmo Avenue. The scope of work includes restriping vehicle travel lanes to a narrower width, a rectangular rapid flashing beacon at the east side crosswalk at Acadia Street and Monterey Boulevard, painted safety zones, new and refreshed continental crosswalks, advance limit lines, yield teeth, and daylighting at intersections. See attached allocation request form for a map with locations of the proposed treatments. The project is expected to be open for use by Fall 2027.
28	SFMTA	Embarcadero Mobility Resilience Plan	\$ 150,000	Requested Prop L funds would provide the local match to a \$1.3 million state grant for transportation focused resiliency planning along The Embarcadero from China Basin to Aquatic Cove and extending inland to approximately Broadway, Powell and 5th streets. Primary project outcomes include: identification of corridor alternatives and of the preferred configuration for The Embarcadero corridor to optimize safety, mobility, resilience, and access; a mobility plan with a suite of key moves that San Francisco should pursue for further development as methods to enhance mobility and protect transportation assets; public engagement to gain input and inform the plan for what a resilient Embarcadero corridor looks like; and an implementation framework to advance inter-department and inter-agency coordination on key policy issues and funding mechanisms to further the City's progress toward a resilient waterfront. SFCTA, Port of SF, SF Public Works, and SF Planning will participate on a technical advisory committee to provide feedback on key project decisions. The project is expected to be completed by June 2026.
<b>TOTAL</b>			<b>\$2,000,000</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
6	SFMTA	Muni Metro Station Condition Assessment (Embarcadero to West Portal)	\$ 1,500,000	The recommended allocation is contingent upon approval of the Muni Maintenance 5YPP amendment, which is a separate item on this meeting agenda.
25	SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP]	\$ 350,000	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.
28	SFMTA	Embarcadero Mobility Resilience Plan	\$ 150,000	
<b>TOTAL</b>			<b>\$ 2,000,000</b>	

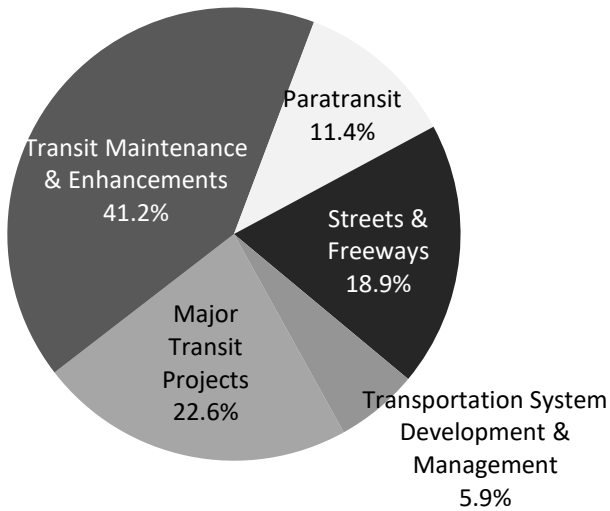
<sup>1</sup> See Attachment 1 for footnotes.

Attachment 4.  
Prop L Summary - FY2024/25

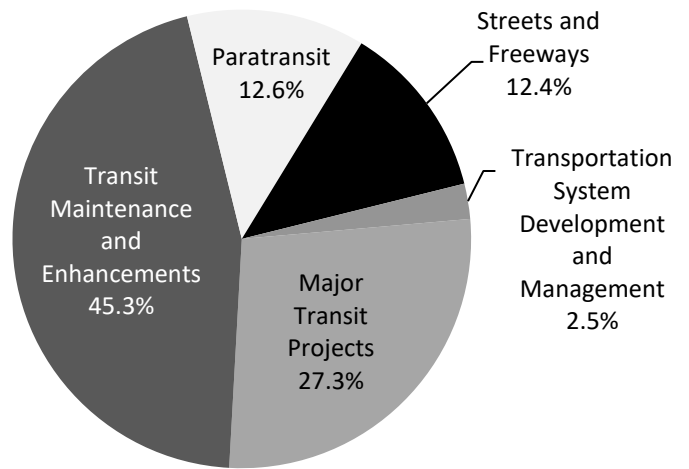
<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 99,696,672	\$ 28,165,072	\$ 43,263,282	\$ 21,013,318	\$ 7,255,000	\$ -
Current Request(s)	\$ 2,000,000	\$ 200,000	\$ 1,150,000	\$ 500,000	\$ 150,000	\$ -
New Total Allocations	\$ 101,696,672	\$ 28,365,072	\$ 44,413,282	\$ 21,513,318	\$ 7,405,000	\$ -

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>	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Muni Maintenance
<b>Current PROP L Request:</b>	\$1,500,000
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

This project would complete a condition assessment of nine Muni Metro subway stations from Embarcadero to West Portal to address deferred subway station maintenance issues. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent, prioritized review of deficiencies, estimates of repair options and comprehensive work plan and program. The SFMTA must determine and develop a clear program of improvements to keep this infrastructure in a state of good repair.

### Detailed Scope, Project Benefits and Community Outreach

The proposed project is to complete condition assessment of nine Muni Metro subway stations from Embarcadero to West Portal and address deferred subway station maintenance issues. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent, prioritized review of deficiencies, estimates of repair options, and a comprehensive work plan and program. The program will then be used for the development of specific capitalized maintenance campaigns and capital improvement projects, either for competitive grants for funding allocation as part of the SFMTA's 5-year capital improvement program. The data will also be used to update the capital needs of the SFMTA in its 20-year capital plan and the City and County of San Francisco's 10-year Capital Plan. In order to facilitate a mode shift to public transportation and reduce Green House Gas Emissions, Muni Metro Stations must be in a State of Good repair. The Muni Metro Stations need to be safe, inviting, and reliable so that the general public will want to use public transportation to get them to where they want to go.

The task based scope with deliverables is as follows:

#### **Task 1 - Project Initiation**

The initial deliverable on this project is a contract to perform a condition assessment on the various SFMTA metro stations from West Portal to Embarcadero. This contract will be used to provide a condition assessment report to help organize and prioritize rehabilitation work in the metro stations.

#### **Task 2 - Selection and Award**

#### **Task 3 - Station Survey**

Station surveys including inspections with SFMTA Transit Operations

Deliverables: Initial draft report, initial draft data set of maintenance needs

#### Task 4 - Develop Recommendations

Deliverables: Final condition assessment report, final data set of maintenance needs

#### Task 5 - Project Management

Managing and coordinating the consultant's work for the duration of the contract.

Background: As part of the SFMTA's Asset Management Program, the SFMTA produces its annual State of Good Repair report, which analyzes the total value of SFMTA assets as well as the condition of these asset classes. A key component of the report is to show the value of assets in "backlog," or those assets based on an age-based condition score are beyond their planned useful life. In 2016, the SFMTA completed a condition assessment of all of its buildings and grounds, this was a key component in the development of its Building Progress Program. In 2020, the SFMTA began and recently completed its condition assessment of its Traffic Signals. The SFMTA will now complete a condition assessment of one of its largest asset classes, Stations.

#### Project Location

Nine Muni Metro stations between Embarcadero and West Portal

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

#### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

### 5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
PROP L Amount	\$750,000.00

#### Justification for Necessary Amendment

Approving this request is contingent upon approval of the Muni Maintenance 5YPP amendment, which is a separate item on this board meeting agenda.



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
<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)	Jan-Feb-Mar	2025	Apr-May-Jun	2028
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)				

## SCHEDULE DETAILS

To be provided by SFMTA.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$750,000	\$750,000	\$0	\$1,500,000
<b>Phases In Current Request Total:</b>	\$750,000	\$750,000	\$0	\$1,500,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,500,000	\$1,500,000	Engineer's Estimate
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$1,500,000	\$1,500,000	

<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 - Muni Metro Station Condition Assessment (Embarcadero to West Portal)						
BUDGET SUMMARY - PLANNING						
Agency	Task 1 - Project Initiation	Task 2 - Selection and Award	Task 3 - Station Survey	Task 4 - Develop Recommendations	Task 5 - Project Management	Total
SFMTA	\$ 40,000	\$ 46,000	\$ 46,000	\$ 40,000	\$ 26,650	\$ 198,650
Consultant	\$ -	\$ 100,000	\$ 1,100,000	\$ 100,000	\$ -	\$ 1,300,000
Other Direct Costs *	\$ 800	\$ -	\$ -	\$ 550	\$ -	\$ 1,350
<b>Total</b>	<b>\$ 40,800</b>	<b>\$ 146,000</b>	<b>\$ 1,146,000</b>	<b>\$ 140,550</b>	<b>\$ 26,650</b>	<b>\$ 1,500,000</b>

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

DETAILED LABOR COST ESTIMATE - BY AGENCY (Planning)						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Full Engineer	620	\$ 97.29	\$ 2.50	\$ 243.23	0.30	\$ 150,800
System Analyst	370	\$ 51.73	\$ 2.50	\$ 129.33	0.18	\$ 47,850
<b>Total</b>	<b>990.00</b>				<b>0.48</b>	<b>\$ 198,650</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
<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>	\$1,500,000	<b>Total PROP L Recommended</b>	\$1,500,000

<b>SGA Project Number:</b>		<b>Name:</b>	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2028
<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	FY2027/28	Total
PROP L EP-206	\$200,000	\$700,000	\$450,000	\$150,000	\$1,500,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, 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. Upon completion of Task 3 provide the Draft Report.

3. Upon completion of Task 4 provide the Final Report.

### Special Conditions

1. Recommendation is contingent upon approval of the Muni Maintenance 5YPP amendment, which is a separate item on this meeting agenda.

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>	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

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

Initials of sponsor staff member verifying the above statement:

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Peter Gabancho	Kathryn Studwell
<b>Title:</b>	Project Manager	Grant Administration Manager
<b>Phone:</b>	555-5555	(415) 517-7015
<b>Email:</b>	peter.gabancho@sfmta.com	kathryn.studwell@sfmta.com

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Monterey Boulevard Pedestrian Safety Improvement [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>	\$350,000
<b>Supervisory District</b>	District 07

## REQUEST

### Brief Project Description

Prop L funds will be used to design and construct a series of transportation improvements to address pedestrian safety on Monterey Boulevard between Acadia Street and San Anselmo Avenue, including restriping for narrower vehicle travel lanes, construction of a flashing beacon (RRFB), refreshing and installing new crosswalk markings, installing new painted safety zones, advance limit lines, and daylighting at intersections.

### Detailed Scope, Project Benefits and Community Outreach

The Monterey Boulevard Pedestrian Safety Improvement Project is located along Monterey Boulevard between Acadia Street and San Anselmo Avenue. The Project encompasses the Vision Zero High Injury corridor on Monterey Blvd between Baden and Edna. Monterey is the main arterial street between San Jose Ave/I-280 and Portola Dr/Junipero Serra Blvd/19th Ave. This project project aims to address pedestrian safety concerns through roadway paint refreshes, quick build treatments, and minor infrastructure changes to prioritize pedestrians and improve overall travel on the project corridor. Specific improvements include the following (see also attached map):

- Restripe vehicle travel lanes to a narrower width which would still maintain two vehicle travel lanes in each direction but would slow vehicles down and effectively widen the middle median.
- Install a Rectangular Rapid Flashing Beacon (RRFB) at the east side crosswalk at Acadia Street and Monterey Boulevard. The RRFB, activated by pedestrian push buttons, would visually alert motorists to the presence of pedestrians crossing the street.
- Installing painted safety zones at 10 locations to allow more visibility between pedestrians and motorists and encourage motorists to turn farther away from the sidewalk and corner.
- Refresh, stripe new, or upgrade to continental crosswalks at 9 intersections for better visibility and awareness of pedestrians crossing the street
- Advance limit lines at 4 intersections to encourage motorists to stop farther from the crosswalk, increasing the distance between stopped vehicles and pedestrians
- Yield teeth at 1 midblock crossing to alert motorists to the presence of a midblock crosswalk

- Daylighting at 4 intersections to create parking restricted zones and improve visibility between motorists and pedestrians crossing the street

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

Monterey Boulevard between Acadia Street and San Anselmo Avenue

<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), Construction (CON)

### Justification for Multi-phase Request

The Monterey Boulevard Pedestrian Safety Improvement Project will require SFMTA staff time for design engineering and construction. Since the scope of the project is primarily roadway restriping, safe-hit posts, and RRFB infrastructure, it can be implemented by City agency staff (and not contracted out) on a quick time frame. Requesting funding for both phases of work will ensure that the project can be implemented as quick as the project can be designed.

## 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>	\$350,000.00

### Justification for Necessary Amendment

Funding this request requires reducing programmed NTP placeholder funds by \$350,000.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Monterey Boulevard Pedestrian Safety Improvement [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)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2025	Apr-May-Jun	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

## SCHEDULE DETAILS

Roadway striping, painted safety zones, daylighting, yield teeth, and crosswalk striping changes can be designed and implemented without the need for major outreach or legislation. The RRFB will require some conceptual design engineering, coordination with SFMTA traffic engineers, and material procurement. It is expected that all striping work will precede the installation and activation of the RRFB.



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Monterey Boulevard Pedestrian Safety Improvement [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	\$350,000	\$0	\$0	\$350,000
<b>Phases In Current Request Total:</b>	\$350,000	\$0	\$0	\$350,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$60,000	\$60,000	SFMTA Staff Estimate
Construction	\$290,000	\$290,000	SFMTA Staff Estimate
Operations	\$0		
Total:	\$350,000	\$350,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	01/15/2025
<b>Expected Useful Life:</b>	10 Years

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

### MAJOR LINE ITEM BUDGET - DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 60,000	100%
4. Contingency		0%
<b>TOTAL PHASE</b>	<b>\$ 60,000</b>	

TOTAL LABOR COST BY AGENCY	
<b>SFMTA</b>	\$ 50,000
<b>SFPW</b>	\$ 10,000
<b>TOTAL</b>	<b>\$ 60,000</b>

### MAJOR LINE ITEM BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	SFMTA
1. Contract - SFMTA+PW Labor and Materials				
Task 1: Roadway Striping	\$ 140,000			\$ 140,000
Task 2: RRFB	\$ 50,000		\$ 5,000	\$ 45,000
Task 3: Daylighting, PSZ, Advance Limit Lines, etc	\$ 90,000			\$ 90,000
Subtotal	\$ 280,000		\$ 5,000	\$ 275,000
3. Construction Management/Support	\$ 10,000	4%	\$ 1,000	\$ 9,000
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 290,000</b>		<b>\$ 6,000</b>	<b>\$ 284,000</b>

DETAILED COST ESTIMATE (PAGE 1 OF 3)

DATE: 1/6/2025  
 SPEC:  
 DEPT CODE:

Computed by: JT + PS  
 Checked by: \_\_\_\_\_

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	12" Crosswalk Lines / Stop Bars	240	Lin Ft	\$9.59	\$2,302
2	4" Broken White or Yellow	0	Lin Ft	\$2.73	\$0
3	4" Solid White or Yellow	14500	Lin Ft	\$4.80	\$69,600
4	6" Broken White	0	Lin Ft	\$3.95	\$0
5	6" Solid White	0	Lin Ft	\$6.00	\$0
6	8" Broken White or Yellow	0	Lin Ft	\$5.40	\$0
7	8" Solid White or Yellow	950	Lin Ft	\$7.04	\$6,688
8	Double Yellow	0	Lin Ft	\$9.41	\$0
9	Two Way Left Turn Lanes (ea line)	0	Lin Ft	\$6.26	\$0
10	Raised Pavement Markers (White or Yellow)	683	Each	\$22.01	\$15,040
11	Per Block Fees*	0	Each	\$1,521.96	\$0
12	Messages** (see page 2)	740	Sq Ft	\$9.13	\$6,756
13	Parking Stalls (Angle Stalls or "T"s)	0	Each	\$52.92	\$0
14	Bus Zones	0	Lin Ft	\$11.65	\$0
15	a. Ped Ramp Painting (inside Metro Dist.)	0	Int.	\$574.84	\$0
16	b. Ped Ramp Painting (outside Metro Dist.)	0	Int.	\$385.05	\$0
17	Color Curb Painting	100	Lin Ft	\$15.33	\$1,533
18	Staggered Yellow/White Continental Crosswalks (see page 3)		Lump Sum	-	\$23,868
19	Green Sharrow Backing - thermoplastic	0	Sq Ft	\$24.02	\$0
20	Green/Red Lane - thermoplastic	0	Sq Ft	\$24.02	\$0
21	Bike box	0	Sq Ft	\$24.02	\$0
22	Khaki curb paint	3850	Sq Ft	\$24.02	\$92,477
23		0		\$0.00	\$0

Labor:	\$192,072	Total:	\$218,264
Mat'ls:	\$48,018	Added 10% Contingency =	\$240,090
		Labor: 80%, Materials: 20%	

24	RRFB Installation	1.00	Each	\$50,000.00	\$50,000
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**CON Total \$290,090**

CALCULATION FOR RAISED PAVEMENT MARKERS

	Spacing,ft	Qty/Spacing	Total Qty
for 4" Broken White/Yellow	48	2	0
for 4" Solid White	24	1	604
for 8" Broken White	30	1	0
for 8" Solid White	24	2	79
for Double Yellow	24	2	0
for 2-Way Left Turn Lanes (ea line)	48	3	0
Total:			683

DETAILED COST ESTIMATE (PAGE 2 OF 3)

DATE: 1/6/2025  
 SPEC: 0  
 DEPT CODE: 0

Computed by: JT + PS  
 Checked by: 0

Item No.	Message or Arrow	Quantity	Sq Ft for Ea.	Total Area
1	Type I Straight Arrow (10')	0	14	0
2	Type IV Left/Right Arrow (8')	0	15	0
3	Type III Left/Right Arrow (24')	0	42	0
4	Type VII Straight+Lt/Rt Arrow (13')	0	27	0
5	Type V Straight Arrow (24')	0	33	0
6	Type VI Merge Arrow (10')	0	24	0
7	HOV (Diamond) Symbol (12')	0	11	0
8	Handicap Parking Symbol (4')	0	4	0
9	Bike Lane Symbol (78")	0	14	0
10	STOP (8')	32	22	704
11	LANE (8')	0	24	0
12	NO	0	5	0
13	LEFT	0	19	0
14	RIGHT	0	26	0
15	TURN	0	24	0
16	SIGNAL	0	32	0
17	DO / coach (muni, black letters on yellow)	0	5	0
18	NOT	0	18	0
19	ENTER	0	31	0
20	YIELD	0	24	0
21	ONE	0	20	0
22	WAY	0	20	0
23	AHEAD	0	31	0
24	KEEP	0	24	0
25	CLEAR	0	27	0
26	Bike SHARROW Symbol	0	14	0
27	SLOW	0	23	0
28	SCHOOL	0	35	0
29	XING	0	21	0
30	PED	0	18	0
31	BUS	0	20	0
32	ONLY	0	22	0
33	STREET	0	35	0
34	Yield Teeth (Typically 3 per lane)	12	3	36
35	BUS STOP (5')	0	23	0
36	MISCELLENOUS MESSAGES	0	0	0

Total Area of Messages (in square feet) -----> 740 sq ft

Methacrylate Spray Material Messages

1	Less than 100 sq ft	\$18.25 / sq ft
2	Between 100 and 200 sq ft	\$12.77 / sq ft
3	More than 200 sq ft	\$9.13 / sq ft

DETAILED COST ESTIMATE (PAGE 3 OF 3)

DATE: 1/6/2025  
 SPEC: 0  
 DEPT CODE: 0

Computed by: JT + PS  
 Checked by: 0

Cost per LF of 24" Solid Yellow or White: \$9.79

No.	Location.	Width	Length of One Leg (ft)	No. of Crosswalks	Total
1	(Crossing) Monterey at Genessee	12.00	56.00	2	2584.56
2	Genessee at Monterey	20.00	24.00	2	1958.00
3	Monterey at Ridgewood	12.00	56.00	1	1292.28
4	Monterey at Edna	16.00	70.00	2	4072.64
5	Edna at Monterey	12.00	31.00	1	822.36
6	Hazelwood at Monterey	12.00	25.00	2	1174.80
7	Monterey at El Verano (incl slip lanes)	10.00	70.00	2	2545.40
8	El Verano at Monterey	10.00	35.00	2	1370.60
9	Colon at Monterey	12.00	26.00	2	1174.80
10	Monterey at San Anselmo	15.00	56.00	2	3230.70
11	San Anselmo at Monterey	12.00	30.00	2	1174.80
12	Monterey at Saint Elmo	12.00	56.00	1	1292.28
13	Saint Elmo at Monterey	12.00	24.00	1	587.40
14	Valdez at Monterey	12.00	26.00	1	587.40
<b>Total:</b>					<b>\$23,868</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Monterey Boulevard Pedestrian Safety Improvement [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>	\$350,000	<b>Total PROP L Recommended</b>	\$350,000

<b>SGA Project Number:</b>		<b>Name:</b>	Monterey Boulevard Pedestrian Safety Improvement [NTP]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2026
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-225	\$60,000	\$60,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, 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. Upon completion of the design phase, provide evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar). Evidence of completion of design can be provided separately for the striping scope and the flashing beacon scope.
3. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.

### 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 7 Commissioner.

<b>SGA Project Number:</b>		<b>Name:</b>	Monterey Boulevard Pedestrian Safety Improvement [NTP]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2028
<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-225	\$240,000	\$50,000	\$290,000
<b>Deliverables</b>			
1. Quarterly progress reports (QPRs) shall include % complete to date, details of status and work completed to date by location, photos of work being performed at representative locations, 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.			
<b>Special Conditions</b>			
1. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds (\$290,000) pending receipt of evidence completion of design (e.g., copy of certifications page or workorder, internal design completion documentation, or similar).			
2. 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.			
<b>Notes</b>			
1. Progress reports will be shared with the District 7 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>	Monterey Boulevard Pedestrian Safety Improvement [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$350,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

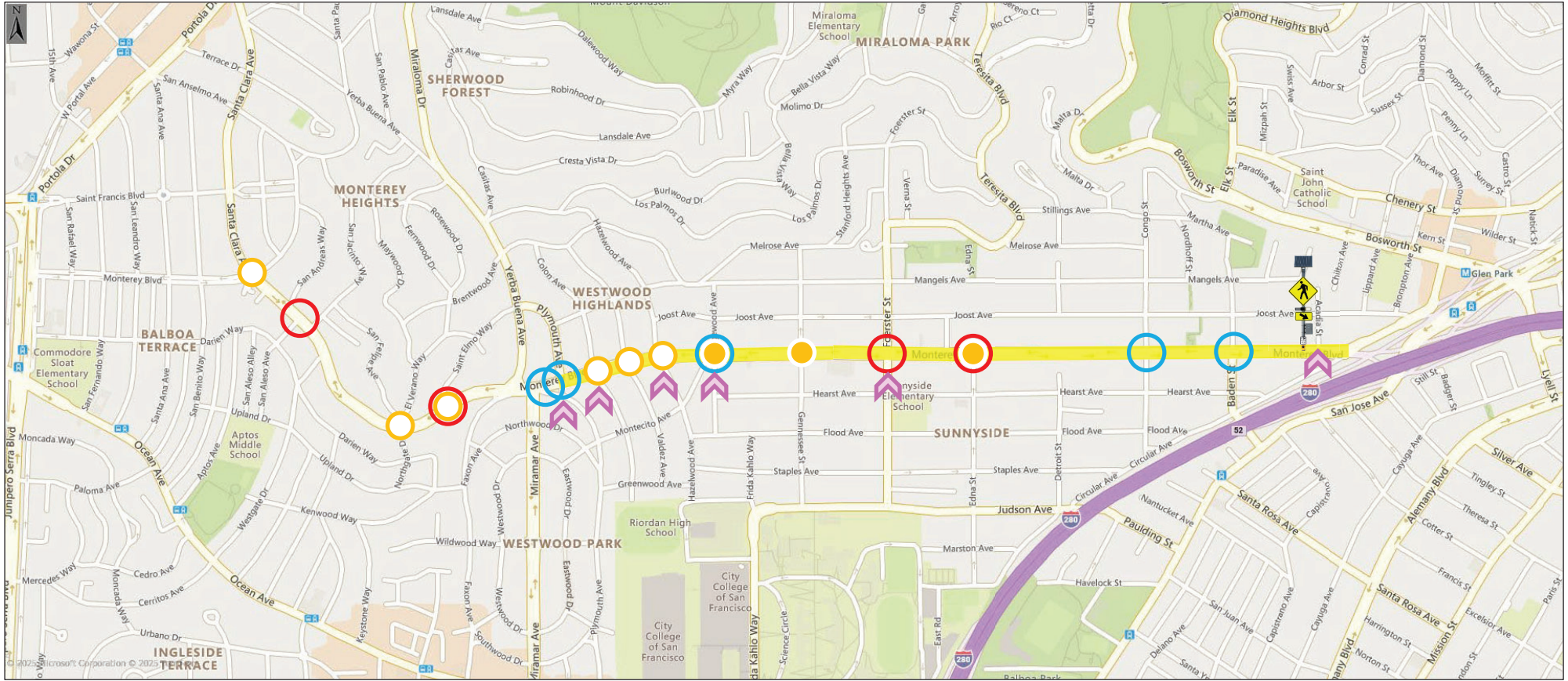
## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Paul Stanis	Kathryn Studwell
<b>Title:</b>	Unknown	Grant Administration Manager
<b>Phone:</b>	555-5555	(415) 517-7015
<b>Email:</b>	paul.stanis@sfmta.com	kathryn.studwell@sfmta.com






# Monterey Boulevard Pedestrian Safety Improvement Project [NTIP]


## Proposed Project Map





### SFMTA Proposed Treatments

- Painted Median Widening** 
- Plymouth Avenue to Circular Avenue
- Rectangular Rapid Flashing Beacon (RRFB)** 
- Acadia Street

- Painted Safety Zones** 
- Plymouth Avenue (needs coordination with Muni)
  - Colon Street
  - Hazelwood Avenue
  - Ridgewood Avenue
  - Foerster Street
  - Acadia Street

- Advance Limit Lines** 
- Plymouth Avenue
  - Miramar Avenue (yield)
  - Ridgewood Avenue
  - Congo Street
  - Baden Street

- Daylighting Red Zones** 
- San Anselmo Avenue
  - Saint Elmo Way
  - Foerster Street
  - Edna Street

- Crosswalk Upgrades** 
- San Anselmo Avenue
  - El Verano Way / Northgate Drive
  - Saint Elmo Way
  - Colon Avenue
  - Valdez Avenue
  - Hazelwood Avenue

- Crosswalk Repainting** 
- Ridgewood Avenue
  - Genessee Street
  - Edna Street

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder	1,2, 3,4, 5,6	TBD	Programmed	\$1,065,855				\$1,065,855
Any	Neighborhood Program (NTP) Project Placeholder		TBD	Programmed		\$2,000,000			\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder		TBD	Programmed			\$1,850,000		\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP]	1	PLAN/CER	Appropriated	\$236,000				\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP]	1	PLAN/CER	Allocated	\$114,000				\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP]	1	PLAN/CER	Appropriated	\$265,000				\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP]	1	PLAN/CER	Allocated	\$85,000				\$85,000
SFMTA	Great Highway Gateway [NTP]	2	PLAN/CER	Allocated		\$159,145			\$159,145
SFPW	Clement Street Intersection Improvements	2	PS&E	Allocated		\$25,000			\$25,000
SFPW	Clement Street Intersection Improvements	2	CON	Allocated		\$100,000			\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	3	PLAN/CER	Allocated		\$50,000			\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	3	PS&E	Allocated		\$100,000			\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP]	3	CON	Allocated		\$550,000			\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP]	4	PS&E	Pending (Prior)		\$500,000			\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP]	5	PLAN/CER	Pending (Prior)		\$250,000			\$250,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP]	6	PS&E	Pending		\$60,000			\$60,000

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Monterey Boulevard Pedestrian Safety Improvement <sup>6</sup> [NTP]	CON	Pending		\$290,000				\$290,000

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Total Programmed in 2023 5YPP				\$1,965,855	\$4,284,145	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$900,000	\$2,184,145	\$0	\$0	\$0	\$3,084,145
Total Unallocated				\$1,065,855	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,615,855
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				\$2,084,145	\$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 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 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 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 2025-029, 2/25/2025):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 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 2025-029, 2/25/2025):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 to \$1,415,855.  
 Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.
- <sup>6</sup> 5YPP amendment to fund Monterey Boulevard Pedestrian Safety Improvement [NTP] (Resolution 2025-0xx, 3/25/2025):  
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,415,855 to \$1,065,855.  
 Monterey Boulevard Pedestrian Safety Improvement [NTP]: Added project with \$350,000 in FY2024/25.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Embarcadero Mobility Resilience Plan
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Citywide and Modal Planning
<b>Current PROP L Request:</b>	\$150,000
<b>Supervisory Districts</b>	District 02, District 03, District 06

## REQUEST

### Brief Project Description

Prop L would provide the local match to a \$1.3 million state grant for transportation focused resiliency planning along The Embarcadero from China Basin to Aquatic Cove, and extending inland to approximately Broadway, Powell and 5th streets. The plan would support development of alternatives for the various modes along The Embarcadero to ensure resiliency and connectivity for all major transportation modes and associated infrastructure. The plan aims to align resilience, mobility and economic recovery work in the Financial District and adjacent neighborhoods.

### Detailed Scope, Project Benefits and Community Outreach

This plan aims to protect, coordinate, connect, and improve transportation for residents, merchants, visitors and the broader public along The Embarcadero and in surrounding communities such as South Beach, the Financial District and Fisherman's Wharf. This planning will build upon and align with and advance the recommendations of the Waterfront Resilience Program Flood Study Draft Plan, which proposes projects to address anticipated sea level rise, stormwater flooding, and seismic risk, and it will address the mobility needs of northeastern San Francisco, during the construction of the Flood Study projects and following their complete build out. Supported by Caltrans Climate Adaptation Planning funds, the plan will recommend phased improvements to the critical transportation system to reduce construction impacts, improve connections to and along the waterfront for local communities, integrate green infrastructure into the right of way and generate long lasting and integrated public benefits. The plan will identify San Francisco's critical projects and actions needed to ensure the city and region have a connected, safe, thriving and resilient multimodal transportation system for the 21st century.

The Embarcadero Mobility Resilience Plan's objective is to identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance multi-modal mobility, and provide safer waterfront access to public spaces. The completed plan will feed into a larger, multi-sectoral resilience master plan for this vital corridor, with an implementation framework that will guide future collaboration. Primary Project Outcomes: Alternative Development of Corridor – identification of corridor alternatives and of the preferred configuration for The Embarcadero corridor to optimize safety, mobility, resilience, and access. Mobility Plan – Suite of key moves that should be pursued by the City and County for further development as methods to enhance

mobility and protect transportation assets. Public Engagement – led throughout to gain input and inform the plan for what a resilient Embarcadero corridor looks like via inclusive community engagement. Implementation Framework – Advance inter-department and inter-agency coordination on key policy issues and funding mechanisms to further the City’s progress toward a resilient waterfront.

See the attached Caltrans Planning Grant application, which provides a more detailed scope of work. Also see attached maps and photos of project area.

### **Task Descriptions**

The proposed scope of work for this study includes:

Task 1. Project Administration – This task consists of the kick-off meeting with Caltrans, interagency meetings, quarterly invoices, progress reports, general project management, and administration.

Deliverable: Quarterly progress updates

Task 2. Consultant Procurement – This task includes the procurement procedures, Request for Proposal, and executed contract with the consultant team.

Deliverable: RFP and executed contract

Task 3. Existing Conditions Analysis – This task includes existing and planned conditions technical memo, and data inventory.

Agency Responsibilities:

- Port of SF: Provide relevant planning documents and data.
- SF Planning: Share land use and urban development information.
- SF Public Works: Provide infrastructure and utilities data.

Deliverables: Existing conditions technical memo, data inventory

Task 4. Analysis - Vision and goals statement, evaluation criteria memo, equity analysis, transportation network and asset analysis, cost-benefit analysis, geometric studies, corridor-scale schematics, conceptual alternatives memo, urban design memo, adaptation strategies memo.

Agency Responsibilities:

- Port of SF: Support integration of resilience strategies with waterfront infrastructure.
- SF Planning: Contribute policy alignment and urban design input.
- SF Public Works: Provide engineering expertise on infrastructure modifications.
- SFCTA: Provide modeling and analysis support.

Deliverables: Vision and goals statement, evaluation criteria memo, equity analysis, transportation network analysis, transportation assets analysis, cost-benefit analysis, geometric studies, corridor-scale schematics and cross-sections, conceptual alternatives technical memo, urban design concepts conceptual memo, and a transportation assessment adaptation strategies memo

Task 5. Public Outreach – This task includes opportunities for the community and other stakeholders to review the project principles and goals, aid in the selection of preferred alternatives, policy recommendations and the draft plan. Outreach activities could include:

- Community-based organization working group
- Focus groups
- Individual meetings or attendance at existing community meetings
- Open houses and pop-ups
- Online webinars and surveys

Agency Responsibilities:

- Port of SF: Coordinate outreach related to waterfront users.
- SF Planning: Align engagement with broader city planning efforts.

- SF Public Works: Provide input on public infrastructure concerns

Deliverables: Outreach and engagement plan, project website, public engagement collateral

Task 6. Advisory Committee Meetings – This task involves the convening of a technical advisory committee in which local and regional agencies and subject matter experts can provide feedback on key project decisions.

Agency Responsibilities:

- Port of SF, SF Planning, SF Public Works, SFCTA: Participate in TAC meetings, provide feedback on project deliverables.

Deliverables: TAC meeting notes.

Task 7. Draft and Final Plan – Final study and conceptual plans. The plan will include program and policy recommendations, governance and decision-making framework for plan implementation, recommended projects.

Agency Responsibilities:

- Port of SF: Ensure waterfront resilience strategies are integrated.
- SF Planning: Align policies with city planning frameworks.
- SF Public Works: Support infrastructure feasibility and adaptation strategies.
- SFCTA: Provide transportation funding and policy insights.

Deliverables: Draft plan, policy memo, public comments

Task 8. SFMTA Board Review/Approval - Board agenda, presentation materials, meeting minutes, resolution (if applicable).

**Project Location**

The Embarcadero between Hyde Street Pier and Mission Creek

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

**Project Phase(s)**

Planning/Conceptual Engineering (PLAN)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	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>	\$150,000.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Embarcadero Mobility Resilience Plan
<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)	Apr-May-Jun	2024	Apr-May-Jun	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, through small stakeholder interviews in the second quarter of 2024, 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 alternatives.

Task 1. Project Administration – April 2024 – April 2026

Task 2. Consultant Procurement – April 2024 – May 2025

Task 3. Existing Conditions Analysis – October 2024 – March 2025

Task 4. Analysis – May 2025 – January 2026

Task 5. Public Outreach – April 2024 – April 2026

Task 6. Advisory Committee Meetings – April 2025 – April 2026

Task 7. Draft and Final Plan – January 2026 – March 2026

Task 8: Board Review/Approval – April 2026



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Embarcadero Mobility Resilience Plan
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$0	\$150,000	\$0	\$150,000
Caltrans Climate Adaption Planning Grant	\$0	\$1,320,000	\$0	\$1,320,000
Port Funds	\$0	\$80,000	\$0	\$80,000
<b>Phases In Current Request Total:</b>	\$0	\$1,550,000	\$0	\$1,550,000

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,550,000	\$150,000	Previous work/projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
<b>Total:</b>	\$1,550,000	\$150,000	

<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 - EMBARCADERO MOBILITY RESILIENCE PLAN

BUDGET SUMMARY (PLANNING)									
Agency	Task 1 (Caltrans Task 01) - Project Admin.	Task 2 (Caltrans Task 02) - Consultant Procurement	Task 3 (Caltrans Task 1) - Existing Conditions	Task 4 (Caltrans Task 2) - Analysis	Task 5 (Caltrans Task 3) - Public Outreach	Task 6 (Caltrans Task 4) - TAC	Task 7 (Caltrans Task 5) - Draft and Final Plan	Task 8 (Caltrans Task 6) - Board Review	Total
SFMTA	\$ 44,600	\$ 30,000	\$ 29,500	\$ 77,000	\$ 139,000	\$ 5,000	\$ 15,000	\$ 10,500	\$ 350,600
SFCTA	\$ -	\$ -	\$ 2,500	\$ 50,000	\$ -	\$ -	\$ 2,500	\$ -	\$ 55,000
Port	\$ -	\$ -	\$ 2,500	\$ 40,000	\$ 22,500	\$ 2,500	\$ 10,000	\$ 2,500	\$ 80,000
SF Planning	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 30,000
SFPW	\$ -	\$ -	\$ 1,500	\$ 60,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 66,500
Other Labor (Comms)	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 18,000	\$ -	\$ -	\$ 38,000
Consultant	\$ -	\$ -	\$ 5,000	\$ 525,000	\$ 270,000	\$ 2,000	\$ 125,000	\$ 2,000	\$ 929,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 44,600</b>	<b>\$ 30,000</b>	<b>\$ 41,000</b>	<b>\$ 777,000</b>	<b>\$ 451,500</b>	<b>\$ 27,500</b>	<b>\$ 162,500</b>	<b>\$ 15,000</b>	<b>\$ 1,549,100</b>

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

DETAILED LABOR COST ESTIMATE - BY AGENCY (PLANNING)						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5277 - Transportation Planner I	1500	\$ 49.97	\$ 2.71	\$ 135.65	0.72	\$ 203,475
5288 - Transportation Planner II	500	\$ 60.73	\$ 2.66	\$ 161.48	0.24	\$ 80,740
5289 - Transportation Planner III	400	\$ 72.08	\$ 2.61	\$ 188.13	0.19	\$ 75,252
5290 - Transportation Planner IV	100	\$ 85.45	\$ 2.58	\$ 220.13	0.05	\$ 22,013
5381 - Intern	400	\$ 38.31	\$ 2.81	\$ 107.65	0.19	\$ 43,060
1314 - Public Relations Officer	100	\$ 70.40	\$ 2.62	\$ 184.12	0.05	\$ 18,412
5201 - Junior Engineer	40	\$ 63.43	\$ 2.65	\$ 167.96	0.02	\$ 6,718
5203 - Assistant Engineer	10	\$ 71.64	\$ 2.65	\$ 187.07	0.00	\$ 1,871
Contingency	0	\$ 35.00	\$ 1.00	\$ 35.00	0.00	\$ -
<b>Total</b>	<b>3050.00</b>	<b>547.01</b>	<b>22.29</b>	<b>1387.19</b>	<b>1.47</b>	<b>\$ 451,541</b>
SF Port	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5508 - Project Manager IV	20	\$ 138.50	\$ 1.40	\$ 193.90	0.01	\$ 3,878
5506 - Project Manager III	50	\$ 130.48	\$ 1.40	\$ 182.67	0.02	\$ 9,134
5504 - Project Manager II	200	\$ 110.14	\$ 1.40	\$ 154.20	0.10	\$ 30,839
5502 - Project Manager I	20	\$ 123.80	\$ 1.40	\$ 173.32	0.01	\$ 3,466
0953 - Dep. Director III	20	\$ 116.39	\$ 1.40	\$ 162.95	0.01	\$ 3,259
9251 - Public Relations Manager	10	\$ 123.53	\$ 1.40	\$ 172.94	0.00	\$ 1,729
5291 - Planner III	150	\$ 71.56	\$ 1.40	\$ 100.18	0.07	\$ 15,028
5278 - Planner II	150	\$ 60.30	\$ 1.40	\$ 84.42	0.07	\$ 12,663
1820 - Jr. Admin. Analyst	10	\$ 36.90	\$ 1.40	\$ 51.66	0.00	\$ 517
<b>Total</b>	<b>630.00</b>	<b>911.60</b>	<b>1.40</b>	<b>1276.24</b>	<b>0.30</b>	<b>\$ 80,513</b>
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	16	\$ 106.56	\$ 2.42	\$ 257.88	0.01	\$ 4,126
Senior Planner	269.75	\$ 77.85	\$ 2.42	\$ 188.40	0.13	\$ 50,820
Contingency		\$ 57.88	\$ 2.42	\$ 140.07		\$ -
<b>Total</b>	<b>285.75</b>	<b>242.29</b>	<b>2.42</b>	<b>586.34</b>	<b>0.14</b>	<b>\$ 54,946</b>
SF Planning	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	10	\$ 100.00	\$ 2.00	\$ 200.00	0.00	\$ 2,000
Planner IV	50	\$ 85.45	\$ 2.00	\$ 170.90	0.02	\$ 8,545
Planner III	50	\$ 71.56	\$ 2.00	\$ 143.12	0.02	\$ 7,156
Planner II	100	\$ 60.30	\$ 2.00	\$ 120.60	0.05	\$ 12,060
<b>Total</b>	<b>210.00</b>	<b>317.31</b>	<b>2.00</b>	<b>634.62</b>	<b>0.10</b>	<b>\$ 29,761</b>
SF Public Works	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5211 Engineer/Architect/Landscape Architect Senior	19	\$ 112.59	\$ 2.78	\$ 313.00	0.01	\$ 5,947
5260 - Architectural/Landscape Architectural Assistant I	311	\$ 57.51	\$ 2.78	\$ 159.88	0.15	\$ 49,722
5272 Landscape Architectural Associate II	42	\$ 85.63	\$ 2.78	\$ 238.05	0.02	\$ 9,998
<b>Total</b>	<b>372.00</b>	<b>255.73</b>	<b>2.78</b>	<b>710.93</b>	<b>0.18</b>	<b>\$ 65,667</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Embarcadero Mobility Resilience Plan
<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>	\$150,000	<b>Total PROP L Recommended</b>	\$150,000

<b>SGA Project Number:</b>		<b>Name:</b>	Embarcadero Mobility Resilience Plan
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2026
<b>Phase:</b>	Planning/Conceptual Engineering	<b>Fundshare:</b>	9.68%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY2025/26	Total
PROP L EP-228	\$150,000	\$150,000

**Deliverables**

1. Quarterly progress reports 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 in the Standard Grant Agreement.
2. Upon completion of Task 3 (anticipated March 2025) provide the existing conditions technical memo and data inventory.
3. Upon completion of Task 4 (anticipated January 2026) provide the vision and goals statement, evaluation criteria memo, equity analysis, transportation network analysis, transportation assets analysis, cost-benefit analysis, geometric studies, corridor-scale schematics and cross-sections, conceptual alternatives technical memo, urban design concepts conceptual memo, and a transportation assessment adaptation strategies memo.
4. Upon completion of Task 5 (anticipated April 2026) provide the outreach and engagement plan and public engagement collateral.
5. Upon completion of Task 7 (anticipated March 2026) provide draft and final study and conceptals plans.

**Notes**

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Prop L funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	90.32%

# 100

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - This Project	No PROP AA	No TNC TAX	90.32%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Embarcadero Mobility Resilience Plan
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$150,000
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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
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<b>Title:</b>	Transportation Planner	Grant Administration Manager
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## SCOPE OF WORK

Project Information	
<b>Grant Category</b>	<b>Climate Adaptation - Sustainable Transportation Planning Grant Program</b>
<b>Grant Fiscal Year</b>	<b>FY 2023-24</b>
<b>Project Title</b>	Embarcadero Mobility Resilience Plan
<b>Organization</b> (Legal name)	<b>San Francisco Municipal Transportation Agency</b>

### Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

### Introduction

The Embarcadero Mobility Resilience Plan is designed to seamlessly follow in the footsteps of the collaborative Waterfront Resilience Program (WRP) and related United States Army Corp of Engineers and Port of San Francisco Coastal Waterfront Flood Study (Flood Study). Through the USACE Flood Study, the WRP is developing waterfront-wide adaptation strategies, a locally preferred plan, and a tentatively selected plan through a robust multi-stakeholder process. This process will establish a preferred line of defense along the waterfront, including the project area's stretch of the Embarcadero. Preliminary findings are pointing towards a likely elevating of the Embarcadero by up to 7 feet to protect against coastal flooding.

SFMTA's transportation impact assessment of the current Draft Waterfront Adaptation Strategies forecasts significant disruption to the transportation networks and related facilities. A no-action strategy would have the most devastating consequences for the city. The WRP's Preferred Waterfront Adaptation Strategy will be completed in late 2023. That Strategy will not include recommendations, plans or strategies for adapting the transportation infrastructure along and near the Embarcadero to the anticipated preferred alternative calling for a 7-foot elevation of the waterfront. There will be a need to define how the reimagined Embarcadero will function for the many modes of transportation that depend on it. In addition, the SFMTA impact assessment also shows that the construction of the preferred alternative would be disruptive to the transportation network, and the city requires a plan for investments and improvements to mitigate these disruptions from construction that will need to get underway soon. The proposed Embarcadero Mobility Resilience Plan will build off the current Waterfront Resilience Program and the Preferred Waterfront Adaptation Strategy to identify specific transportation infrastructure investments required to adapt the existing complex, multijurisdictional transportation system to a likely future elevated waterfront.

The San Francisco Waterfront Coastal Flood Study and Waterfront Resilience Program will identify a preferred plan for protecting the city's waterfront from sea level rise and seismic risks in fall 2023. Working with its partner, the Port of San Francisco, and federal, state, regional and local agencies, the SFMTA will, through the Embarcadero Mobility Resilience Plan, identify specific adaptation projects and strategies to protect critical local, regional, and state transportation infrastructure against sea level rise, inland flooding, and seismic risks. The Plan will identify a

prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance local and regional multi-modal mobility, advance travel choices that reduce greenhouse gas emissions, and provide enhanced waterfront access to create a vibrant, safe, connected, and resilient transportation system.

## Background

The Bay Area's multiple interdependent transportation systems and governance structures result in a very complex multi-modal transportation network along San Francisco's northern waterfront. The transportation system includes critical surface connections to the Salesforce Transit Center and future High-Speed Rail terminal, the Market Street transportation corridor (including the BART/Muni subway system), the Embarcadero multi-modal boulevard (including light rail and historic streetcar lines), the flagship Ferry Terminal, and connecting ramps to/from Interstate 80 and the Bay Bridge. Additionally, the unique waterfront transportation system includes local and regional bus transit options and critical layover facilities, a bike-share system, a network of protected bicycle facilities, and well-connected pedestrian pathways. Together these transportation elements provide critical mobility and access, particularly for several disadvantaged communities within San Francisco and the region.

The city's 2020 *Sea Level Rise Vulnerability and Consequences Assessment* forecasts the Embarcadero roadway and surrounding buildings near the eastern terminus of Market Street will be substantially inundated during the 1% annual chance coastal event. This would result in damages and severe disruption to BART and Muni riders, which could take more than one year to fully repair. The Folsom Portal, which is vulnerable to flooding today, serves a critical role in the Muni system, and its outage will disrupt service on multiple lines throughout the city. Access to state transportation routes including I-280 and I-80 could also be disrupted. Flooding is anticipated to hinder transportation services to disadvantaged communities, leading to lost wages and a loss of mobility options. This project will advance the critical path planning necessary to adapt these key assets in the face of sea level rise and seismic risk.

The *Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA)* verified that the Embarcadero corridor's transportation systems and assets are vulnerable to earthquake and sea level rise hazards and provided estimates of monetized physical damages and downtime/restoration for the roadway, utilities, and light rail. The MHRA forecasts moderate to severe earthquake damage to the Embarcadero roadway for most of the area north of the Bay Bridge, with more extensive damage in the northbound lanes. In addition to disrupting vehicle trips on the Embarcadero and its surrounding roadways, such damage would have ripple effects on the regional network. Reductions in roadway capacity would increase congestion on both I-80 and I-280. The predicted damage of a 225-year earthquake to the light rail tracks indicates a minimum 1-to-2-year restoration period, highlighting the following areas of special concern: Embarcadero at Bay, Chestnut & Jackson where track transitions on/off the combined sewer system transport and storage box; the Ferry Building area including special trackwork at Don Chee Way & Mission; and Folsom St. special trackwork. Extended damages to the Embarcadero tracks would impact approximately 250,000 light rail service trips, disrupting the entire transit system; the tracks along the Embarcadero link the citywide light rail network with critical maintenance facilities to the south.

## Related Planning Efforts

The Embarcadero Mobility Resilience Plan will synthesize and incorporate the significant work undertaken by the City and County of San Francisco over the past several years to develop recommendations to enhance the resilience of the Embarcadero transportation corridor. Related planning efforts and interagency studies which the project team will synthesize and build upon include:

- SFMTA Embarcadero Enhancement Project

- Better Market Street Project
- Port Waterfront Plan Update
- Lifelines Restoration Performance Project
- Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA)
- Sea Level Rise Vulnerability and Consequences Assessment
- Hazards and Climate Resilience Plan (formally the City's Local Hazard Mitigation Plan)
- Disaster Response Tabletop Exercise (DRX)
- BART Sea Level Rise Vulnerability Assessment funded by Caltrans
- ConnectSF

The transportation and infrastructure projects emerging from the Embarcadero Mobility Resilience Plan have the potential to radically transform and improve the efficacy and resiliency of the waterfront's transportation facilities and services. However, without an adaptive framework that supports iterative design, project sequencing and community engagement, these projects could largely occur in isolation from one another and leave important opportunities unrealized. The number of public utilities and services located within the Embarcadero corridor makes interagency coordination paramount to ensuring resilience in the face of disasters. The Embarcadero Mobility Resilience Plan will therefore include an implementation framework to ensure coordination across agencies and examine financing options to deliver the recommended transportation and infrastructure projects.

### **Project Area**

The multi-modal transportation system along San Francisco's northern waterfront is a major transportation corridor that connects the city to the region. The Embarcadero Mobility Resilience Plan project area is bounded by The Embarcadero along the Bay, from Fisherman's Wharf at the north to 4<sup>th</sup> and King at the southeast, then bounded to the west along 4<sup>th</sup> to Powell to Columbus to Bay to Van Ness in the northwest. (See attached map: Study Area & Existing Multi-Modal Network).

In addition to critical transportation assets, this project area includes the city's financial district, popular tourist destinations, and a diversity of neighborhoods. Based on local, regional, and state screening tools, there are multiple disadvantaged communities within and adjacent to the project area. The MTC Equity Priority Community Fisherman's Wharf falls within the northern portion of the project area, and in the middle sit Chinatown, North Beach, and the Tenderloin. The South of Market (SoMa) neighborhood that is considered a San Francisco Environmental Justice Community is within the southern portion of the project area. The project team plans to engage the public and local organizations representing these communities frequently over the course of the project.

### **Project Stakeholders**

The SFMTA will contract with a consulting firm to deliver this scope of work. The consultant will assist with the synthesis of existing conditions, public outreach, technical analysis, alternatives development, and the production of an implementation framework and final plan. The lead city partner on this project will be the Port of San Francisco. Other critical partner agencies include the San Francisco Department of Public Works, the San Francisco Public Utilities Commission, the San Francisco Planning Department, the San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Bay Area Rapid Transit (BART). The project team will coordinate with regional climate adaptation efforts being led by the Metropolitan Transportation Commission, Association of Bay Area Governments, and Bay Conservation and Development Commission (BayAdapt, Regional Shoreline Adaptation Plan). Community-based organizations and local stakeholders, including neighborhood groups in environmental justice



communities, transportation advocates, and local business associations, will be critical collaborators.

Stakeholders the project team plans to engage include:

- Northern Advisory Committee (NAC)
- Fisherman's Wharf Advisory Committee (FWAC)
- Maritime Commerce Advisory Committee (MCAC)
- Chinatown Community Development Center (CCDC)
- Transportation Research & Improvement Project (TRIP)
- SOMA Pilipinas
- Barbary Coast Neighborhood Association / Golden Gateway Apartments
- South Beach / Rincon Hill / Mission Bay Neighborhood Association
- North Beach Neighbors
- Telegraph Hill Dwellers Association
- Fisherman's Wharf Restaurant Association
- Fisherman's Wharf Community Benefit District (CBD)
- The East Cut CBD
- Financial District CBD
- SF Travel
- Hotel Council
- SF Giants
- Hudson Properties

**Note:** SFMTA and BART are each submitting proposals for adaptation planning projects that have project areas along the waterfront of San Francisco. BART and SFMTA are committed to coordinating and working in a collaborative manner to achieve the objectives stated in their respective proposals. However, the proposals from each agency are independent of each other with their own utility, need, and objectives.

## Overall Project Objectives

- Provide opportunities to create visionary, connected, safe, equitable, and resilient multimodal corridors that improve access and economic opportunities and are designed at elevations that are compatible with future coastal flood defenses.
- Further define the city's preferred line of defense along the Embarcadero to develop design concepts that can meet near- and long-term demands and increase the resilience of the multi-modal transportation system through the protection, enhancement, and adaptation of critical transportation infrastructure.
- Enhance the resilience of the Embarcadero and nearby streets, rail, and transportation assets to increase their functioning before, during, and after-shocks and stresses, including a seismic event, storm event flooding, and flooding from sea level rise.
- Identify improvements to disaster response assets to facilitate federal, state, regional, and local disaster response.
- Develop a Mobility Resilience Plan that advances equity, ensures the economic vitality of the city and the region, and maintains a viable alternative to automobiles, thereby, reducing particulate matter and greenhouse gases.
- Identify projects that maximize co-benefits to the community and city as whole
- Improve access and connectivity to and along the corridor with a focus on improving access for adjacent communities such as SoMa and Chinatown

## Summary of Project Tasks

### Task 1 (Caltrans Task 01): Project Administration

*This is an Administrative Task that shall only be charged against by the Grantee for the Administration of this grant project. Costs for this task cannot exceed 5% of the grant award amount.*

*Grantee will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.*

Project administration ensures that the project is moving on schedule, on budget and in compliance with all Caltrans invoicing and reporting requests. Per Caltrans requirements, it entails the project kick-off, invoicing, and quarterly reports.

### **Kick-off Meeting with Caltrans**

The SFMTA will host an administrative kick-off meeting with Caltrans to discuss project scope, schedule and expectations as well as grant procedures and administration including invoicing, quarterly reporting, and all other relevant project information. The meeting will be summarized with meeting notes.

### **Invoicing**

Complete invoice packages will be submitted to Caltrans District staff based on milestone completion, which will be done quarterly.

### **Quarterly Reports**

Quarterly reports will be submitted to Caltrans District staff, providing a summary of project progress and grant/local match expenditures.

<b>Task Deliverables</b>
<ul style="list-style-type: none"> <li>• Kick-off meeting with Caltrans</li> <li>• Meeting Notes</li> <li>• Quarterly invoices and progress reports</li> </ul>

## **Task 2 (Caltrans Task 02): Consultant Procurement**

*Grantee will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.*

The SFMTA shall contract with a consultant to deliver the Scope of Work. The contract will be completed in full accordance with City and County of San Francisco contracting rules in addition to complying with Caltrans contracting regulations and federal requirements. The goal of the contract will be to provide strategic support for public participation activities, lead data collection and analysis, synthesize existing plans and conditions, conduct analysis, develop preliminary alternatives and final recommendations, and complete a final report.

<b>Task Deliverables</b>
<ul style="list-style-type: none"> <li>• SFMTA current procurement procedures</li> <li>• Copy of the Request for Proposal</li> <li>• Copy of the contract between consultant and SFMTA and any amendments</li> </ul>

## **Task 3 (Caltrans Task 1): Existing Conditions**

The project team will examine the existing and planned conditions in the project area and will synthesize and organize the relevant findings and recommendations from recent and ongoing planning and design efforts in the planning area with an emphasis on transportation-related content. The project team will collect, centralize and develop data resources that reflect current and projected scenarios and identify data and information gaps that will help to understand the existing and projected patterns of use, movement within the project area, opportunities for the integration of nature-based solutions, and the risks to the transportation system and waterfront. In addition to transportation data, additional data resources may include demographic, economic, and seismic data sets. Portions of the collection, examination and synthesis of existing conditions and data sets may start ahead of the selection of a consultant team to get project tasks underway and ensure the completion of key deliverables. As part of this task, a kick-off meeting with partners will be held and a Project Charter will be finalized.

### **Kick-off Meeting with partners**

After the initial kick-off meeting with Caltrans and once the consultant team is selected, the SFMTA will host a second kick-off meeting in coordination with the consultant and key partners, including the Port. Attendees will review and discuss a draft Project Charter, to be developed ahead of the meeting. Caltrans staff will be invited. This meeting presents an opportunity to introduce all project team members, discuss and confirm shared project commitments, and align expectations and schedules. The meeting will be summarized with meeting notes.

### **Project Charter**

The project team will draft a Project Charter prior to the second Project Kick-Off Meeting. Partner agency roles and responsibilities will reflect the time and effort that each team will contribute, which agency is the lead on tasks, methods for reviewing and agreeing to deliverables, and expectations of the team members. The Project Charter will also clearly articulate tasks to be addressed in the project scope of work in addition to those tasks that will not be a part of the project scope. Caltrans staff will be invited to provide feedback on the Project Charter. The project team will finalize the Project Charter including the Project Scope of Work, the roles and responsibilities and a finalized schedule after discussion and review at the Kick-Off Meeting with partners.

### **Existing and Planned Conditions**

The Existing Conditions Report will provide a comprehensive assessment of the project area's transportation network, land use, demographics, and infrastructure. It will include an analysis of current, planned, and historic conditions, as well as future risks and equity impacts. Key elements of transportation-related information in the final deliverable include:

#### **Existing Conditions Analysis**

**Transportation Infrastructure:** Documentation of roadway networks, transit facilities, pedestrian and bicycle infrastructure, and freight corridors.

**Transit Services:** Assessment of existing public transportation routes, ridership levels, and connectivity with other modes.

**Traffic and Mobility Patterns:** Analysis of vehicle, pedestrian, and bicycle traffic volumes, congestion points, and accessibility.

**Land Use and Development Context:** Examination of how current and planned developments interact with transportation systems.

#### **Future Risks & Constraints**

**Flood and Seismic Risks:** Assessment of vulnerabilities in transportation infrastructure due to climate change, sea-level rise, and seismic activity.

Infrastructure Coordination: Identification of overlapping infrastructure projects with key city and regional agencies (e.g., Port of SF, SF Public Works, SFPUC, BART, SFMTA).

**Equity Considerations**

Historical & Present-Day Disparities: Evaluation of past and ongoing transportation-related impacts on Equity Priority Communities (EPCs).

Community Input: Findings from public outreach on transportation access and mobility challenges.

**Data Inventory & Technical Analysis**

Quantitative Data Collection: Compilation of transportation model outputs, traffic counts, demographic and economic data, and utility information.

Gap Analysis: Identification of missing data or additional research needs for transportation network improvements.

The project team will also review materials relating to the Tentatively Selected Plan and Locally Preferred Plan from the U.S. Army Corps of Engineers (USACE) San Francisco Waterfront Coastal Flood Study, including conceptual engineering concepts, costs, benefits, and impacts. The project team will also review other relevant past studies, which include but are not limited to:

- Sea Level Rise Vulnerability and Consequences Assessment
- Sea Level Rise Action Plan
- Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA)
- San Francisco Climate Action Plan
- Waterfront Resilience Program (including its Living Seawall Pilot)
- ConnectSF

Task Deliverables
<ul style="list-style-type: none"> <li>• Meeting notes from project kick-off with consultant</li> <li>• Existing and planned conditions technical memo</li> <li>• Data inventory</li> <li>• Summary memo</li> </ul>

**Task 4 (Caltrans Task 2): Analysis**

Analysis includes a series of tasks that the project team will execute to develop, refine, and select a preferred alternative for the Embarcadero corridor. After documenting existing conditions and inventorying data, the project team will establish project goals and a vision with extensive public input. Building upon the vision and goals, the project team will establish evaluation criteria to assess alternatives. The project team will use a series of technical studies and analyses to inform the refinement of alternatives. Integrating public input and the findings of the analysis, the project team will finalize and select a preferred alternative for the Embarcadero corridor.

**Vision and Goals**

The project team will develop a vision and set of goals to guide the work. The vision for the multi-modal transportation system will address climate and seismic risk, jobs and housing growth

projections and urban mobility trends. The goals will guide all future tasks in the scope, including criteria selection, design concept development, refinement, alternative selection, and implementation recommendations. The vision and goals will integrate key policy drivers of the city (transit-first, Vision Zero, Climate Action Plan, Racial Equity Action Plan) and existing transportation planning projects. They will be a product of collaboration with the partner agencies, key stakeholders and community engagement involving members of disadvantaged communities and transit-dependent populations. Over the course of the project, the project team may need to update the vision and goals.

### **Evaluation Criteria**

The project team will develop criteria that will help agencies, stakeholders and the public to evaluate the preliminary design concepts and ultimately identify a preferred alternative. The project vision and goals will inform the evaluation criteria. The evaluation criteria will build upon those developed for the Waterfront Resilience Program and may include but not be limited to: climate resiliency metrics; equity metrics; travel time; transit degradation; emissions from vehicle-miles traveled; congestion; public safety; and constructability. The project team will engage the working group and public in reviewing and refining the evaluation criteria.

### **Preliminary Alternative Development**

The project team will develop preliminary design concept alternatives that are consistent with the project goals and that reflect the long-term vision of the Embarcadero's multi-modal transportation system. The team will catalogue "living seawall" opportunities from the Waterfront Resilience Program and identify additional nature-based solutions with project partners to be evaluated. The project team will add further detail to the preferred line of defense strategy identified in the Locally Preferred Plan of the USACE Flood Study by developing a range of alternative design concepts for the Embarcadero roadway and Promenade which will include nature-based options. The project team will develop both near-term and long-range transportation improvements within the project area. Through a coordinated public engagement effort, the project team will share the preliminary design concept alternatives with the working group, stakeholders, agencies and the public. The project team will assess the alternatives using the evaluation criteria.

### **Equity Analysis**

The project team will produce an equity analysis that utilizes best practices such as the Government Alliance on Race & Equity (GARE) *Racial Equity Tool* and San Francisco's Environmental Justice Framework. This equity analysis will be rooted in the project goals and vision, and it will start with the identification of key planning questions relevant to equity. The analysis will have a special emphasis on identified Environmental Justice Communities in San Francisco, and will build off Cal EnviroScreen, Equity Priority Communities, and Environmental Justice Communities metrics to develop a more nuanced approach sensitive to the needs and identities of local vulnerable communities.

### **Transportation Network and Assets Analysis**

The transportation network and transit facilities analysis will guide the development of alternatives and examine construction-phase traffic and mobility issues. The focus will be on understanding the origin/destination of traffic, future travel demand across the multimodal system and overall capacity and constraints, current shortcomings, and opportunities of the multimodal network. The project team will determine how climate change alters multimodal operations on key streets either temporarily or permanently and will include alternatives analysis for key corridors and climate resilient transit facilities. This analysis will build upon the previously conducted transportation impacts assessment for the USACE Coastal Flood Study, which evaluated impacts on both transportation networks and facilities by various line of defense strategies during construction and build-out at different time horizons.

### **Geometric Analysis**

Geometric studies will increase the understanding of the feasibility of design concepts in coordination with grade changes driven by the previously identified coastal flood defense system, including considerations for grade changes across intersections and key transects, known “pinch points”, considerations for rail design, requirements for vehicular access for maritime uses, subterranean utilities and infrastructure, and emergency response needs.

**Cost-Benefit Analysis**

The project team will prepare a cost-benefit analysis consistent with pertinent federal guidelines and will integrate equity considerations. This effort is anticipated to include workshops to vet assumptions, gather information, and gain buy-in from stakeholders to move the analysis forward. The cost-benefit analysis will inform the alternatives selection.

**Alternatives Refinement and Selection**

The project team will utilize findings from the transportation network analysis, assets analysis, and stakeholder engagement to screen initial roadway and urban realm alternatives. Within this task the project team will develop up to three (3) conceptual configurations of the Embarcadero roadway based on the existing conditions assessment and preceding technical studies and analyses. The corridor configurations will reflect the line of defense (high point of the coastal flood defense system) and adaptation zone (area needed to gain elevation/ change grades) from the Locally Preferred Plan identified through the USACE Coastal Flood Study.

The project team will also develop urban design concepts for the Embarcadero corridor. Urban design concepts will consider design of public spaces, opportunities for green infrastructure, pedestrian access and desire lines, accessibility/Universal Design principles, view corridors, public space activation, relation to historic bulkhead buildings, wharves, and piers (building on previous concept studies), and location of key public space elements.

In refining corridor design concepts, the project team will consider urban design concepts, lane configurations, turning movements, transit operations, mode, stations, and configurations, safe bicycle and pedestrian facilities, loading and parking operations, green infrastructure/ stormwater management concepts, biodiversity impacts, and identified utility relocation/adaptation strategies. To arrive at a preferred alternative, the project team will utilize analysis findings, the evaluation criteria, and comprehensive engagement.

**Transportation Asset Adaptation Strategies**

The project team will identify specific asset-based adaptation strategies for critical mobility assets in the project area that require special attention. These strategies will be designed to be phased in over time as individual assets become increasingly vulnerable to rising sea levels. The project team will develop mobility asset-specific adaptation for critical facilities to be paired alongside transportation improvements which may include nature-based solutions.

Task Deliverables
<ul style="list-style-type: none"> <li>• Vision and goals statement</li> <li>• Evaluation criteria memo</li> <li>• Equity analysis</li> <li>• Transportation network analysis</li> <li>• Transportation assets analysis</li> <li>• Cost-benefit analysis</li> <li>• Embarcadero geometric studies</li> <li>• Corridor-scale schematics and cross-sections</li> <li>• Conceptual alternatives technical memo</li> <li>• Urban design concepts technical memo</li> <li>• Transportation asset adaptation strategies memo</li> </ul>

## **Task 5 (Caltrans Task 3): Public Outreach**

Outreach and engagement is a fundamental component of the planning process and will provide an understanding of the issues concerning the community in relationship to transportation and resiliency. Public input will form the basis of a guiding vision and goals for the project. The project team will work with residents, businesses, and other stakeholders to understand the vulnerabilities and consequences of sea level rise, coastal flooding, earthquakes, and other hazards in the project area. To best coordinate public involvement throughout the project, the project team will craft a public engagement and outreach plan early on as required by SFMTA policy. Engaging directly and authentically with the public is a significant piece of the proposed work of this project, and the project team will leverage ongoing work of the city and the Port.

The public outreach and engagement plan will specify the exact points of engagement, though the scope identifies several deliverables that would involve the public. The project team will collaborate with the public on developing the vision and goals in Task 2. The public will review the evaluation criteria used to assess design concepts. They will also provide feedback directly on the design concepts to help in the selection of alternatives. Ahead of plan finalization, the public will have an opportunity to review all components of the draft plan, which will include programmatic and policy recommendations and a governance and decision-making framework. Additional points of public engagement will be clarified in a final engagement plan, which will depend upon the final project scope and tasks as agreed to in the Project Charter.

### **Public Engagement Plan**

The project team will develop a public outreach and engagement plan that will align expectations among agencies and stakeholders at the beginning of the project. The plan will identify the specific goals of outreach, including whose voices need to be heard and at what points in the process. The outreach plan will identify stakeholders and work with them to clarify the decision space for different stakeholders throughout the life of the project. It will define messaging goals, as well as detail a media and advertising strategy. The plan will identify opportunities to partner with other agencies' outreach efforts. The public engagement will build upon existing planning efforts and integrate new input to develop a future vision, adaptation strategies and alternatives. This effort will utilize the SFMTA's award-winning formal public engagement approach – Public Outreach and Engagement Team Strategy (POETS) -- and will result in a plan outlining the appropriate level of public participation for each task and the public participation technique best suited to achieve that level of public input. This will directly inform all subsequent tasks related to public participation and community engagement.

### **Public Engagement Activities**

The project team will utilize public engagement activities that are inclusive, culturally nuanced, held at times and places that are convenient, and accessible in multiple languages, empowering communities, especially those who do not or have never participated in the public process, to participate fully and provide their input. At different stages of the project, engagement activities will be used to inform, involve, and collaborate with the public, enlisting their review and feedback on important deliverables while documenting their concerns.

The project team intends to deploy a variety of engagement activities, which will be fully detailed in the finalized public engagement plan. To disseminate information about the project and frame critical questions about the Embarcadero, the project team will likely produce a website, develop videos, publish content on social media, advertise in-language within local newspapers (print and online), distribute mailers, send staff to present at existing meetings of community groups, hold open houses in-person and online webinars, host walking tours (up to 8), train staff ambassadors, and potentially staff a rented booth at key times. To collect input on drafted deliverables, the project team will utilize a variety of tools including intercept questionnaires administered by trained ambassadors, online surveys, public meetings (virtual and in-person), and tabling at pop-ups. For points of more focused collaboration, the team will

deploy specialized online tools, participatory mapping, and design charrettes (up to 4). Subject to change upon completion of the final project scope and outreach plan, the project team might host as many as 20 in-person meetings while sending staff to represent the project at over 40 existing events hosted by other organizations. For this array of activities, the project team will need to produce audio, video, and print content in digital and hard-copy that will require translation as well.

Outreach will include targeted activities to ensure critical constituents are engaged and outlets for feedback are provided. The outreach plan will document different activities specifically tailored to youth involvement, engagement of the business sector, and engagement of local residents (at least 2-4 meetings for each). There will be at least two targeted focus groups with members of disadvantaged communities and transit dependent populations who travel through or work in the project area. Meetings/focus groups will document the current needs and concerns from these community members, understand values and tradeoffs of travel decisions for disadvantaged community members, and capture feedback on strategies and alternatives developed under the project.

<b>Task Deliverables</b>
<ul style="list-style-type: none"> <li>• Public outreach and engagement plan</li> <li>• Project website</li> <li>• Public input: surveys, presentations, on-line meetings</li> <li>• Translation of all documents and presentation into multiple languages</li> <li>• Community engagement events</li> <li>• Summary notes from engagement events</li> </ul>

**Task 6 (Caltrans Task 4): Advisory Committee Meetings**

The project team will identify and engage all relevant local, regional and state agencies, including Caltrans, to take part in a Technical Advisory Committee (TAC) to ensure coordination among key partners. TAC membership will prioritize agencies essential for the successful implementation of the mobility plan, including the Port of San Francisco, the SF Department of Public Works, the SF Public Utilities Commission, BART, and others. The TAC could meet bi-monthly or at key project milestones, but it is scoped to meet at least ten (10) times throughout the project lifecycle. The project team would produce meeting agendas and record meeting notes that feature a list of attendees and action items.

<b>Task Deliverables</b>
<ul style="list-style-type: none"> <li>• Core project team meeting notes</li> <li>• TAC meeting notes</li> </ul>

**Task 7 (Caltrans Task 5): Draft and Final Plan**

The Embarcadero Mobility Resilience Plan will guide, coordinate and align transportation investments and improvements within the project area. In the following tasks, the project team will ensure that non-infrastructure programs and policies are included as part of the final mobility resilience plan, along with considerations for sequencing, phasing, funding, and interagency coordination. Here the project builds upon the planning efforts and partnerships that exist between local and regional agencies, private stakeholders and the community to develop an implementation framework for action and decision-making.

**Program and Policy Recommendations**

The project team will identify key policy questions associated with plan implementation and develop recommendations. This will require a review of the General Plan and its associated



Elements and Area Plans, sea level rise guidance, historic and cultural preservation, and relevant policies such as those in the San Francisco Bay Plan, San Francisco Waterfront Special Area Plan, Plan Bay Area 2050, and ConnectSF. The partner departments will identify key supporting and potential conflicting policies to the eventual Embarcadero Mobility Resilience Plan. They will also identify policy gaps and opportunities for non-infrastructure improvements, such as transportation demand management strategies or curb management programs. The final deliverable will be a set of programmatic and policy recommendations to be included alongside investment priorities in the final Plan. The project team will select these program and policy recommendations with a particular emphasis on their role in advancing equity, representation, and inclusiveness for disadvantaged communities.

**Governance and Decision-Making Framework for Plan Implementation**

The project team will develop draft governance and a decision-making framework to guide implementation of the Plan. This framework will make recommendations about governance strategies and configurations to design, fund, build, operate and maintain multi-benefit infrastructure such as flood defense infrastructure. It will explore best management options for sharing costs among multiple agencies with varied missions as a way of bringing greater alignment and multiple benefits to the city in a coordinated and collaborative manner. The project team will also compile and review agency-specific funding sources, limitations, and restrictions, as well as major potential types of funding and financing available to deliver a phased reconstruction of the towards resilience goals.

**Draft and Final Embarcadero Mobility Resilience Plan**

The Embarcadero Mobility Resilience Plan will integrate the public engagement, analysis, preferred alternatives, and implementation framework into a single document that identifies a prioritized list of adaptation projects and strategies for the SFMTA and partner agencies to pursue. The deliverables of the preceding tasks are designed to roll up into the final plan document, which will catalogue the memos and findings of the preceding tasks. The project team will start with a draft plan, an easily accessible document suitable for online viewing. The draft plan will be circulated among the public, community partners, TAC members, active stakeholders, and key decisionmakers. Feedback will be solicited and documented as a list of comments. The project team will engage in a series of edits to incorporate feedback into the final version of the plan.

Task Deliverables
<ul style="list-style-type: none"> <li>• Programmatic and policy recommendations technical memo</li> <li>• Implementation framework recommendation technical memo</li> <li>• Draft Plan</li> <li>• Public Review – list of comments</li> <li>• Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.</li> </ul>

**Task 8 (Caltrans Task 6): Board Review/Approval**

The project team will brief key agency boards and commissions of the project status through meetings, emails and at least one presentation prior to final adoption. Upon completion of the Plan, the project team will present the Plan to the SFMTA Board of Directors and the Port Commission and other relevant decision-making bodies. The project team will develop presentation materials and will save meeting minutes from the board hearings.

Task Deliverables
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- Board Agenda
- Presentation materials
- Meeting minutes and resolution (if appropriate) from Board hearings

Summary of Task Descriptions:

### **Task Descriptions**

The proposed scope of work for this study includes:

**Task 1. Project Administration** – This task consists of the kick-off meeting with Caltrans, interagency meetings, quarterly invoices, progress reports, general project management, and administration.

**Deliverable:** Quarterly progress updates

**Task 2. Consultant Procurement** – This task includes the procurement procedures, Request for Proposal, and executed contract with the consultant team.

**Deliverable:** RFP and executed contract

**Task 3. Existing Conditions Analysis** – This task includes existing and planned conditions technical memo, and data inventory.

**Agency Responsibilities:**

- Port of SF: Provide relevant planning documents and data.
- SF Planning: Share land use and urban development information.
- SF Public Works: Provide infrastructure and utilities data.

**Deliverables:** Existing conditions technical memo, data inventory

**Task 4. Analysis - Vision and goals statement, evaluation criteria memo, equity analysis, transportation network and asset analysis, cost-benefit analysis, geometric studies, corridor-scale schematics, conceptual alternatives memo, urban design memo, adaptation strategies memo.**

**Agency Responsibilities:**

- Port of SF: Support integration of resilience strategies with waterfront infrastructure.
- SF Planning: Contribute policy alignment and urban design input.
- SF Public Works: Provide engineering expertise on infrastructure modifications.
- SFCTA: Provide modeling and analysis support.

**Deliverables:** Vision and goals statement, evaluation criteria memo, equity analysis, transportation network analysis, transportation assets analysis, cost-benefit analysis, geometric studies, corridor-scale schematics and cross-sections, conceptual alternatives technical memo, urban design concepts conceptual memo, and a transportation assessment adaptation strategies memo

Task 5. Public Outreach – This task includes opportunities for the community and other stakeholders to review the project principles and goals, aid in the selection of preferred alternatives, policy recommendations and the draft plan.

Outreach activities could include:

- Community-based organization working group
- Focus groups
- Individual meetings or attendance at existing community meetings
- Open houses and pop-ups
- Online webinars and surveys

Agency Responsibilities:

- Port of SF: Coordinate outreach related to waterfront users.
- SF Planning: Align engagement with broader city planning efforts.
- SF Public Works: Provide input on public infrastructure concerns.

Deliverables: Outreach and engagement plan, project website, public engagement collateral

Task 6. Advisory Committee Meetings – This task involves the convening of a technical advisory committee in which local and regional agencies and subject matter experts can provide feedback on key project decisions.

Agency Responsibilities:

- Port of SF, SF Planning, SF Public Works, SFCTA: Participate in TAC meetings, provide feedback on project deliverables.

Deliverables: TAC meeting notes.

Task 7. Draft and Final Plan – Final study and conceptual plans. The plan will include program and policy recommendations, governance and decision-making framework for plan implementation, recommended projects.

Agency Responsibilities:

- Port of SF: Ensure waterfront resilience strategies are integrated.
- SF Planning: Align policies with city planning frameworks.
- SF Public Works: Support infrastructure feasibility and adaptation strategies.
- SFCTA: Provide transportation funding and policy insights.

Deliverables: Draft plan, policy memo, public comments

Task 8. Board Review/Approval - Board agenda, presentation materials, meeting minutes, resolution (if applicable).

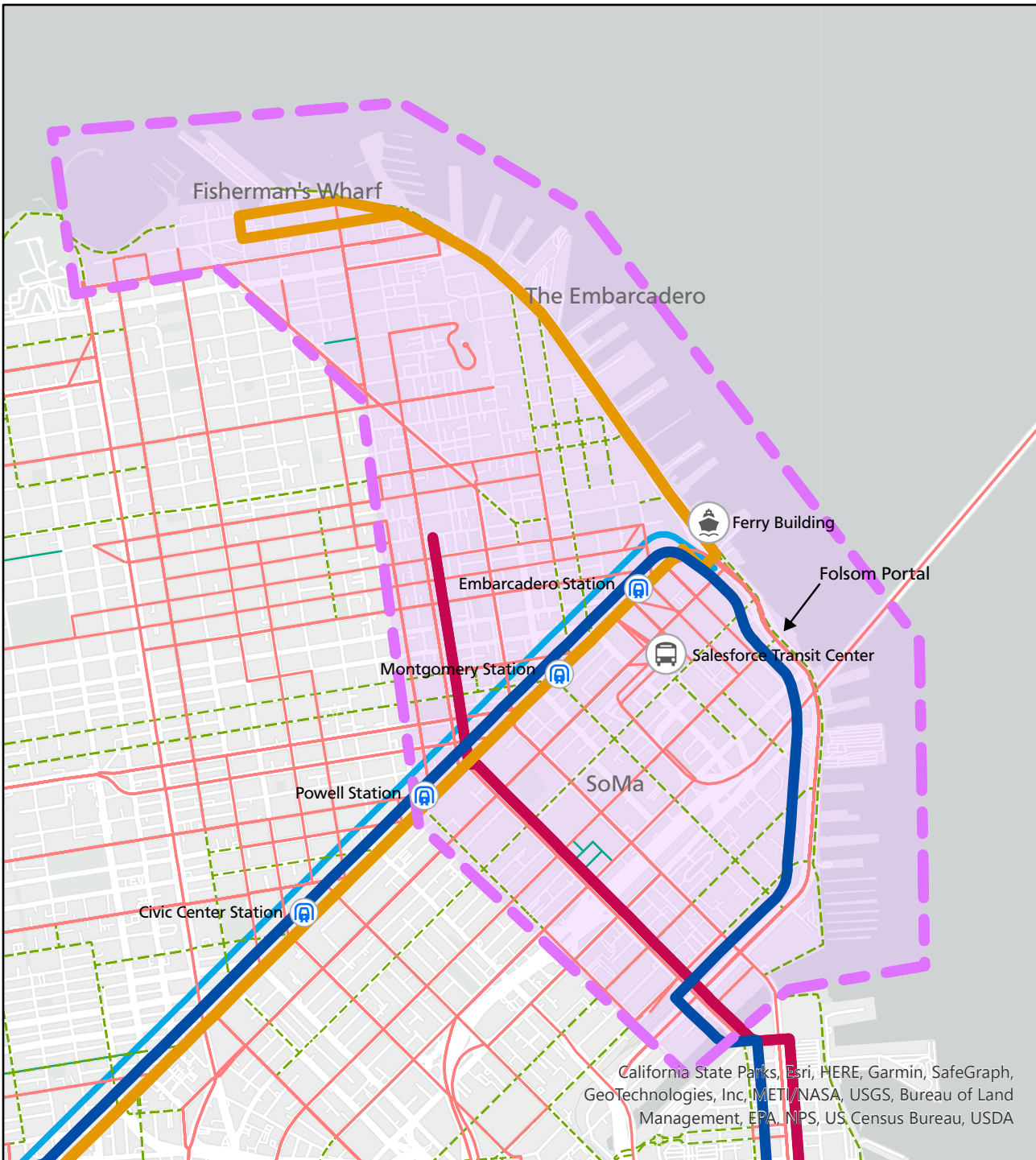
**Figure 1. Existing Mobility Assets in Project Area**

The map displays existing mobility assets

**March 2023**

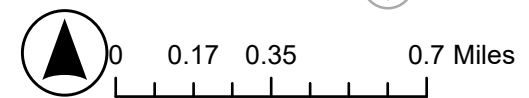
This map defines the project area and displays various modes and mobility assets within it.

Data From: SFMTA



**Legend**

- Project Area
- MTA Bikeway Network
- F Historic Streetcar
- N Judah
- T Third
- Muni Light Rail Service
- Muni Network
- Slow Streets
- Bart Stations
- Salesforce Transit Center
- Ferry Building



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., IMETI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



# Figure 2. Local and Regional Equity and Environmental Justice


## Local and Regional Equity and Environmental Justice Classifications

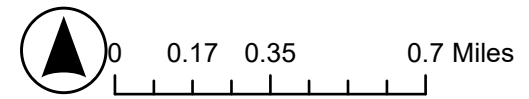
March 2023

This map displays the City of San Francisco's census tracts that have been identified as experiencing the top one-third of environmental burden. In addition, this map also indicates which census tracts have been identified as Plan Bay Area 2050 Equity Priority Communities by the Metropolitan Transportation Commission (MTC).

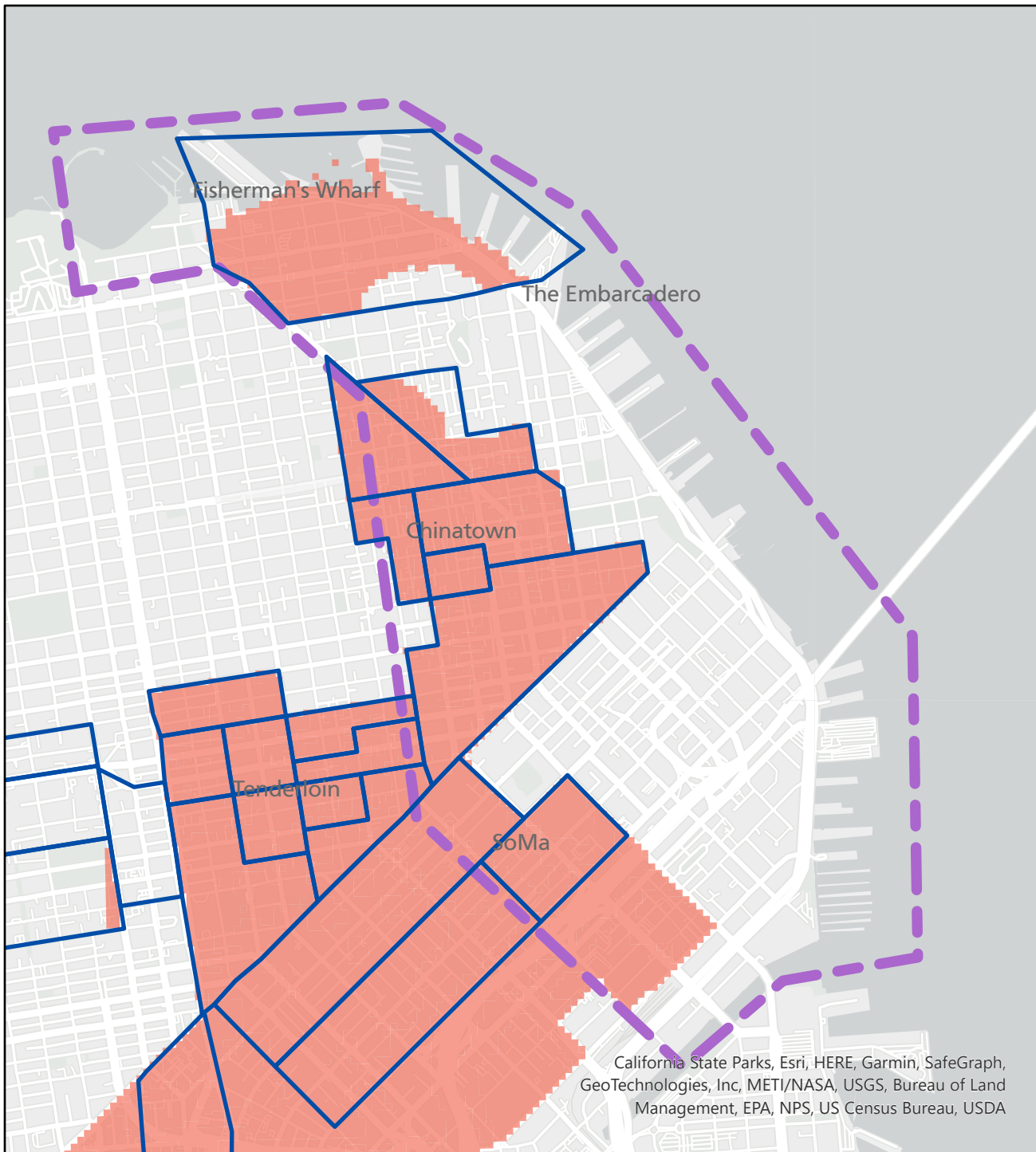
*Data From: Metropolitan Transportation Commission Equity Priority Communities (ACS 2014-2018); SF Planning Environmental Justice Communities Map 2023.*

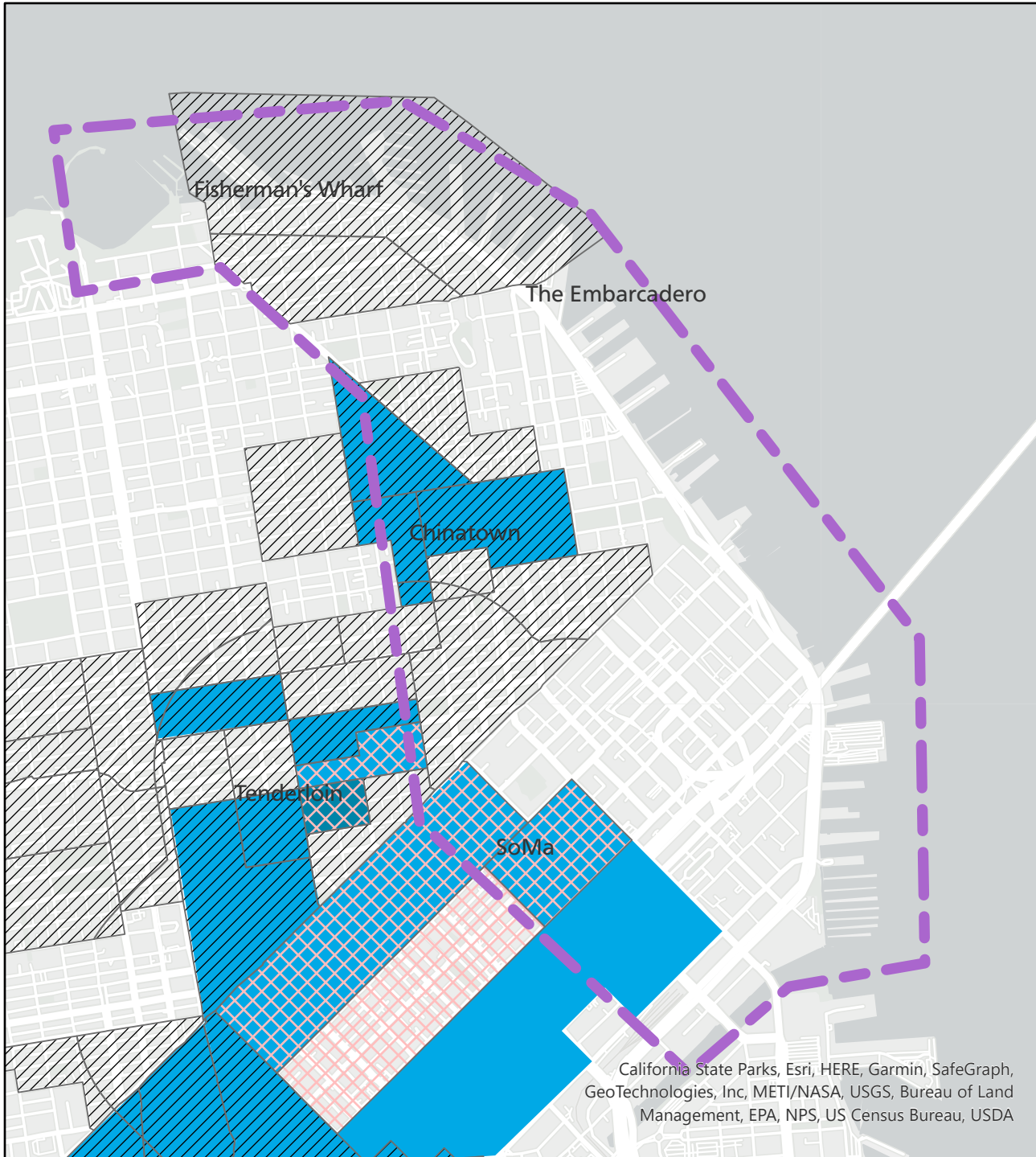
### Legend

-  Project Area
-  MTC Equity Priority Communities
-  SF Environmental Justice Communities



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA





**Figure 3. CalEnviroScreen 4.0 and AB 1550 Priority Communities**

**State-defined disadvantaged communities**

**March 2023**

This map displays CalEnviroScreen and AB 1550 Priority Populations.

*Data From: CA Environmental Protection Agency, Version 4.0; California Air Resources Board Priority Population Investments Version 4.0*

**Legend**

Project Area

**AB 1550 Priority Communities**

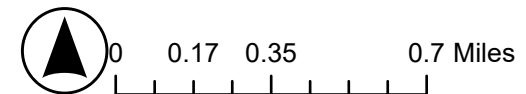
Low-Income Communities

Disadvantaged and Low-Income Communities

**CalEnviroScreen 4.0**

50 - 75th Percentile

75 - 100th Percentile



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



### Figure 4. Historic Creeks and Sea Level Rise Vulnerability Zone

March 2023

This map illustrates the Sea Level Rise Vulnerability Zone impacting the project area as well as historic creeks and tidal marshes

Data From: City and County of San Francisco Sea Level Rise Vulnerability and Consequences Assessment, 2020



### Legend

- Sea Level Rise Vulnerability Zone
- Historical Tidal Soughs/ Lakes
- Historical Creeks
- Historical Tidal Marsh
- Historical Shoreline (1850)
- Project Area

NOT TO SCALE



Figure 5: Earthquake Risk and Liquefaction Zone



Source: Port of San Francisco Waterfront Resilience Program



Project Area Images





(Images are from SF Sea Level Rise Action Plan and SF Chronicle newspaper articles)



**San Francisco  
County Transportation  
Authority**

BD031125

RESOLUTION NO. 25-XX

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RESOLUTION ALLOCATING \$2,000,000 IN PROP L FUNDS, WITH CONDITIONS,  
FOR THREE REQUESTS

WHEREAS, The Transportation Authority received 3 requests for a total of \$2,000,000 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 following Prop L Expenditure Plan programs: Muni Transit Maintenance, Rehabilitation, and Replacement; Neighborhood Transportation Program; and Citywide / Modal Planning; and

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

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

WHEREAS, The SFMTA's Monterey Boulevard Pedestrian Safety Improvement [NTP] request requires amendment of the Prop L Neighborhood Transportation Program 5YPP to add this project with funding from the existing NTP placeholders, as summarized in Attachment 3 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$2,000,000 in Prop L funds, with conditions, for three 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 Schedules; and

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



WHEREAS, At its February 26, 2025 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Neighborhood Transportation Program 5YPP, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,000,000 and in Prop L funds, with conditions, for three 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 and, as amended, 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 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 (3)

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# Memorandum

## AGENDA ITEM 9

**DATE:** February 27, 2025

**TO:** Transportation Authority Board

**FROM:** Joe Castiglione - Deputy Director for Technology, Data & Analysis

**SUBJECT:** 3/11/2025 Board Meeting: Award a Two-Year Professional Services Contract, with Options to Extend for Three Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$600,000 for Computer Network and Maintenance Services

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Award a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting in an amount not to exceed \$600,000 for computer network and maintenance services</li> <li>• Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions</li> </ul> <p><b>SUMMARY</b></p> <p>We are seeking consultant services to provide computer network and maintenance services for the Transportation Authority’s various information technology needs. We issued a Request for Proposals (RFP) on January 2, 2025. By the proposal due date of February 3, 2025, we received eight proposals. Following evaluation of proposals and interviews, the selection panel recommends a contract award to SPTJ Consulting to provide the requested services.</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 checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

The Transportation Authority’s information technology needs are fairly complex as engagement with the public and elected officials requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the



Transportation Authority's travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The small staff of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority's office weekly and on an as-needed basis. The current information technology (IT) consultant is on-site a minimum of one day per week, not including critical tasks, emergencies, or special projects. The consultant will triage all critical and non-critical IT requests and maintain a prioritized list of tasks for completion. As the Transportation Authority's IT needs evolve, it is possible that more than one day of on-site presence may be required.

## **DISCUSSION**

We issued an RFP for computer network and maintenance services on January 2, 2025. While a pre-proposal conference was not held, proposers were able to submit questions regarding the RFP and receive responses by January 16. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Chronicle, San Francisco Examiner, Nichi Bei, the Small Business Exchange, and El Reportero. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of February 3, 2025, we received eight proposals in response to the RFP. A selection panel comprised of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, capabilities and experience, cost and Disadvantaged Business Enterprise/Local Business Enterprise/Small Business Enterprise (DBE/LBE/SBE) participation. The panel selected one firm to interview on February 14 and bypassed the incumbent firm, SPTJ Consulting, from interviews. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: SPTJ Consulting.

The panel unanimously agreed that SPTJ Consulting distinguished itself through a number of criteria. The assembled team demonstrated a solid understanding of





agency needs and proposed appropriate staffing resources and technology solutions. SPTJ also demonstrated familiarity with agency practices, as well as a high-level of reliability and responsiveness as validated by references from peer agencies. SPTJ has provided computer network and maintenance services for the Transportation Authority since 2004.

We established a DBE/LBE/SBE goal of 15% for this contract. Proposals from both firms that were interviewed met or exceeded the goal. The SPTJ Consulting team proposed a total DBE and LBE participation of 100% from its own firm.

### **FINANCIAL IMPACT**

This contract will be funded by Prop L sales tax operating funds. The adopted Fiscal Year 2024/25 budget includes sufficient funds to accommodate the recommended action(s), and sufficient funds will be included in future budgets to cover the remaining cost of the contract.

### **CAC POSITION**

The CAC considered this item at its February 26, 2025 meeting and unanimously approved a motion of support for the staff recommendation.

### **SUPPLEMENTAL MATERIALS**

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

## **Attachment 1 Scope of Services**

The Transportation Authority's information technology (IT) needs are fairly complex as engagement with the public and elected officials requires a robust website, well-maintained audio-visual capabilities in all meeting rooms, high-capacity printers and large-format presentation equipment (wide-format plotter, etc.). Additionally, the Transportation Authority's travel demand forecasting model produces detailed simulations of regional travel using a combination of local specialized servers and Amazon Web Services cloud environment. Consultant support is also required for support of desktop and laptop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

The following list serves as an example of the types of known upcoming technology-related tasks. Unforeseen requirements and new projects come up with surprising regularity at the Transportation Authority, so the consultant will require a breadth of knowledge on various IT topics.

The consultant will perform at a minimum the following tasks:

### **Ongoing Support Tasks:**

- Perform software and hardware installation and configuration on staff desktop computers and Windows, Ubuntu, Hyper-V, and SQL servers, including managing licenses and certificates
- Specify, quote, and set up and configure new computers and associated equipment as needed
- Monitor and maintain routers, firewalls, and switches for usage and performance
- Manage secure VPN access
- Support Microsoft Dynamics 365 and all related services updates, upgrades, and patches
- Operate Active Directory and Azure Active Directory for user authentication and application access, and perform health checks
- Maintain user laptops and desktop computers, and ensure regular updates, security patches, and software updates
- Build, maintain, and upgrade Windows and Ubuntu server virtual machines
- Maintain and update computer and VOIP telephone user accounts (moves, additions, changes, removals)
- Manage file back-up and restoration process

- Manage off-site storage for critical servers and documents
- Evaluate application configurations to enhance productivity and make recommendations for application and hardware purchases based on the Transportation Authority's needs
- Diagnose and troubleshoot specific hardware and software problems
- Diagnose and resolve issues with internet access, network applications, user authentication, computer hardware, and software
- Train designated staff in basic troubleshooting (e.g. mapping network drives)
- Recover files from backups
- Setup and shutdown (when an employee leaves) user accounts and staff workstations
- Provide basic website support, including backups, upgrades and space management, as well as supporting technical coordination between developers and staff
- Coordinate with various service providers, including internet, phone, application integration, door access, alarm systems, and network cabling contractors Monitor email systems, scanning, and threat detection
- Manage domain names and SSL certificates
- Help to improve productivity and reduce overhead in technology areas
- Continuously update documentation of systems
- Technology support for the production of virtual and hybrid Board and/or Community meetings

**Monthly tasks:**

- Monitor network activity for bottlenecks, problems, and spyware/virus activity
- Examine computer logs for errors and warnings/indications of problems
- Maintain computer equipment and software inventory and asset tag assignment
- Inspect and optimize computers as needed
- Maintain a clean and orderly computing environment

**Annual tasks:**

- Specify and procure new software and hardware procurements
- Manage IT infrastructure subscriptions, licenses, and certificates
- Review computer electrical power quality
- Inspect computers for solid connections
- Evaluate and review infrastructure

- Produce formal report of findings, corrective actions, and recommendations
- Support annual IT audit documentation and follow-up audit questions

## **Technology Expertise**

The following technologies are currently in use at the Transportation Authority, and will require support from the consultant:

- Microsoft Active Directory and Azure AD Ubuntu Linux versions 14.04 through 24.04
- Ubuntu virtualization
- UltraBAC and Acronis backup
- Cisco switches, routers, firewalls, and Wi-Fi Synology Network Attached Storage
- Cisco AnyConnect VPN Microsoft Dynamics 365 Finance & Operations, Microsoft Dynamics AX 2012
- Windows 10/11, and Windows Server 2016, 2019, and 2022
- Microsoft 365 Office suite
- MacOS X
- Amazon Web Services (EC2 and S3)
- Heroku
- Google Workspace
- Microsoft Teams, Zoom, Google Meet, Webex
- Adobe Creative Cloud All Apps and Acrobat DC
- ArcGIS and QGIS mapping software
- Twiki internal wiki system
- Ruby on Rails



San Francisco  
County Transportation  
Authority

BD031125

RESOLUTION NO. 25-XX

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RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT, WITH OPTIONS TO EXTEND FOR THREE ADDITIONAL ONE-YEAR PERIODS, TO SPTJ CONSULTING, INC. IN AN AMOUNT NOT TO EXCEED \$600,000 FOR COMPUTER NETWORK AND MAINTENANCE SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is seeking consultant services to provide computer network and maintenance services for the Transportation Authority's various information technology needs; and

WHEREAS, The Transportation Authority issued a Request for Proposals (RFP) on January 2, 2025, and by the proposal due date of February 3, 2025, had received eight proposals; and

WHEREAS, A review panel comprised of staff from the Transportation Authority interviewed one firm and bypassed the incumbent firm, SPTJ Consulting, Inc. from interview on February 14, 2025; and

WHEREAS, Based on the results of this competitive selection process, the selection panel recommended a contract award to SPTJ Consulting, Inc. to provide the requested services; and

WHEREAS, The contract will be funded from Prop L sales tax operating funds, and the adopted Fiscal Year 2024/25 budget includes sufficient funds to accommodate the recommended action; and

WHEREAS, At its February 26, 2025, meeting, the Community Advisory Committee considered the item and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract, with options to extend for three additional one-year periods, to SPTJ Consulting, Inc. in an amount not to exceed \$600,000 for computer



network and maintenance services; and be it further

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

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

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