



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, February 28, 2024, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

Join Zoom Meeting: <https://us02web.zoom.us/j/81521573422>

Meeting ID: 815 2157 3422

One tap mobile:

+16694449171,,81521573422# US

+16699006833,,81521573422# US (San Jose)

Dial by your location:

Bay Area: +1 669 900 6833 US (San Jose)

Toll-free: 877 853 5247
888 788 0099

Find your local number: <https://us02web.zoom.us/u/kZlAcMrAJ>

PUBLIC COMMENT DURING THE MEETING:

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

MEMBERS: Kat Seigal (Chair), Sara Barz, Rosa Chen, Najuwanda Daniels, Mariko Davidson, Phoebe Ford, Sean Kim, Jerry Levine, Austin Milford-Rosales, and Rachael Ortega

CLERK: Yvette Lopez-Jessop

Remote Access to Information and Participation

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

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



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

1. Call to Order
2. Chair's Report – **INFORMATION**
3. Election of Vice Chair for 2024 – **ACTION**
4. Approve the Minutes of the January 24, 2024 Meeting – **ACTION*** **5**
5. Adopt a Motion of Support to Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management – **ACTION*** **15**
6. Adopt a Motion of Support to Allocate \$1,440,000 and Appropriate \$108,000 in Prop L Funds, with Conditions, for Four Requests – **ACTION*** **31**
Projects: SFMTA: Mission Street SoMa Transit Improvements (\$1,200,000), Vision Zero Left Turn Traffic Calming (\$100,000), Vision Zero Speed Limit Reduction (\$100,000).
 Multi-sponsor: TDM Strategic Plan Update (Transportation Authority \$108,000, SFMTA \$40,000).
7. District 1 Multimodal Transportation Study (NTP) Update – **INFORMATION*** **87**
8. Major Capital Project Update: Caltrain Modernization Program – **INFORMATION*** **103**
9. State and Federal Legislation Update – **INFORMATION*** **133**

Other Items

10. Introduction of New Items – **INFORMATION**

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

11. Public Comment
12. Adjournment

*Additional Materials

Next Meeting: March 27, 2024

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800 or via email at clerk@sfcta.org. Requests made at least 48 hours in



**San Francisco
County Transportation
Authority**

Board **Meeting Notice – Agenda**

Page 3 of 3

advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

[this page intentionally left blank]



DRAFT MINUTES

Community Advisory Committee

Wednesday, January 24, 2024

1. Committee Meeting Call to Order

Chair Ortiz called the meeting to order at 6:02 p.m.

CAC members present at Roll: Rosa Chen, Najuawanda Daniels, Mariko Davidson, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, Kevin Ortiz, Phoebe Ford, and Kat Siegal (10)

CAC Members Absent at Roll: Sara Barz (1)

2. Chair's Report - INFORMATION

Chair Ortiz encouraged CAC members and public to read the Transportation Authority's 2023 Annual Report which Executive Director Chang presented at the previous day's Board meeting. He reported that Director Tilly Chang acknowledged the CAC's role as part of the presentation.

Chair Ortiz also discussed the outreach for the Mission Bay School Access Plan conducted by Transportation Authority, in collaboration with the San Francisco Unified School District, for a new elementary school being built at 6th Street and Mission Bay Boulevard South. He said that the plan would examine ways to improve school connectivity to the transportation network and identify key barriers of active transportation to the Mission Bay School, as well as segments of the existing bike network that should be improved. The Chair reported the first round of public outreach was underway with community engagement events to prioritize safety and connect Mission Bay School site to the broader citywide active transportation network. He also said that events included meetings with key community-based organizations; an in-person and family-friendly community workshop on February 24; and an upcoming survey with more information at sfcta.org/mission-bay-school.

Chair Ortiz also announced that the meeting would be his last on the CAC, having served for the past five years since his appointment in December 2019, right before COVID pandemic took place.

During public comment, Sara Barz, CAC District 7 representative called into the meeting to express gratitude for Chair Ortiz's leadership.

On behalf of staff, Chief Deputy Maria Lombardo thanked Chair Ortiz for his leadership and service especially helping to bridge the time from pre-pandemic in person meetings to remote meeting and then back to in person meetings. She presented Chair Ortiz with a Certificate of Appreciation.

3. Election of Chair and Vice Chair for 2024 - ACTION*

Chair Ortiz reported that the CAC previously made nominations at its November 2023 meeting for the 2024 officers, including himself as Chair, and Members Kat Siegal and



Najuawanda Daniels for Vice Chair. He continued that the nominees had provided the Clerk with a brief statement of qualifications and objectives for meeting's elections which were included in the agenda materials. The Chair asked Chief Deputy Maria Lombardo to clarify process before calling for a vote on the nominations.

Ms. Lombardo explained that since Chair Ortiz was leaving the CAC after this meeting, whomever was elected Vice Chair would automatically become Chair for the rest of the calendar year upon the Chair's departure per the CAC By-laws. She continued that there would need to be another election for a Vice Chair at the February meeting to backfill the vacant position.

Member Levine moved to approve the nomination of Kevin Ortiz for Chair.

The nomination was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (10)

Absent: CAC Member Barz (1)

Member Ortega moved to approve the nomination of Kat Siegal for Vice Chair.

The nomination was approved by the following vote:

Ayes: CAC Members Chen, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (9)

Abstain: CAC Member Daniels (1)

Absent: CAC Member Barz (1)

Consent Agenda

- 4. Approve the Minutes of the November 29, 2023 Meeting - ACTION**
- 5. Adopt a Motion of Support to Adopt Fiscal Year 2024/25 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION**
- 6. Audit Report for the Fiscal Year Ended June 30, 2023 – INFORMATION**
- 7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2023 – INFORMATION**

There were no comments on the Consent Agenda by CAC members.

There was no public comment.

Member Chen moved to approve the Consent Agenda, seconded by Vice Chair Siegal.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Davidson, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (10)

Absent: CAC Member Barz (1)

End of Consent Agenda



8. Adopt a Motion of Support to Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – ACTION

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

Member Levine asked how many parking spaces would be eliminated through implementation of the Flag Stop Improvement Program. Dustin White, Project Manager with the San Francisco Municipal Transportation Agency (SFMTA), answered about half of the flag stops would include parking removal and approximately 600 parking spaces would be removed.

Member Ortega asked, related to the Transit Shelter Replacement program, for a list of locations where SFMTA was considering adding new transit shelters or replacing existing shelters. She said she would like decisions around where to add shelters to be open to recommendations from the public.

Ms. LaForte replied that there was a proposed condition on the flag stop project that at time of allocation, SFMTA will need to identify flag stops that were potential sites for new shelters.

Vice Chair Siegal asked about the cost breakdown for the Flag Stop Improvement Project, including labor costs and whether there were materials costs outside of paint. She said that the figures seemed large and that she wanted to understand everything that contributed to the cost.

Mr. White, SFMTA, replied that the cost of the standard 20-foot red curb improvement at a typical flag stop location was \$400 and that the majority of that cost was labor. He said that some flag stop locations required additional enhancements to meet accessibility objectives. He estimated that locations requiring painted curb zones larger than 20 feet would cost approximately \$3000, due to labor costs for site visits and design by engineering and planning staff, as well as public outreach.

Member Milford-Rosales said that the planned route for the Portal (Downtown Rail Extension) goes through a heavy cycling zone, including crossing Townsend and 2nd streets in the South of Market neighborhood. He asked if there would be meetings with the public to look at how biking accessibility would be impacted and maintained during the long construction duration.

Jesse Koehler, Rail Program Manager with the Transportation Authority, replied that the Transbay Joint Powers Authority (TJPA) was working intensively with SFMTA to identify and plan for any impacts surrounding construction.

Anna Harvey, Deputy Project Director for Engineering with TJPA, added that TJPA was working closely with SFMTA and other agencies to look at potential impacts related to the alignment. She said that over half of the route was anticipated to be mined below the street, so disruption would be largely at the ends of the project, one end at 2nd and Howard streets and one end at 3rd and 5th on Townsend streets. She said that the project team would be reaching out to the cycling community when there were more firm plans for construction.

Member Kim said that the Geary Improvement Project had changed parking on Geary from angled to parallel and had removed a bus shelter but had not replaced it. He said that lots of community members were complaining about the lack of shelter, but



SFMTA said that installation of the shelter was delayed due to permitting. He asked whether that explanation was true and what the timeline was for installing a new shelter.

Mr. Pickford said that staff would follow up.

During public comment, Edward Mason said that forced transfers should not be allowed in the Muni Rail Core Capacity program and provided photos showing the difficulty of making forced transfers at Market or Duboce streets. He continued that population and birth rate was declining and doubted the report's estimates for 2050 travel demand. He further said that there should be no reason to exclude the J Church, K Ingleside, or L Taraval Muni Metro lines from service. Mr. Mason also commented on flag stops, which were okay on level ground but not on hills.

Karen Kennard expressed opposition to the removal of any Muni Metro lines from subway service and asked the CAC to get clarification from SFMTA staff on which projects were removing Muni Metro lines from the subway before voting on the item, or at least apply conditions on funding to restrict removal of Muni subway lines.

Roland Lebrun spoke to Vice Chair Siegal's questions about the cost of painting the curbs through the Flag Stop Improvement Program, and asked for more information on the amount of support staff necessary to provide safety, which could account for the high cost of the project.

Anastasia opposed the elimination of Muni Metro subway lines, including the J Church, and said that the new train control system should be able to accommodate the increased demand by retaining any lines not in the core like N Judah, M Ocean View, and Shuttle. She also supported Prop L funds not being advanced in the 5-Year Prioritization Program for the Muni Rail Core Capacity program, which had previously allowed for forced transfers at Market and Duboce streets rather than a direct route to downtown.

Vice Chair Siegal moved to approve the item, seconded by Member Ford.

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Milford-Rosales, Ortiz, Ford, and Siegal (7)

Abstain: CAC Members Kim, Levine, and Ortega (3)

Absent: CAC Member Barz and Davidson (2)

9. Adopt a Motion of Support to Allocate \$10,489,620 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Paratransit – ACTION

Camille Cauchois, Assistant Planner, presented the item per the staff memorandum.

During public comment, Edward Mason requested that the background information include a breakdown of the cost for each transportation mode used (e.g., SF Access versus taxi services versus group vans) within the Paratransit program. He also commented that paratransit was needed for the future aging population.

Anastasia expressed support for continuing the paratransit programs and that the Essential Trip Card program should be expanded as it was helpful for seniors like herself to conduct business around the city.



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

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Ford, and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

10. Adopt a Motion of Support to Approve the 2024 State and Federal Legislative Program – ACTION

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

Member Kim asked for clarification on whether Assembly Constitutional Amendment 1 to change voter approval for certain revenues measures, including transportation infrastructure, from two-thirds to 55% was just for San Francisco. Ms. Crabbe answered that the change would be statewide, and primarily for infrastructure projects.

Vice Chair Siegal asked if the Assembly Constitutional Amendment 1 would pass this year and if it only needed to be approved by 50%. Ms. Crabbe answered that the bill had been approved and the constitutional amendment was on the ballot for November 2024, needing a 50%+1 support level to be approved. She added that the lower voter approval threshold would apply to certain revenue measures for capital projects but not for operating purposes.

During public comment, Edward Mason supported Assembly Constitutional Amendment 1. He also commented that there needed an attitude change in regard to Vision Zero goals to prioritize safety. He further commented that regulation over private scooters needed to be established.

Vice Chair Siegal moved to approve the item, seconded by Member Kim.

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

11. Adopt a Motion of Support to Release \$130,000 in Previously Allocated Prop L Funds to the San Francisco Municipal Transportation Agency for Vision Zero Education and Communications: Speed Safety Cameras – ACTION

Shannon Hake, SFMTA Speed Safety Camera Program Manager, and Christy Osorio, SFMTA Senior Transportation Planner, presented the item per staff memorandum.

Chair Ortiz asked how conversations with data privacy groups have gone.

Ms. Hake responded that conversations had been positive, even with stakeholders who publicly opposed Assembly Bill (AB) 645, specifically around the guardrails restricting usage of the data and how long the data could be store on servers. She added that SFMTA was clear about its intention to keep all personally identifiable information “scrubbed” on its servers and was working on a surveillance policy up for approval with the Committee on Information Technology (COIT) and Board of Supervisors.



Chair Ortiz asked what the timeline for the surveillance policy implementation was.

Ms. Hake answered that SFMTA recently submitted the first draft of its policy through a lengthy process involving the Public Safety Advisory Board, then COIT's surveillance technology adoption process, then the Board of Supervisors to be considered for final approval, which was anticipated in May of this year.

Chair Ortiz asked what conversations and with which community groups, specifically in the Latino and African American communities, had taken place.

Ms. Osorio responded that SFMTA had relationships with community organizations around the city about safety, noting that a focus on how previous harms may be repaired. She continued that outreach would involve being transparent on the process and working with those groups to develop messaging, though planning not yet begun.

Member Ortega asked how the notices of violation would be distributed to those caught in violation by a camera. She also asked how those penalties could be disputed, citing scenarios where the vehicle or license plate had been stolen as examples of cases where dispute may be necessary.

Ms. Hake responded that SFMTA would mail a ticket to the registered vehicle owner within 14 days of the violation captured by camera, using the national Department of Motor Vehicles license plate and state database. Ms. Hake explained that upon receipt of the violation, a vehicle owner could claim that they were not responsible for the vehicle at the time of violation by submitting an affidavit of non-liability.

During public comment, Edward Mason asked if SFMTA was speaking with just staff or with the entire organization of non-profit stakeholder groups. He also commented that that San Francisco lacked a culture of safety and that attempting to engineer a way out didn't seem successful.

After public comment, Chair Ortiz encouraged SFMTA to be comprehensive in its outreach and include community-based organizations in that effort.

Vice Chair Siegal moved to approve the item, seconded by Member Levine.

The item was approved by the following vote:

Ayes: CAC Members Chen, Daniels, Kim, Levine, Milford-Rosales, Ortega, Ortiz, Rockwood (Ford), and Siegal (9)

Absent: CAC Member Barz and Davidson (2)

12. San Francisco Municipal Transportation Agency Bike Safety Education Classes and Outreach Overview – INFORMATION

Ben Frazier, SFMTA Transportation Planner, presented the item per the staff memorandum.

Member Levine asked if other micro transit (scooters, skateboards, etc.) users of the bike lanes were being targeted for the safety outreach. Tracy Lin, SFMTA Travel Choices Manager, acknowledged that other travelers and not just bicyclists used the roadway and that's why SFMTA expanded the program this year to capture more of that activity.



Member Daniels asked for the percentage of the African American attendees at the classes and if there was any future plan to do more direct engagement towards that population. Ms. Lin answered that the Black or African American attendance was about 6% and with the new contract starting, SFMTA would continue to improve upon engagement efforts.

Vice Chair Siegal also asked about outreach to underrepresented populations and if the current classes were distributed evenly throughout the city geographically. Ms. Lin answered that SFMTA aimed to have classes in all supervisorial districts so people wouldn't have to travel far to attend one of the classes but noted that SFMTA was also limited by facility sizing and tended to put additional classes in areas with larger facilities to accommodate attendance. She added that some classes were also conducted in-language as well, currently English, Chinese, Tagalog, and Spanish.

Chair Ortiz said that for a program that had been running for 15 years, the attendance numbers were unacceptable and he expected to see much higher levels of diversity. He continued by stating that the program should be expanded to include input from Community Based Organizations that had the cultural competency, responsiveness, and facilities available to conduct the engagement properly, particularly in the African American and Latino communities.

During public comment, Edward Mason asked what the data from the bicycle counter on Market Street reflects, what was the cost per student, and how bike routes were utilized. He then read an article from Marina Times on the San Francisco Bicycle Coalition's funding from the city.

13. Northbound I-280 Transit and Carpool Lane Study Update – INFORMATION

Jielin Pan, Senior Engineer, presented the item per the staff memorandum.

Member Daniels expressed familiarity with the freeway study corridor and inquired about potential transit services on the study corridor. She asked whether any bus lines currently use the study area.

Ms. Pan confirmed that no bus lines currently operate on the study corridor, and that the study team was coordinating with SFMTA and SamTrans to identify potential transit services that would use a High-Occupancy Vehicle (HOV) lane.

Member Milford-Rosales inquired about the project's role in promoting climate-friendly transit use and requested an analysis of the expected ridership shift between buses and Caltrain.

Ms. Pan responded that the project team would include ridership comparisons in the technical analysis.

Member Ford raised concerns about the efficiency of transit compared to driving. She noted that current driving time is faster than transit and proposed considering a transit-only study instead of focusing on the highway.

Ms. Pan acknowledged the suggestion, stating the project is open to different options and internal planning is ongoing.

Deputy Director for Planning, Rachel Hiatt asked for clarification whether Member Ford proposed including a transit-only lane as an alternative and responded that Transportation Authority staff would consider and explore the alternative further.



Member Ford expressed additional safety concerns regarding the proposed HOV and dedicated lane, pointing to instances in Oakland where reduced congestion resulted in increased speed. She said that these concerns were underscored by the tragic pedestrian fatality that occurred a few months ago at the 4th and King intersection. She asked for information on safety assessment/traffic modeling and how to enforce or regulate people who used the HOV lane for non-designated purposes.

Ms. Pan responded that safety was a priority for the project and explained that safety analysis included a comprehensive study, incorporating network modeling and examining existing crash data. She also stated that the study would follow Caltrans-approved standards and methodology for traffic management and crash rates with and without the project, under different horizon years.

Vice Chair Siegal acknowledged the Transportation Authority staff project briefing before the CAC meeting and appreciated the clarification that no design options were preferred for this project at this point in time. She expressed opposition to the Option 1 shoulder convert option, and suggested prioritizing safety over congestion and repurposing the funds for a transit capacity or speed improvement study and ask whether funds could be redirected.

Chief Deputy Director, Maria Lombardo noted the project was funded by sales tax, and with direction from the Board, the funds could be redirected.

Member Ortega proposed that the analysis should consider traffic and traffic patterns during special events and weekends, especially for sports events traffic given the nearby Oracle Park baseball stadium and Chase Center. She also suggested including updates on the impacts of lane changes on existing Muni N and T lines.

Member Kim highlighted concerns about weekend traffic and the impact on local businesses. He emphasized the need for a balance between transit and cars, especially for local travelers.

Ms. Pan acknowledged the need for balance between transit and cars, stating the project team would consider all concerns, including traffic patterns during different times and the importance of supporting local businesses.

Chair Ortiz expressed interest in incorporating a transit study using an existing lane and suggested the need to consider future projections related to job growth rates. The Chair highlighted concerns about the impact on traffic with the addition or repurposing of a lane, particularly considering the changes in job dynamics and commuter patterns, both pre-pandemic and potentially post-pandemic. He suggested that the focus should be on understanding the traffic implications, especially in light of job influxes and the housing-to-job ratio in the city.

Ms. Pan acknowledged the comment and appreciated the feedback.

During public comment, Edward Mason expressed concerns about inducing more traffic with the proposed changes and raised questions about the metrics for success and the ability to measure traffic patterns, specifically asking if technology existed to track license plates or cell phones to identify where people were coming from and going to.

Sara Barz raised safety concerns, particularly the project falling in high injury network areas along King. She questioned whether adding highway capacity could help safety



on a high injury network corridor and whether the project goals could work with the high injury network.

Zach Lipton expressed gratitude for the presentation, noting concerns about project goals prioritizing congestion and person throughput over safety, contrary to the city's Vision Zero principles. He cited the tragic incident involving a four-year-old at 4th and King intersection, emphasizing the dangers of adding a new lane to this dense residential, transit, and sporting hub. He further urged the Transportation Authority to refocus the study to align with the city's transportation policies by removing consideration of the lane addition concept and adding transit service planning and a new focus on the safety and livability of the King Street corridor.

Cyrus Hall, a sustainable transportation advocate, expressed concerns about the proposed northbound I-280 lane addition option, emphasizing potential negative impacts such as increased vehicle capacity, greenhouse gas emissions, long-term ineffectiveness in relieving congestion, and safety risks. He urged the Transportation Authority to study broader impacts; safety considerations; alignment with city goals/policies; and prioritize transit connectivity improvements over highway widening for a sustainable future.

Mike Swire, a member of the San Mateo County Transportation Citizen Advisory Committee, shared concerns about a similar project south of San Francisco involving express lanes and requested the Transportation Authority abandon the widening option in favor of more effective solutions. He was concerned the roadway widening would not solve congestion but would induce more traffic and traffic diversions on adjacent streets. He further highlighted the increased costs of roadway widening and adverse effects on Caltrain ridership by encouraging driving.

14. District 1 Multimodal Transportation Study (NTP) Update – INFORMATION

This item was continued to a future CAC meeting.

Other Items

15. Introduction of New Business - INFORMATION

There were no new items introduced. Chair Ortiz commented that he would like to see the Skateboarding Subcommittee reach its final goal.

16. Public Comment

Edward Mason asked for more time for public comment on each item, especially when agenda items had multiple sub items.

Chair Ortiz responded that time for public comment was usually at the discretion of the Chair and an increase in public comment for each item would lengthen the duration of the CAC meeting, which had been consistently exceeding its end time by half an hour.

17. Adjournment

The meeting was adjourned at 8:29 p.m.

[this page intentionally left blank]



Memorandum

AGENDA ITEM 5

DATE: February 21, 2024
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/12/2024 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management and Amend the Prop L Strategic Plan Baseline

RECOMMENDATION Information Action

Adopt the 2023 Prop L 5-Year Prioritization Program (5YPP) for Transportation Demand Management (TDM)

Amend the Prop L Strategic Plan Baseline

SUMMARY

The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), 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. The Board has adopted 19 5YPPs to date. We are now recommending adoption of the 5YPP for Transportation Demand Management. This 5YPP features one project - The TDM Strategic Plan update, which will draw on best practices and current, post-pandemic data to identify TDM priority projects and programs to fund over the next five years, and a placeholder to fund recommendations from the TDM Strategic Plan. Additional details on the TDM Strategic Plan are in the memo below and in the enclosed 5YPP. The recommended 5YPP does not require advancement of cash flow beyond the current Strategic Plan Baseline. The proposed Strategic Plan Baseline amendment would update programming and slightly delay cash flow to match the recommendation in the 5YPP.

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

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.

In June 2023, the Board adopted the 2023 Prop L Strategic Plan Baseline. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery. For five programs (BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, Caltrain Maintenance, and Paratransit) the Baseline advanced cash flow in anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. This approach provides a more realistic picture of financing costs for these five programs, which are among the largest programs in the Prop L Expenditure Plan, while ensuring we can meet other programs' requests for advancing funds.

Attachment 1 shows the status of the 28 5YPPs, including those which have been adopted thus far and those that are still under development.

DISCUSSION

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 Fiscal Year (FY) 2023/24 - FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)



It is important to keep in mind that the pay-go funding levels in the first five years of Prop L are about half that in year six and subsequent years, due to the carryforward of Prop K remaining grant balances and debt. Thus, we anticipate that most Prop L programs will request at least a modest level of advancement in this 5YPP period. 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.

We are recommending adoption of the enclosed TDM 5YPP. Attachment 2 lists the two proposed projects with information such as a brief project description, amount of Prop L funds requested, proposed project phase, and fiscal year of programming, and Attachment 3 summarizes leveraging. The enclosed 5YPP contains more detail, including the project information forms.

Transportation Demand Management 5YPP. The first Prop L TDM 5YPP offers a timely opportunity to update the 2017-2020 San Francisco TDM Plan to reflect post-pandemic travel patterns and factors and to provide a roadmap to guide the use of Prop L funding and other funding prioritized by the Transportation Authority for TDM projects over the next five years. The recommended 5YPP includes just one project, the TDM Strategic Plan update to be co-led by the Transportation Authority and the San Francisco Municipal Transportation Authority, with a working group composed city and regional stakeholders such as BART and Caltrain. The TDM Strategic Plan Update will utilize data from the underway TDM Market Analysis, with newly collected, post-pandemic travel data from a nine-county Bay Area travel diary survey that Prop K sales tax is helping to fund. We are recommending \$148,000 in Prop L funds for the TDM Strategic Plan update and there is a concurrent allocation request proceeding to the Board under a separate agenda item. We recommend programming the remaining \$1.56 million in Prop L funds available for TDM in this 5YPP period to a Fiscal Year 2024/25 placeholder for projects recommended in the TDM Strategic Plan Update. The placeholder would allow for funds to potentially be allocated to TDM projects prior to completion of the TDM Strategic Plan update, which are described in Attachment 2 and the enclosed 5YPP. These include a requirement that the project be consistent with emerging recommendations from the Strategic Plan.

Strategic Plan Baseline Amendment. Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. The Strategic Plan model estimates financing costs for programs that advance funds. Consistent with Strategic Plan policies, financing costs are distributed proportionally



across those programs that request acceleration of funds. If in future Strategic Plan updates, actual financing costs are lower, the delta is returned to the respective programs and is available for programming to eligible project costs. Adoption of the Transportation Demand Management 5YPP does not require advancement of funds beyond the current baseline, as amended. Rather, we are changing programming to match the 5YPP and delaying cash flow to match the recommendation.

Attachment 4 summarizes the sources and uses for the Baseline as amended and adopted in February 2024 and Attachment 5 shows the proposed programming and cash flow by program by fiscal year, reflecting the recommended TDM 5YPP.

Next Steps. We are working with project sponsors to develop the remaining seven 5YPPs and anticipate bringing them to the Board for adoption in the coming months, followed by adoption of the final Prop L Strategic Plan.

FINANCIAL IMPACT

There is no impact on the FY 2023/24 agency budget. The Prop L Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and establishes the maximum annual reimbursement for each of the Expenditure Plan programs, and estimates debt needs to advance funds to support project delivery. The 5YPPs program funds to specific projects over the five fiscal years starting in FY 2023/24. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

CAC POSITION

The Community Advisory Committee will consider this item at its February 28, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Transportation Demand Management 5YPP List of Projects
- Attachment 3 - Transportation Demand Management 5YPP Program Summary: Fund Leveraging
- Attachment 4 - Prop L Strategic Plan Baseline as Amended Sources and Uses
- Attachment 5 - Strategic Plan Baseline as Amended - Programming & Cash Flow by FY
- Enclosure: Draft 2023 Prop L Transportation Demand Management 5 Year Prioritization Program

Prop L's 28 Programs

Each requires a Board-adopted 5-Year Prioritization Program (5YPP) before funds can be allocated.

Approved

Proposed for approval in March 2024

Under development

*No 5YPP required since program has no Priority 1 sales tax funds

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. BART Core Capacity
4. Caltrain Service Vision: Capital System Capacity Investments*
5. Caltrain Downtown Rail Extension and Pennsylvania Alignment
6. Muni Maintenance
7. BART Maintenance
8. Caltrain Maintenance
9. Ferry Maintenance
10. Transit Enhancements
11. Bayview Caltrain Station
12. Mission Bay Ferry Landing
13. Next Generation Transit Investments
14. Paratransit
15. Street Resurfacing, Rehabilitation and Maintenance
16. Pedestrian and Bicycle Facilities Maintenance
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
19. Curb Ramps
20. Tree Planting
21. Vision Zero Ramps
22. Managed Lanes and Express Bus
23. Transformative Freeway and Major Streets Projects
- 24. Transportation Demand Management**
25. Neighborhood Transportation Program
26. Equity Priority Transportation Program
27. Development Oriented Transportation
28. Citywide/Modal Planning

Attachment 2

Transportation Demand Management 5-Year Prioritization Program - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Transportation Demand Management	TDM Strategic Plan Update: SFCTA and SFMTA	Transportation Demand Management (TDM) is a strategic set of projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the efficiency and effectiveness of the transportation system and to encourage the use of sustainable modes like walking, biking, and transit. This project will update the 2017-2020 San Francisco TDM Plan, which developed a list of measures to change travel behavior. The TDM Strategic Plan Update will define TDM priorities and guide what will be funded with Prop L and other fund programs over the next five years. The TDM Strategic Plan Update will utilize data from the underway TDM Market Analysis, with newly collected, post-pandemic travel data from a nine-county Bay Area travel diary survey that Prop K sales tax is helping to fund. This effort is being co-led by the Transportation Authority and SFMTA, with a working group composed city and regional stakeholders. The plan is expected to be completed in June 2025.	Citywide	Planning	\$148,000	FY24
2		Implementation of TDM Strategic Plan Recommendations Placeholder: TBD	This is a placeholder for projects recommended in the TDM Strategic Plan Update, anticipated to be completed by June 2025. The Transportation Authority may consider allocating funds from this placeholder prior to completion of the TDM Strategic Plan Update under the following considerations: - Project scores well against the TDM SYPP Prioritization Criteria, including supporting mode shift and/or time shift and demonstrated cost effectiveness; and - Project is consistent with emerging recommendations from the TDM Strategic Plan Update.	TBD	TBD	\$1,555,000	FY25

Attachment 3

Transportation Demand Management 5-Year Prioritization Program Summary

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Transportation Demand Management	\$1,703,000	\$0	87.3%	0.0%	<p>The TDM Strategic Plan Update will identify and prioritize TDM projects and programs that show the greatest potential to be effective (including cost effective) in this post-pandemic recovery environment. The plan will guide San Francisco's TDM priorities to be funded by Prop L, TFCA, other Transportation Authority prioritized fund sources, and discretionary grants. While the plan does not leverage other funds due to a relative lack of sources for such planning efforts, the plan will help position recommended TDM projects to be competitive for other discretionary grants. We will evaluate specific projects for leveraging when we receive allocation requests.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (2.20.24)

SOURCES		USES	
	(YOES\$)		(YOES\$)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,029.8 M
Investment Income	\$4.5 M	Long Term Bond Principal	\$973.9 M
Long Term Bond Proceeds	\$765.6 M	Financing Costs	\$674.9 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.1 M
TOTAL	\$5,571.5 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,571.5 M

Attachment 5

Attachment 5A: Amended 2023 Strategic Plan Baseline Programming Pending March 2024 Board Action

Table with columns for EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, and years from FY2022/23 to FY2038/39. Rows are categorized into A. MAJOR CAPITAL PROJECTS (I. Muni, II. BART, III. Caltrans), B. TRANSIT MAINTENANCE AND ENHANCEMENTS (I. Transit Maintenance, II. Transit Enhancements), C. PARATRANSIT, and D. STREETS AND FREEWAYS (I. Maintenance, II. Streets and Freeways).

Attachment 5A: Amended 2023 Strategic Plan Baseline Program - Pending March 2024 Board Action

Table with columns for EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Planning, and Programming/Interest Costs for various fiscal years (FY2022/23 to FY2038/39). Rows include categories like Traffic Signs & Signals Maintenance, Safer and Complete Streets, Vision Zero Ramps, Managed Lanes and Express Bus, and Transportation Demand Management.

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending March 2024 Board Action

Table with columns: EP No., EP Line Item, and fiscal years FY2039/40 through FY2052/53. Rows are categorized into A. MAJOR CAPITAL PROJECTS (Muni, BART, Caltrans), B. TRANSIT MAINTENANCE AND ENHANCEMENTS (Muni, BART, Caltrans, Ferry, Transit Enhancements, Bayview, Mission Bay, Next Generation), C. PARATRANSIT, and D. STREETS AND FREEWAYS (Street, Pedestrian and Bicycle Facilities).

Attachment SA:
Amended 2023 Strategic Plan Baseline Programming
Pending March 2024 Board Action

Table with columns: EP No., EP Line Item, FY2039/40, FY2040/41, FY2041/42, FY2042/43, FY2043/44, FY2044/45, FY2045/46, FY2046/47, FY2047/48, FY2048/49, FY2049/50, FY2050/51, FY2051/52, FY2052/53. Rows include categories like Traffic Signs & Signals Maintenance, Safer and Complete Streets, Cub Ramps, Tree Planting, Vision Zero Ramps, Managed Lanes and Express Bus, Transformative Freeway and Major Street Projects, and TOTAL STREETS AND FREEWAYS.

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending March 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,388	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 5,693,000	\$ 5,799,000	\$ 5,911,000	\$ 6,030,000	\$ 6,156,000
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 9,000,000	\$ 9,100,000	\$ 9,200,000	\$ 9,300,000	\$ 9,400,000	\$ 9,500,000	\$ 9,600,000	\$ 9,700,000
219	Curb Ramps	\$ 1,899,972	\$ 1,619,476	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ 1,843,118	\$ 1,872,627	\$ 1,902,136	\$ 1,931,645	\$ 1,961,154
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,640	\$ 1,230,914	\$ 1,251,665	\$ 1,272,894	\$ 1,294,601	\$ 1,316,885	\$ 1,339,745	\$ 1,363,180
221	Vision Zero Ramps	\$ 439,717	\$ 446,753	\$ 453,900	\$ 461,162	\$ 468,549	\$ 476,063	\$ 483,704	\$ 491,473	\$ 499,370	\$ 507,394	\$ 515,544	\$ 523,821	\$ 532,224	\$ 540,752
222	Managed Lanes and Express Bus	\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 635,745	\$ 646,296	\$ 657,044	\$ 667,989	\$ 679,131
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,640	\$ 1,230,914	\$ 1,251,665	\$ 1,272,894	\$ 1,294,601	\$ 1,316,885	\$ 1,339,745	\$ 1,363,180
	TOTAL STREETS AND FREEWAYS	\$ 21,097,823	\$ 21,783,083	\$ 22,971,612	\$ 24,663,193	\$ 26,014,820	\$ 26,361,989	\$ 26,709,616	\$ 27,057,743	\$ 27,406,370	\$ 27,755,497	\$ 28,105,124	\$ 28,455,251	\$ 28,805,878	\$ 29,157,005
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGE		\$ 23,884,558	\$ 24,391,516	\$ 25,419,346	\$ 26,878,007	\$ 28,207,746	\$ 28,410,849	\$ 28,614,952	\$ 28,819,055	\$ 29,023,158	\$ 29,227,261	\$ 29,431,364	\$ 29,635,467	\$ 29,839,570	\$ 30,043,673
I. Transportation Demand Management		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,238	\$ 1,071,153	\$ 1,088,366	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ 1,299,140	\$ 1,322,387
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,238	\$ 1,071,153	\$ 1,088,366	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ 1,299,140	\$ 1,322,387
II. Transportation, Land Use, and Commu		\$ 2,353,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,274	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ 2,563,549	\$ 2,605,006	\$ 2,646,819	\$ 2,688,988	\$ 2,731,513	\$ 2,774,394
225	Neighborhood Transportation Program	\$ 295,756	\$ 285,794	\$ 281,860	\$ 271,882	\$ 259,104	\$ 243,957	\$ 234,471	\$ 228,546	\$ 224,183	\$ 220,387	\$ 217,161	\$ 214,513	\$ 211,444	\$ 208,952
226	Equity Priority Transportation Program	\$ 2,057,791	\$ 2,003,810	\$ 2,044,377	\$ 2,091,574	\$ 2,142,170	\$ 2,197,258	\$ 2,256,931	\$ 2,320,871	\$ 2,389,366	\$ 2,462,619	\$ 2,540,620	\$ 2,623,475	\$ 2,711,245	\$ 2,804,030
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,640	\$ 1,230,914	\$ 1,251,665	\$ 1,272,894	\$ 1,294,601	\$ 1,316,885	\$ 1,339,745	\$ 1,363,180
228	Citywide / Medial Planning	\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 635,745	\$ 646,296	\$ 657,044	\$ 667,989	\$ 679,131
	TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGE	\$ 7,200,358	\$ 7,215,562	\$ 7,432,612	\$ 7,651,631	\$ 7,872,502	\$ 7,929,978	\$ 7,987,454	\$ 8,044,930	\$ 8,102,406	\$ 8,269,982	\$ 8,437,558	\$ 8,605,134	\$ 8,772,710	\$ 8,940,286
	TOTAL PROP L STRATEGIC PLAN	\$ 70,855,816	\$ 72,402,477	\$ 74,323,122	\$ 76,510,711	\$ 78,936,092	\$ 78,303,210	\$ 75,790,388	\$ 67,245,678	\$ 60,417,453	\$ 53,886,242	\$ 47,781,472	\$ 42,039,285	\$ 36,699,381	\$ 31,767,415
Prop. K Related Cashflow (since 7/1/22)		\$ 15,024,927	\$ 14,700,511	\$ 14,275,716	\$ 13,739,131	\$ 13,082,832	\$ 12,297,966	\$ 11,297,052	\$ 10,476,568	\$ 9,371,782	\$ 8,084,896	\$ 6,357,320	\$ 4,384,777	\$ 2,612,234	\$ 1,049,691
TOTAL PROP L STRATEGIC PLAN		\$ 85,880,743	\$ 87,102,988	\$ 88,598,838	\$ 90,250,112	\$ 92,018,924	\$ 90,595,176	\$ 87,087,440	\$ 77,722,036	\$ 69,789,235	\$ 61,971,138	\$ 54,138,792	\$ 48,424,062	\$ 43,311,615	\$ 38,817,106

¹This table includes FY22/23 Quarters 1-3. Prop L took effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.



Memorandum

AGENDA ITEM 6

DATE: February 22, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 3/12/2024 Board Meeting: Allocate \$1,440,000 and Appropriate \$108,000 in Prop L Funds, with Conditions for Four Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,400,000 in Prop L funds to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> Mission Street SoMa Transit Improvements (\$1,200,000) Vision Zero Left Turn Traffic Calming (\$100,000) Vision Zero Speed Limit Reduction (\$100,000) <p>Appropriate and allocate \$148,000 in Prop L funds, with conditions, to Transportation Authority and SFMTA for:</p> <ol style="list-style-type: none"> TDM Strategic Plan Update (Transportation Authority \$108,000, SFMTA \$40,000) <p>SUMMARY</p> <p>The Board has adopted the prerequisite Prop L 5-Year Prioritization Program (5YPP) for three of the four requests for Prop L funds that we are recommending to the Board. The recommended Transportation Demand Management (TDM) Strategic Plan Update allocation is conditioned upon Board adoption of the Prop L 5YPP for TDM and a corresponding amendment of the Strategic Plan Baseline. This action is part of a separate item on this agenda. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
---	--



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 a brief project description. Attachment 3 summarizes the staff recommendation 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 \$1,440,000 and appropriate \$108,000 in Prop L funds, with conditions. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2023/24 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year (FY) 2023/24 annual 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 28, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2023/24
- Attachment 5 - Allocation Request Forms (4)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	1	SFMTA	Mission Street SoMa Transit Improvements	\$ 1,200,000	\$ 1,200,000	90%	0% ⁵	Design Engineering	6
Prop L	18	SFMTA	Vision Zero Left Turn Traffic Calming	\$ 100,000	\$ 100,000	83%	0%	Construction	3, 4, 5, 6, 8, 9, TBD
Prop L	18	SFMTA	Vision Zero Speed Limit Reduction	\$ 100,000	\$ 100,000	83%	0%	Construction	2, 3
Prop L	24	SFCTA / SFMTA	TDM Strategic Plan Update	\$ 148,000	\$ 148,000	87%	0%	Planning	Citywide
TOTAL				\$ 1,548,000	\$ 1,548,000				

Footnotes

¹ "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: BART Transit Maintenance, Rehabilitation, and Replacement, Tree Planting, Vision Zero Ramps, Neighborhood Transportation Program or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item (e.g. Pedestrian and Bicycle Facilities Maintenance) 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 category, and Prop L should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop K, 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.

⁵ Mission Street SoMa Transit Improvements is expected to reach 83% leveraging of Prop L when all project phases through construction are included.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
1	SFMTA	Mission Street SoMa Transit Improvements	\$ 1,200,000	This request is for the design phase of transit priority and safety improvements along Mission Street between Beale Street and South Van Ness Avenue in the South of Market area. These changes will reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission. The Mission Street SoMa Transit Improvements project will be constructed through two San Francisco Public Works projects, estimated to start construction in 2026. The SFMTA anticipates that the transit project will be open for use by December 2027.
18	SFMTA	Vision Zero Left Turn Traffic Calming	\$ 100,000	<p>This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations on the High Injury Network by 2024. SFMTA has completed work at 8 locations and is requesting Prop L funds to install left turn traffic calming at 27 locations. Prop L would also fund outreach near installation sites and evaluation of effectiveness of the project on reducing average and high left turn speeds.</p> <p>Left turn crashes are one of the top severe and fatal crash factors for people walking and biking. This project will improve visibility and reduce conflicts for vulnerable road users. The SFMTA expects that the project will be open for use by December 2024 and evaluation will be done June 2025. See the attached Allocation Request Form for the list of locations included in this request.</p>
18	SFMTA	Vision Zero Speed Limit Reduction	\$ 100,000	SFMTA is implementing new state legislative authority (AB 43) to reduce speed limits along eligible business activity corridors by implementing new 20 MPH corridors with new signage paired with education efforts. SFMTA has implemented slower speeds along 62 corridors to date. This Prop L request will fund installation of signage on 23 additional business activity corridors, a multi-lingual outreach and education campaign with high visibility campaign strategies such as light pole banners, transit shelter ads, and merchant posters, and program evaluation. See the attached Allocation Request Form for the list of locations included in this request. The SFMTA expects to have the project open for use by June 2024 and evaluation done by December 2024.
24	SFCTA / SFMTA	TDM Strategic Plan Update	\$ 148,000	TDM is a strategic set of projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the efficiency and effectiveness of the transportation system, including encouraging sustainable modes of travel. This project will update the 2017-2020 San Francisco TDM Plan, including developing a new list of measures to change travel behavior. Using post-pandemic travel data and best practices, the update will define TDM priorities and guide projects to be funded with Prop L and other funding sources. Staff expect to present the TDM Strategic Plan Update to the board for adoption in June 2025. The request includes \$108,000 for SFCTA and \$40,000 for SFMTA.
TOTAL			\$1,548,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
1	SFMTA	Mission Street SoMa Transit Improvements	\$ 1,200,000	
18	SFMTA	Vision Zero Left Turn Traffic Calming	\$ 100,000	Deliverable: Following project implementation, SFMTA shall provide an evaluation report of the effectiveness of the project.
18	SFMTA	Vision Zero Speed Limit Reduction	\$ 100,000	Deliverable: Following project implementation, SFMTA shall provide an evaluation report of the effectiveness of the project.
24	SFCTA / SFMTA	TDM Strategic Plan Update	\$ 148,000	Special Condition: Recommendation is contingent upon adoption of the Transportation Demand Management 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
TOTAL			\$ 1,548,000	

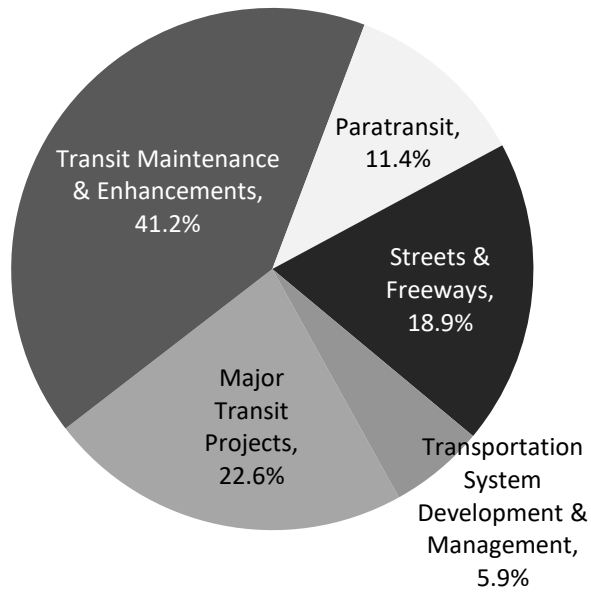
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L Summary - FY2023/24**

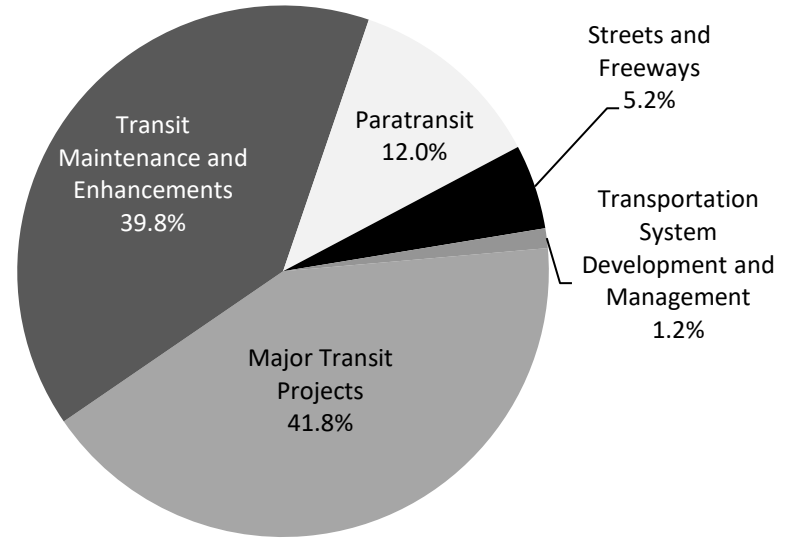
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 85,697,955	\$ 14,184,965	\$ 20,260,655	\$ 31,934,866	\$ 15,242,469
Current Request(s)	\$ 1,548,000	\$ 49,000	\$ 849,000	\$ 650,000	\$ -
New Total Allocations	\$ 87,245,955	\$ 14,233,965	\$ 21,109,655	\$ 32,584,866	\$ 15,242,469

The above table shows maximum annual cash flow for all FY 2023/24 allocations and appropriations approved to date, along with the current recommended allocations and appropriation.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Reliability and Efficiency Improvements
Current PROP L Request:	\$1,200,000
Supervisory District	District 06

REQUEST

Brief Project Description

The Mission SoMa Transit Improvements project will implement transit-priority and safety improvements along Mission Street between Beale Street and South Van Ness Avenue in the South of Market area. These changes will reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission.

Detailed Scope, Project Benefits and Community Outreach

Please see Attachment 1: Mission Street SoMa Transit Improvements Detailed Scope.

Project Location

Mission Street between Beale Street and South Van Ness Avenue

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,200,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Environmental Studies (PA&ED)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2024	Oct-Nov-Dec	2025
Advertise Construction	Jan-Feb-Mar	2026		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2028

SCHEDULE DETAILS

The capital elements of the Mission SoMa Transit Improvements Project will be done in coordination with two Public Works (SFPW) projects, estimated to start construction in 2026. As part of these two projects, Mission Street between 11th St and The Embarcadero will be repaved. MTA has been coordinating with SFPW so that MTA scope is part of the SFPW contracts. The SFPW projects include various sidewalk widenings (transit bulbs and pedestrian bulbs), traffic signal and transit signal priority upgrades, and repaving and striping along Mission St. SFMTA scope is being implemented through two contracts due to the overlap with the project limits for the South Downtown Design and Activation (Soda) project, which begins at Annie St (east of 3rd St). The projects are currently waiting to start the detailed design phase for capital improvements and are anticipated to start later in 2024, pending SFPW staffing availability. The contracts would be planned for advertisement in 2026 and SFMTA scope would be incorporated into the contracts, so would be fully designed by the time of advertisement.

The Mission SoMa project has an Affordable Housing and Sustainable Communities (AHSC) grant. Per the AHSC guidelines, the project must be complete by 2029.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$0	\$1,200,000	\$0	\$1,200,000
Phases In Current Request Total:	\$0	\$1,200,000	\$0	\$1,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,200,000	\$0	\$1,200,000
AHSC	\$0	\$4,500,000	\$0	\$4,500,000
Prop B	\$538,809	\$0	\$0	\$538,809
Prop B General Fund	\$0	\$0	\$900,841	\$900,841
Funding Plan for Entire Project Total:	\$538,809	\$5,700,000	\$900,841	\$7,139,650

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$900,841		Actual Cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,200,000	\$1,200,000	Engineer's estimate, other Muni Forward project costs
Construction	\$7,990,310		Engineer's estimate, other capital project costs
Operations	\$0		
Total:	\$10,091,151	\$1,200,000	

% Complete of Design:	10.0%
As of Date:	01/22/2024
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

Prop L/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 1,000,000	
2. Consultant		
3. Other Direct Costs *	\$ 75,000	
4. Contingency	\$ 125,000	12%
TOTAL PHASE	\$ 1,200,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 350,000
SFPW	\$ 650,000
TOTAL	\$ 1,000,000

* e.g. PUC costs, PG&E costs

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,200,000	Total PROP L Recommended	\$1,200,000

SGA Project Number:		Name:	Mission Street SoMa Transit Improvements
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$600,000	\$600,000	\$1,200,000

Deliverables

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

Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Proposition 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	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	83.19%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,200,000
--------------------------------	-------------

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Steve Boland	Joel C Goldberg
Title:	Transportation Planner III	Grants Procurement Manager
Phone:	(415) 646-2034	555-5555
Email:	steve.boland@sfmta.com	joel.goldberg@sfmta.com

Attachment 1. Mission Street SoMa Transit Improvements Detailed Scope

Following is the project scope as presented to the SFMTA Board of Directors on June 15, 2021. Ridership data was updated as of November 2023. No changes have been made to the scope as of February 2024.

DESCRIPTION

The project would create permanent full-time transit lanes on Mission Street between 1st and 11th Streets for two of Muni’s busiest routes, the 14 Mission and 14R Mission Rapid, as well as regional express buses. The project would also make minor changes between Beale Street and 1st Street and between 11th Street and South Van Ness Avenue. These changes are described under “Current Proposal.” Temporary full-time transit lanes were implemented on Mission during the COVID-19 pandemic. Prior to COVID, this segment of Mission had part-time transit lanes. The project would also widen the existing narrow transit and travel lanes to reduce the risk of "sideswipe" collisions and allow more efficient transit and traffic operations, making permanent the current temporary removal of curbside parking and loading from one side of the street. It would also increase capacity for transit by lengthening bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service.

The project would leave in place temporary changes to lane striping and curb use designations made last fall as part of the Temporary Emergency Transit Lanes (TETL) program, with some modifications.

We anticipate returning to the Board with relatively minor additional changes focused on developer-funded sidewalk widening between Steuart and Annie streets, which would require additional removal of parking and loading. We are currently coordinating with the Planning Department and Public Works on this effort, which is part of the larger interagency South Downtown Design + Activation (SODA) project.

Transit



Figure 1 Project Segment

Prior to the COVID-19 pandemic and resulting changes to Muni service, Mission South of Market was served by Muni routes 14 Mission, 14R Mission Rapid, 14X Mission Express, and 714 BART Early Bird, as well as Golden Gate Transit Routes 30, 70, 101, and 101X, and SamTrans Routes 292, 397, 398 and FCX. Routes 14X and 101X are not currently operating due to COVID resource constraints.

Routes 14 Mission and 14R Mission Rapid have historically been among Muni's busiest, with average weekday boardings in Fiscal Year (FY) 2020 of 26,700 and 20,300, respectively. Their

combined daily ridership at that time of 47,000 was nearly equivalent to that of the N Judah (46,900), and only moderately less than that of Muni's 38 Geary and 38R Geary Rapid combined (54,300).

As the eastern part of the project area is within San Francisco's office and retail core, and the Salesforce Transit Center regional bus hub is at the eastern end of the segment at Mission and 1st Street, bus loads have historically remained high throughout the segment. Pre-pandemic, several stops were used by more than 1,000 passengers per day, with some stops approaching 3,000 combined boardings and alightings.

Even during the COVID-19 pandemic, Mission Street has remained a busy transit corridor and is expected to continue to grow as the City rebuilds. In November 2023, Routes 14 Mission and 14R Mission Rapid averaged 42,800 boardings per day, or 91% of their pre-pandemic total, while systemwide weekday ridership was 64% of the pre-pandemic (FY2020) total.

Additionally, construction of the SFMTA's Better Market Street (BMS) project will temporarily displace some Muni service to Mission Street, which is the closest parallel street to Market Street. While traffic routing plans are still being finalized, it is likely that Muni's 9 San Bruno and 9R San Bruno Rapid, which cross Mission to reach Market, will be relocated to Mission for the duration of BMS phase one construction, scheduled to begin this fall and last several years. Other routes may also be relocated at times.

Traffic, Parking and Loading

Prior to fall 2020, when temporary changes were made between 3rd Street and 11th Street, Mission was a four-lane street -- two lanes each way -- with parallel parking and loading on both sides at most points. However, the travel lanes were very narrow: the inner lanes were nine feet wide, and the outer lanes were 9 feet, 3 inches. Since buses are 10 feet, 6 inches wide including side mirrors, operators would often straddle both lanes.

At different times of day (varying by block and direction), one or both of the outer lanes would be designated transit-only. When this was the case, parking and loading would generally be prohibited on that side of the street to provide additional space. The resulting lanes were approximately 17 feet, 3 inches wide, wider than needed for safe and efficient transit operations, but still not quite wide enough for buses to pass illegally parked vehicles without merging into the adjacent lane. Additionally, this arrangement had the effect of providing more capacity for traffic (and more opportunities for speeding, increasing the risk to pedestrians in a Vision Zero High Injury Network corridor) at off-peak times, rather than during peak traffic periods.

Despite strong off-peak demand on Muni's 14 Mission and 14R Mission Rapid, transit-only restrictions were in effect only during the day on weekdays (7 a.m. to 6 p.m.) in the eastern part of the segment, and during one or both weekday peak periods (7 to 9 a.m. and 4 to 6 p.m. eastbound, and 4 to 6 p.m. westbound) in the western part. Between 1st and 3rd streets, all parking and loading was prohibited from 7 to 9 a.m. and 3 to 6 p.m. weekdays, and between 5th and 11th streets, all parking and loading was prohibited from 7 to 9 a.m. and 4 to 6 p.m. eastbound, and from 4 to 6 p.m. westbound (parking was also prohibited westbound between 4th and 5th streets from 3 to 6 p.m.).

In short, the previous travel lanes were too narrow for safe and efficient bus operations most of the time, and much of the parking and loading on the street was prohibited the rest of the time.

Temporary Emergency Transit Lanes Changes

In 2014, the SFMTA Transit Effectiveness Project (TEP) recommended transit improvements to Mission Street between Spear Street and South Van Ness Avenue (improvements that served as the basis for the updated proposal described here). Transit improvements have since been made to other segments of Mission Street, including in the Mission District in 2016. Active planning for improvements to this segment of Mission Street began in late 2019. The COVID-19 pandemic began in early 2020.

Because the Mission Street SoMa Transit Improvements Project was already well underway when the pandemic began, and because the 14 Mission and 14R Mission Rapid are Muni Service Equity Strategy routes with high percentages of riders of color and riders from low-income households, the project was well-positioned for partial implementation as part of the SFMTA's TETL Program.

The TETL Program, approved by the SFMTA Board of Directors in June 2020, is part of the Agency's response to the pandemic. It allows for temporary implementation of transit-only lanes in corridors where they can help ensure that essential trips made on transit remain reliable and relatively safe as the economy recovers and traffic begins to return. Under the TETL Program, temporary transit lanes will have to be removed within 120 days of the end of the City's emergency shelter-in-place order (the "Stay Safer at Home Health Order") unless they are separately approved by the SFMTA Board.

The Board's approval of the TETL Program included approval of temporary full-time transit-only lanes along Mission Street between 1st and 11th Streets. The TETL changes were made between 3rd and 11th streets in late August and September 2020 (proposed changes between 1st and 3rd streets were delayed and have not been implemented). These changes primarily consisted of restriping the roadway to remove parking and loading on one side of the street and widen travel lanes, along with making the transit-only lanes full-time. Some remaining curb uses were also redesignated, mostly to support the commercial loading needs of nearby businesses.



Figure 2: Cross-sections: Previous (above) and Current/Proposed (below)

As previously noted, prior to the TETL changes, this segment of Mission consisted of two travel lanes each way, plus curbside parking and loading on both sides of the street. However, one lane in each direction was converted to transit-only part of the time, and at those times, parking and loading was generally prohibited on that side of the street. At off-peak times, the roadway provided more capacity for traffic (and more opportunities for speeding) despite lower traffic volumes.

Removing parking and loading on one side of the street allowed all four travel lanes to be widened to standard dimensions (see Figure 2 above). While converting the existing part-time transit-only lanes into full-time transit-only lanes reduced the number of traffic lanes off-peak, it did not affect peak traffic capacity.

As part of the TETL changes, a total of approximately 130 parking and loading spaces were removed between 5th and 11th streets, a distance of approximately 0.8 miles (no changes were made to parking and loading between 3rd and 5th streets). However, widening the transit lanes allowed toway restrictions on remaining parking and loading spaces to be rescinded.

Additionally, care was taken to ensure that the commercial and passenger loading needs of adjacent properties could be met to the extent possible given the removal of parking and loading spaces necessary as part of the concept. In practice, this meant two things:

1. The side of the street from which parking and loading was removed varied from block to block, and in some cases, from one end of the block to the other. These design decisions were made primarily on the basis of analysis of where removal might have the least overall impact on loading.
2. Many remaining parking spaces were converted to commercial or passenger loading spaces, both on Mission Street as well as on cross streets.

TETL Evaluation

Following implementation of the TETL project, a series of surveys were conducted of perceptions of the project among different stakeholder groups:

- A survey of business owners in the corridor, focused on loading impacts;
- A survey of the general public, including both Muni riders and non-riders, with questions related to project benefits and impacts; and
- A survey of Muni's 14 Mission and 14R Mission Rapid operators, with questions about transit operations.

Technical evaluation was also conducted of project performance and the results are described below. This evaluation, along with evaluations of other TETL projects, will be described in fact sheets and a report to be released this summer.

A number of refinements were ultimately made to the current proposal based on the surveys and evaluation; these are described in the following section, "Current Proposal."

Key findings from the surveys and evaluation include:

- **During the mid-day, when transit lanes were added, transit travel times have improved significantly over pre-COVID conditions, and they have remained relatively steady since last summer even as traffic has increased.** Between January and March of this year, average round-trip travel time between 5th and 11th streets between 9 a.m. and 4 p.m. was 20% lower on Route 14 and 18% lower on Route 14R than in January and February of 2020, prior to the pandemic. In January through March of this year, average travel time was 3% higher on the 14 and 1% higher on the 14R than between June and August of last year, during the pandemic and prior to implementation of the project. However, over that same period, traffic volumes on Mission between 3rd and 9th increased by approximately 20%. (Note that the segments do not match due to differences between data sources). This is an indication that adding transit lanes in the mid-day has protected transit against increasing traffic congestion.

- **Even though a large number of parking spaces were removed, availability of commercial loading spaces increased substantially.** Redesignating parking spaces as commercial loading spaces (which revert to general parking outside of designated hours) and rescinding towaway restrictions served to increase the total hours of availability of yellow zones by a substantial amount, nearly 40%. (While similar measures were used to limit the impact on passenger loading zones; their hours of availability decreased by about 20%.)
- **The general public survey found support for making the temporary changes permanent.** 65% of respondents said they would “definitely” or “probably” support making the TETL changes permanent, compared to just 24% who said they would “definitely” or “probably” oppose that. The remainder neither supported nor opposed extension or weren’t sure.

Other notable findings included:

- Citations issued for **double-parking**, parking in the transit lane or in a bus zone on Mission between 3rd and 11th streets increased substantially to 40 in October, the first full month after implementation. This was up from 14 in September and 18 in August. Given the reduction in curbside parking in the corridor, double-parking is expected to be an ongoing challenge. The operator survey found a great deal of frustration among operators about double-parking in the transit lane. A pilot program is now in development to post additional signage.
- As with travel times, **travel time variability** (as measured by differences between 90th and 50th-percentile travel times) was much lower in January through March of this year than it was in January and February of last year, prior to COVID: 9% on the 14 and 20% on the 14R. Variability in January through March was modestly higher than in June through August of last year; however, traffic increased substantially over that same period. Overall headway adherence on both routes has remained relatively constant since last summer (generally in the 80 to 85% range).
- Numbers of **collisions** involving transit vehicles in the corridor declined with the onset of the pandemic and have remained relatively low, ranging from 0 to 3 per month (as compared to 7 in the last full month before the pandemic, February 2020). It is anticipated that the project design will continue to support reduced collisions from pre-pandemic levels. The Inner Mission Muni Forward project in the Mission District, which similarly widened narrow lanes, reduced the number of sideswipes by 50%.
- The total number of **vehicular collisions** between 5th and 11th streets decreased from 53 in 2019 to 22 in 2020, a 58% decline. The number of collisions involving pedestrians decreased from 15 to 9, or by 40%.
- In the **general public survey**, when asked, “Thinking about the overall quality of your Muni trip since early October,” 42% of respondents answered the 14 Mission or 14 Mission Rapid was “better,” 21% answered “about the same,” and 23% answered “worse.” When asked about driving, parking and pick-up/drop-off conditions, a plurality of respondents to each question said conditions had gotten worse (for example, 46% said parking had gotten “more

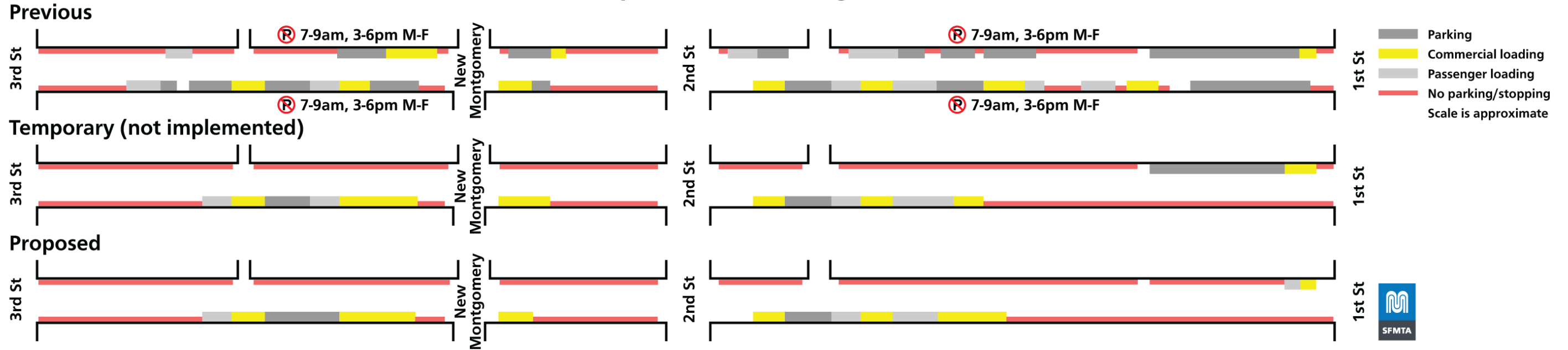
difficult”).

- A total of 28 business owners and nonprofit directors responded to the **loading survey**. When asked, “Has your business or property been impacted by the recent curb use and loading zone changes on Mission Street,” 19 answered yes, or 68%.

Current Proposal

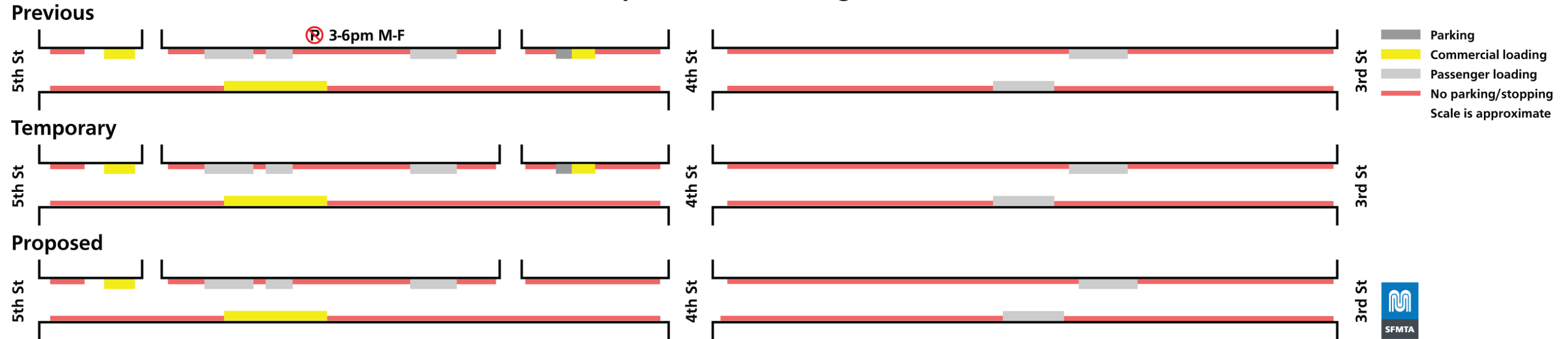
Based on the TETL project evaluation described in the previous section, a number of changes were made to the current proposal, most notably to curb use designations. The previous, temporary (legislated, but not implemented east of 3rd Street) and proposed configurations of parking and loading on Mission between 1st and 11th streets are shown in Figures 3-7 on the following pages.

Mission SoMa Transit Improvements – Diagram of Curb Uses

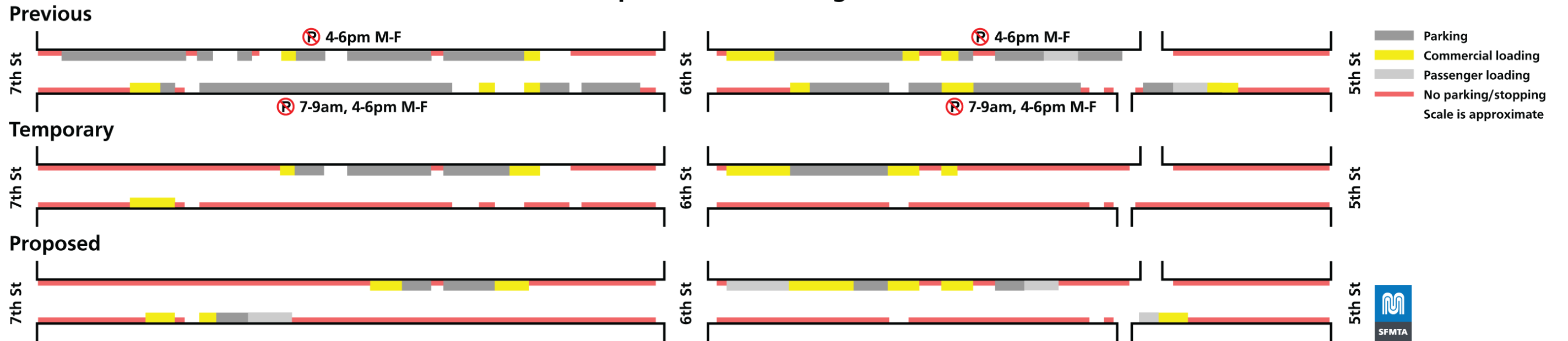


NOTE: Peak towaway restrictions are proposed to be lifted between Beale and Fremont

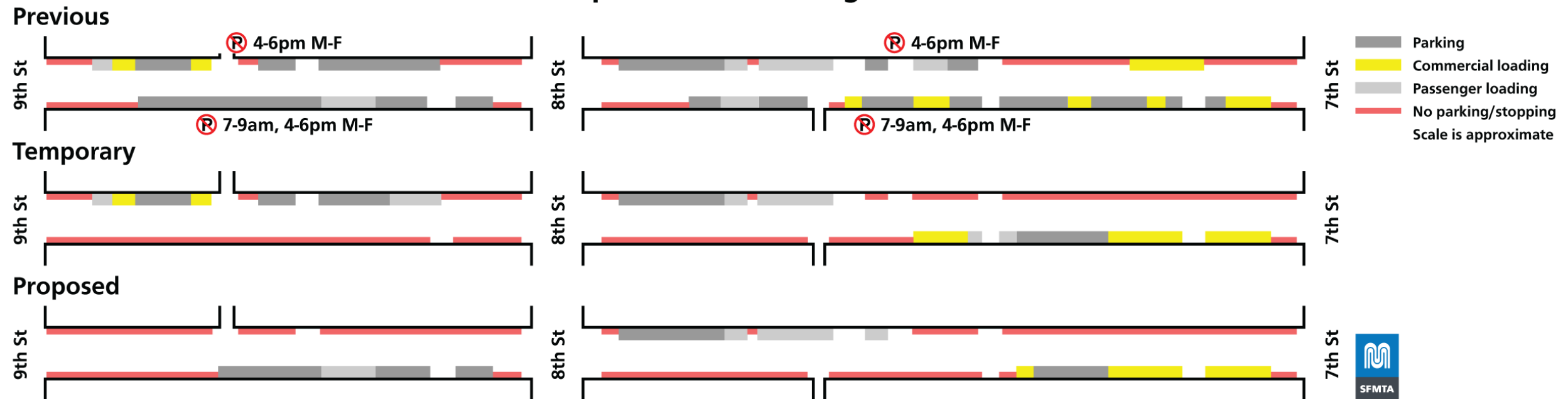
Mission SoMa Transit Improvements – Diagram of Curb Uses



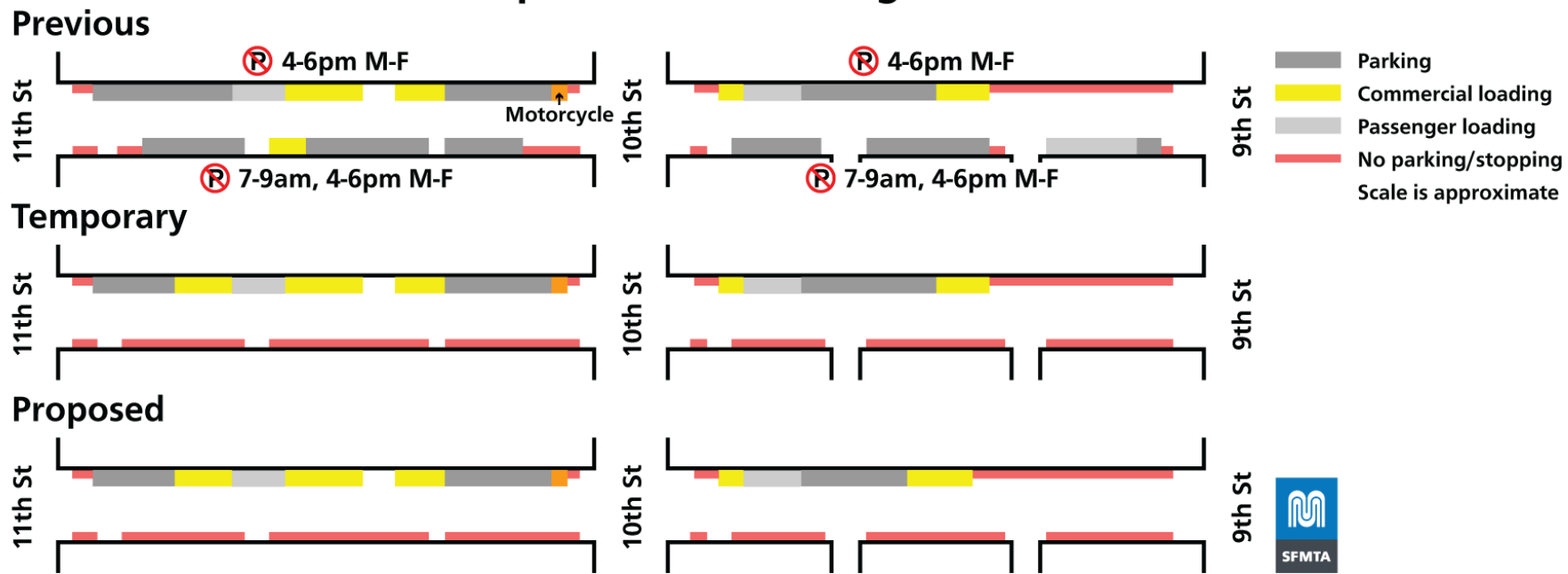
Mission SoMa Transit Improvements – Diagram of Curb Uses



Mission SoMa Transit Improvements – Diagram of Curb Uses



Mission SoMa Transit Improvements – Diagram of Curb Uses



NOTES: Seven parking spaces are proposed to be converted to commercial or passenger loading on 9th and 11th Sts

Figures 3-7: Previous, Temporary and Proposed Curb Uses

Previous, temporary, and proposed numbers of parking, commercial loading, and passenger loading spaces on each block face are shown in Figure 8 (note that the temporary changes between 1st and 3rd streets were not implemented). In reading the table, please note the following:

- Four parking spaces on cross streets were converted to commercial or passenger loading zones as part of the TETL project: three parking spaces on the west side of 9th Street just south of Mission were converted to passenger loading, and one parking space on the east side of 11th Street just south of Mission was converted to commercial loading. As part of this proposal, three more parking spaces on cross streets would be converted to commercial loading zones: one parking space on the east side of 9th Street just north of Mission and two more parking spaces on the east side of 11th Street just south of Mission.
- Loading spaces generally become available for general parking outside of designated loading hours.
- Almost all spaces previously available were unavailable much of the day on weekdays due to the towaway restrictions previously described.

From	To	Side	Previous			Temporary			Proposed		
			Park	Comm Load	Psgr Load	Park	Comm Load	Psgr Load	Park	Comm Load	Psgr Load
1 st	2 nd	N	19	1	5	9	2	0	1	1	0
		S	15	8	7	3	6	6	3	8	7
2 nd	3 rd	N	6	4	2	0	0	0	0	0	0
		S	11	6	4	3	10	4	5	9	2
3 rd	4 th	N	0	0	4	0	0	4	0	0	4
		S	0	0	3	0	0	3	0	0	3
4 th	5 th	N	1	3	8	1	3	8	0	2	8
		S	0	5	0	0	5	0	0	5	0
5 th	6 th	N	15	5	2	6	7	0	4	8	6
		S	16	5	2	0	0	0	0	2	1
6 th	7 th	N	22	2	0	11	3	0	5	4	0
		S	23	4	0	0	3	0	2	3	3
7 th	8 th	N	9	4	8	6	0	6	4	2	7
		S	19	7	2	5	10	2	4	8	0
8 th	9 th	N	12	2	1	9	2	4	0	0	0
		S	15	0	3	0	0	0	11	0	3
9 th	10 th	N	5	3	2	5	3	2	4	3	2
		S	9	0	4	0	0	0	0	0	0
10 th	11 th	N1	9	5	2	7	7	2	7	7	2
		S	12	1	0	0	0	0	0	0	0
TOTAL			218	65	59	65	61	41	50	62	48
NET CHANGE			--	--	--	-153	-4	-18	-168	-3	-11

Figure 8: Previous, Temporary and Proposed Numbers of Parking and Loading Spaces

As Figure 8 indicates, a total of 168 parking, 3 commercial loading and 11 passenger loading spaces, or 182 total spaces, are proposed to be removed on Mission between 1st and 11th streets, a distance of approximately 1.5 miles. This amounts to 77% of parking spaces, 5% of commercial loading spaces, and 19% of passenger loading spaces.

In addition to the parking and loading changes shown in Figures 3 and 4, other major refinements or additions to the TETL project in the current proposal include:

- Lengthening of existing bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service.
- Colorization of transit lanes to improve compliance.

¹ There are also three motorcycle parking spaces on this block face.

- Relocation of the inbound transit lane from the outer lane to the inner lane between Beale and 2nd streets, allowing buses to remain to the left of vehicles turning right at 1st Street (pre-pandemic, PM peak queues at this location were very long due to its location on a primary route to the Bay Bridge), and removing autos from the lane serving the boarding island in front of the Salesforce Transit Center.
- In tandem with the above, removal of towaway requirements for parking and loading spaces between Beale and Fremont (note that the transit lanes east of 1st Street are already in effect full-time).
- Standardization of parking meter hours to 7 a.m. to 6 p.m., Monday through Saturday.
- Construction of a transit bulb outbound on the far side of the intersection at 4th Street, a heavily-used stop in an area with high pedestrian volumes, and a major transfer point providing connections to Muni routes 8 Bayshore, 30 Stockton and 45 Union/Stockton, as well as future Central Subway service.
- Relocation of the inbound stop at 11th Street from the near side to the far side of the intersection, allowing the inbound 9 San Bruno and 9R San Bruno Rapid to stop at 11th Street after turning right onto Mission Street.
- Restriction of left turns westbound at Washburn Street, just west of 9th Street, to reduce conflicts in the inbound transit lane and improve safety.
- Conversion of the outer lane eastbound at 11th Street, where the eastbound transit lane begins and the street narrows from two traffic lanes to one, to a right turn-only lane for traffic.
- Pedestrian safety improvements to crosswalk visibility (note that the primary pedestrian safety benefit from this project comes from reducing the number of traffic lanes from four to two during off-peak periods).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$100,000
Supervisorial Districts	District 03, District 04, District 05, District 06, District 08, District 09, TBD

REQUEST

Brief Project Description

This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations on the High Injury Network by 2024. SFMTA has completed work at 8 locations and requests Prop L funds to install left-turn traffic calming at 27 locations. Prop L would fund outreach near installation sites and evaluation of effectiveness of the project on average and high left turn speeds. Left turn crashes are one of the top severe and fatal crash factors for people walking and biking. This project will improve visibility and reduce conflicts for vulnerable road users.

Detailed Scope, Project Benefits and Community Outreach

This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations on the High Injury Network by 2024. Under this program the SFMTA has completed work at 8 locations, work orders are pending to install 13 locations, and a remaining 14 locations need to be identified. The SFMTA requests Prop L funds to implement traffic calming measures at the 13 approved locations and the 14 remaining TBD locations. Prop L would also fund outreach and evaluation.

Left turn crashes are one of the top severe and fatal traffic crash factors for people walking and biking. That's why the SFMTA piloted new left turn calming treatments in 2020. Pilot results showed a 17% decrease in average left turn speeds and a 71% decrease in high left turn speeds. The pilot also included a multilingual citywide education campaign funded through an Active Transportation Program which resulted in 17,000 in-person interactions, 76 million digital impressions through targeted media buys, funded six community based organizations, and potentially helped extend the slower driving behavior from the engineering treatments. Project website is available at www.visionzerosf.org/leftturns and the 2021 Intersections Project evaluation report from the 2021 pilot is available at www.sfmta.com/safe-streets-evaluation-program.

Due to the pilot's positive results, the SFMTA made the commitment in the 2021 Vision Zero Action Strategy to expand the left turn traffic calming program to 35 new locations by 2024. This project will improve visibility and reduce conflicts for vulnerable road users. The SFMTA is on schedule with this commitment.

This funding request is for staff labor and materials to install left turn traffic calming measures at the 13 approved locations and 14 future locations to fulfill this commitment. SFMTA is evaluating criteria for turn calming citywide as part of the Quick-Build Toolkit effort. The SFMTA will establish the criteria by March 2024 and apply to city streets in order to identify locations for the Left Turn Traffic Calming project. SFMTA anticipates to have locations identified by the spring and will provide the final lists. This project uses paint, post, and rubber speed bumps to calm left turns at identified high crash sites. After implementation, staff will complete multilingual outreach around installation sites to raise awareness and build support among nearby businesses, organizations, and members of the public. Upon completion of the initial 35 locations, staff will evaluate effectiveness of the left turn traffic calming treatments and analyze changes in average and high speeds, similar to other peer city left turn treatment evaluations.

For outreach during the pilot, SFMTA undertook a Neighborhood Education Campaign, focused on informing residents near the pilot locations about their purpose, digital display ads, and online videos. As well, partnering with community-based organizations, SFMTA undertook a city-wide outreach campaign that reached over 17,000 people, along with a multi-lingual advertising campaign utilizing bus ads, pole banners, and bus stop ads.

Project Location

High Injury Network and identified high crash sites for left turns.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$100,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2022	Oct-Nov-Dec	2024
Environmental Studies (PA&ED)	Jan-Feb-Mar	2022	Oct-Nov-Dec	2024
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2022	Oct-Nov-Dec	2024
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2022		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2025

SCHEDULE DETAILS

Community outreach - After implementation, staff will complete multilingual outreach around installation sites to raise awareness and build support among nearby businesses, organizations, and members of the public. Outreach will be conducted on a rolling basis as turn treatments are installed, likely grouped together geographically, and will occur between Apr - Dec 2024.

Project Coordination - Project staff will coordinate with other Vision Zero projects such as Quick-Builds (i.e. Lincoln Quick Build) and Quick-Build Toolkit.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$100,000	\$0	\$100,000
Phases In Current Request Total:	\$0	\$100,000	\$0	\$100,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$100,000	\$100,000	Prior work
Operations	\$0		
Total:	\$100,000	\$100,000	

% Complete of Design:	80.0%
As of Date:	01/10/2024
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Staff					
Task 1: Admin, Planning, Design	\$ 15,000			\$ 15,000	
Task 2: Outreach	\$ 15,000			\$ 15,000	
Subtotal	\$ 30,000				
2. Shop Labor & Materials	\$ 20,000			\$ 20,000	
3. Evaluation	\$ 50,000			\$ 50,000	
4. Other Direct Costs *					
5. Contingency					
TOTAL CONSTRUCTION PHASE	\$ 100,000		\$ -	\$ 100,000	\$ -

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$100,000	Total PROP L Recommended	\$100,000

SGA Project Number:		Name:	Vision Zero Left Turn Traffic Calming
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$50,000	\$50,000	\$100,000

Deliverables

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

2. With the first QPR (due April 2024) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

3. With the first QPR (due April 2024) SFMTA shall confirm the final list of locations for the full scope of the 27 locations funded by this request.

4. Following project completion, SFMTA shall provide an evaluation report of the effectiveness of the project.

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials 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	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$100,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Uyen Ngo	Joel C Goldberg
Title:	Vision Zero Education & Outreach Coordinator	Grants Procurement Manager
Phone:	(415) 646-2826	555-5555
Email:	uyen.ngo@sfmta.com	joel.goldberg@sfmta.com

VISION ZERO LEFT TURN TRAFFIC CALMING EXPANSION PROGRAM

Updated 02.08.2024

#	STREET	CROSS	PROGRAM	INSTALL_DATE	SUP DISTRICT
1	MISSION ST	8TH ST	Phase 1	1/1/2023	6
2	MISSION ST	7TH ST	Phase 1	1/1/2023	6
3	HOWARD ST	10TH ST	Phase 1	2/1/2023	6
4	HARRISON ST	10TH ST	Phase 1	2/1/2023	6
5	SAN BRUNO AVE	SILVER AVE	Phase 1	2/1/2023	9
6	POLK ST	GEARY ST	Phase 1	2/1/2023	3
7	POLK ST	PINE ST	Phase 1	2/1/2023	3
8	HOWARD ST	10TH ST	Phase 1	2/2/2023	6
9	2ND ST	BRANNAN ST	Phase 2	Spring 2024	6
10	9TH ST	BRANNAN ST	Phase 2	Spring 2024	6
11	9TH ST	BRYANT ST	Phase 2	Spring 2024	6
12	9TH ST	HOWARD ST	Phase 2	Spring 2024	6
13	14TH ST	VALENCIA ST	Phase 2	Spring 2024	9
14	23RD ST	DOLORES ST	Phase 2	Spring 2024	8
15	41ST AVE	LINCOLN	Phase 2	Spring 2024	4
16	BUSH ST	LEAVENWORTH ST	Phase 2	Spring 2024	3
17	DUBOCE AVE	VALENCIA ST	Phase 2	Spring 2024	9
18	GOLDEN GATE AVE	LAGUNA ST	Phase 2	Spring 2024	5
19	GOUGH ST	GROVE ST	Phase 2	Spring 2024	5
20	LAGUNA ST	SUTTER ST	Phase 2	Spring 2024	5
21	POLK ST	TURK ST	Phase 2	Spring 2024	5
22	TBD	TBD	Phase 3	Winter 2024	TBD
23	TBD	TBD	Phase 3	Winter 2024	TBD
24	TBD	TBD	Phase 3	Winter 2024	TBD
25	TBD	TBD	Phase 3	Winter 2024	TBD
26	TBD	TBD	Phase 3	Winter 2024	TBD
27	TBD	TBD	Phase 3	Winter 2024	TBD
28	TBD	TBD	Phase 3	Winter 2024	TBD
29	TBD	TBD	Phase 3	Winter 2024	TBD
30	TBD	TBD	Phase 3	Winter 2024	TBD
31	TBD	TBD	Phase 3	Winter 2024	TBD
32	TBD	TBD	Phase 3	Winter 2024	TBD
33	TBD	TBD	Phase 3	Winter 2024	TBD
34	TBD	TBD	Phase 3	Winter 2024	TBD
35	TBD	TBD	Phase 3	Winter 2024	TBD

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$100,000
Supervisory Districts	District 02, District 03

REQUEST

Brief Project Description

SFMTA is implementing new state legislative authority (AB43) to reduce speed limits along business activity corridors by implementing new 20 MPH corridors along eligible corridors with new signage paired with education efforts. SFMTA has implemented slower speeds along 62 corridors to date. This Prop L request will fund the installation of signage on 23 additional business activity corridors, a multi-lingual outreach and education campaign with high visibility campaign strategies such as light pole banners, transit shelter ads, and merchant posters, and program evaluation.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA is implementing new state legislative authority (AB43) to reduce speed limits along business activity corridors by implementing new 20 MPH corridors along eligible corridors with new signage and education efforts. One eligible criteria for a business activity corridor is if the streets have at least half of the property uses are commercial, such as dining or retail. Speeding is one of SF's top primary crash factors for traffic deaths. This project will reduce speeds on San Francisco streets and support Vision Zero efforts to end traffic deaths. Giving local jurisdictions authority to set speeds based on safety and not the 85 percentile is an important Vision Zero tool.

As of January 2024 the SFMTA has implemented slower speed limits along 62 corridors, which amounts to 44 miles of street improvements. 2023 work was funded through Prop K funds and included staff time for planning, design, construction, outreach, materials, evaluation, and consultant support for outreach and high visibility campaign components such as light pole banners, transit shelter ads, and merchant posters. As corridors are implemented, coordination notifications are sent to navigation companies (Waze, Google, etc), police department, and transit colleagues. Quarterly implementation updates are sent to the Board of Supervisors as well as to the project page map. For maps and more project detail visit: <https://www.sfmta.com/getting-around/walk/speed-management>.

In 2024 the SFMTA will continue implementing the remainder of the business activity corridors. This Prop L request is for installation, outreach, and evaluation for the following corridors and timeframe:

1. Green Street, between Grant Avenue and Powell Street (D3) – Feb 2024
2. Vallejo Street, between Grant Avenue and Powell Street (D3) – Feb 2024

3. Beach Street, between Taylor Street and Polk Street (District 2 and 3) – Mar 2024
4. Larkin Street, between North Point Street and Beach Street (District 2) – Mar 2024
5. Leavenworth Street, between Beach Street and Jefferson Street (D3) - Apr 2024
6. Jones Street, between Beach Street and Jefferson Street (D3) – Apr 2024
7. Mason Street, between Beach Street and Jefferson Street (D3) – May 2024
8. Powell Street, between Beach Street and Jefferson Street (D3) – May 2024
9. Taylor Street, between Bay Street and Jefferson Street (D3) – Jun 2024
10. Washington Street, between Kearny Street and Stockton Street (D3) – Jun 2024
11. Clay Street, between Montgomery Street and Stockton Street (District 3) – Jul 2024
12. Sacramento Street, between Kearny Street and Stockton Street (D3) - Jul 2024
13. Bush Street, between Montgomery Street and Grant Avenue (District 3) – Aug 2024
14. Sutter Street, between Market Street and Mason Street (D3) – Aug 2024
15. Kearny Street, between Market Street and Pine Street (D3) – Sep 2024

Future work not funded by this Prop L request: AB43 legislation will also expand to 'safety corridors' and the SFMTA hopes to expand this work along the High Injury Network after completing an analysis of eligible corridors. 'Safety corridor' shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.(2)The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

Project Location

Eligible business corridors - see scope

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$100,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Community Outreach: As corridors are implemented consultants and/or staff will go out and provide multilingual outreach to create awareness and build support for the 20 mph corridors. MTA staff will provide English and Spanish outreach. Outreach materials are provided in English, Spanish, Chinese, and Filipino (Tagalog). Additional high visibility campaign strategies include light pole banners, transit shelter ads, and merchant posters. As corridors are implemented, coordination notifications are sent to navigation companies (Waze, Google, etc), police department, and transit colleagues. Quarterly implementation updates are sent to the Board of Supervisors as well as to the project page map. For maps and more project detail visit: <https://www.sfmta.com/getting-around/walk/speed-management>

Project Coordination: Staff will coordinate with other Vision Zero projects such as the Quick-Build program and Speed Safety Camera Program.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$100,000	\$0	\$100,000
Phases In Current Request Total:	\$0	\$100,000	\$0	\$100,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$100,000	\$100,000	Prior work
Operations	\$0		
Total:	\$100,000	\$100,000	

% Complete of Design:	30.0%
As of Date:	01/22/2024
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Staff					
Task 1: Admin, Planning, Design	\$ 15,000			\$ 15,000	
Task 2: Outreach	\$ 15,000			\$ 15,000	
Subtotal	\$ 30,000				
2. Shop Labor & Materials	\$ 20,000			\$ 20,000	
3. Evaluation	\$ 50,000			\$ 50,000	
4. Other Direct Costs *					
5. Contingency					
TOTAL CONSTRUCTION PHASE	\$ 100,000		\$ -	\$ 100,000	\$ -

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$100,000	Total PROP L Recommended	\$100,000

SGA Project Number:		Name:	Vision Zero Speed Limit Reduction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-201	\$100,000	\$100,000

Deliverables

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

2. With the first QPR (due April 2024) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

3. Following project completion, SFMTA shall provide an evaluation report of the effectiveness of the project.

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials 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	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	0.0%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$100,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Uyen Ngo	Joel C Goldberg
Title:	Vision Zero Education & Outreach Coordinator	Grants Procurement Manager
Phone:	(415) 646-2826	555-5555
Email:	uyen.ngo@sfmta.com	joel.goldberg@sfmta.com

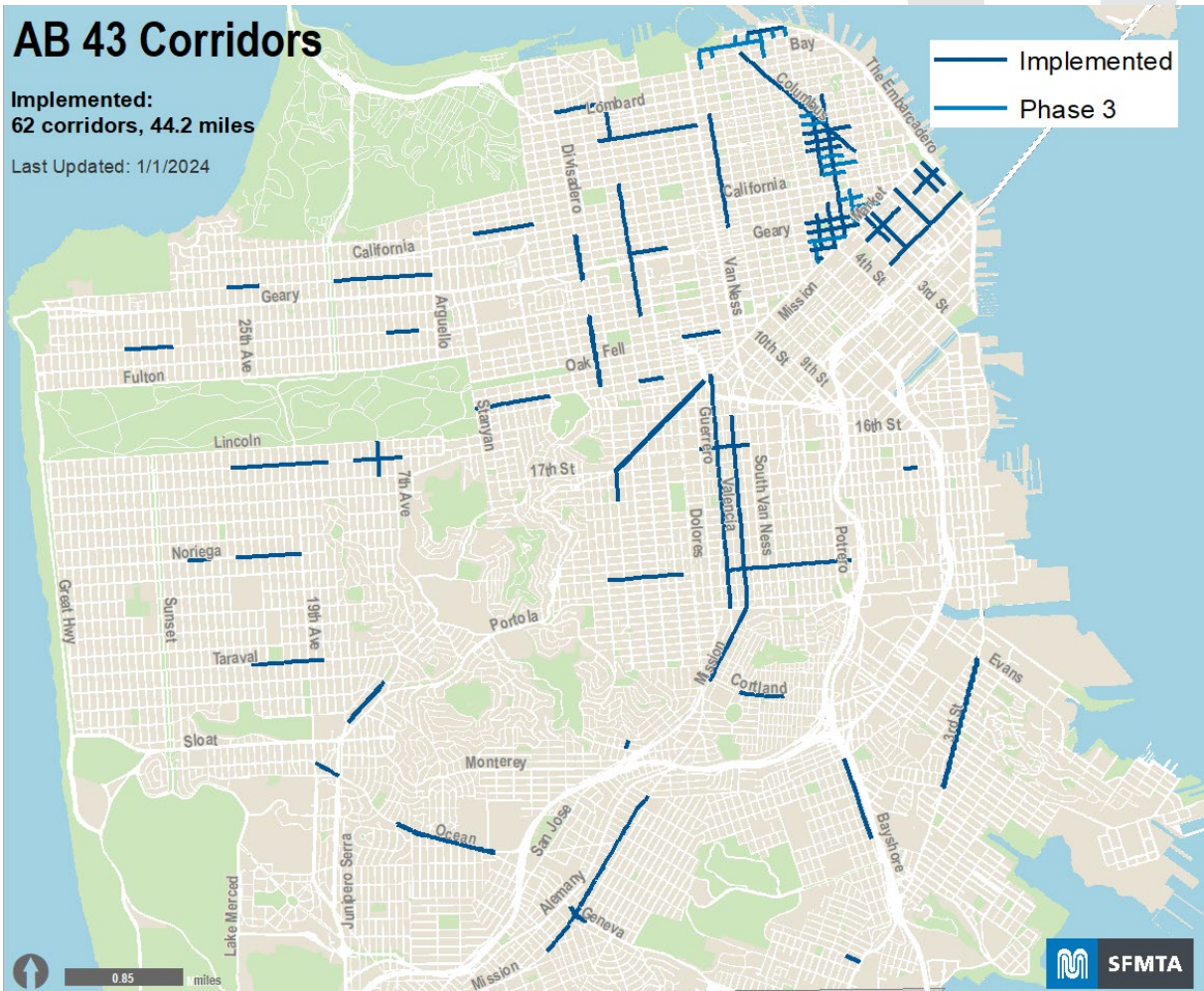






Speed Management – AB 43 Implementation

Last updated: January 1, 2024



For more information, please visit <https://www.sfmta.com/getting-around/walk/speed-management>



No.	District(s)	Corridor	From	To	Completed
1	D2, D3	Polk St	Filbert St	Sutter St	Jan-22
2	D9, D10	San Bruno Ave	Silver Ave	Paul Ave	Jan-22
3	D8	24th St	Diamond St	Chattanooga St	Feb-22
4	D8, D9	24th St	Valencia St	San Bruno Ave	Feb-22
5	D5	Haight St	Stanyan St	Central Ave	Feb-22
6	D5	Haight St	Webster St	Steiner St	Feb-22
7	D2, D5	Fillmore St	Chestnut St	Union St	Mar-22
8	D5	Fillmore St	Jackson St	McAllister St	Mar-22
9	D6, D9	Valencia St	Cesar Chavez St	Market St	Mar-22
10	D7	Ocean Ave	Geneva Ave	Victoria St	Apr-22
11	D7	Ocean Ave	Junipero Serra	19th Ave	Apr-22
12	D4	Noriega St	19th Ave	27th Ave	May-22
13	D4	Noriega St	30th Ave	33rd Ave	May-22
14	D10	3rd St	Williams Ave	Evans Ave	Jun-22
15	D1	Balboa St	3rd Ave	7th Ave	Jun-22
16	D11	Geneva Ave	Gloria Ct	Paris St	Jun-22
17	D8	Castro St	Market St	19th St	Jul-22
18	D5, D6, D8	Market St	Castro St	Franklin St	Jul-22
19	D3	Stockton St	Market St	Bush St	Aug-22
21	D2, D5	Divisadero St	Pine St	O'Farrell St	Sep-22
22	D5	Divisadero St	Golden Gate	Haight St	Sep-22
23	D9	Mission St	14th St	Cortland Ave	Sep-22
20	D7	West Portal	15th St	Ulloa St	Sep-22
25	D1	Balboa St	33rd Ave	39th Ave	Oct-22
24	D11	Mission St	Foote Ave	Silver Ave	Oct-22
26	D1	Clement St	26th Ave	22nd Ave	Nov-22
27	D1	Clement St	Funston Ave	Arguello Blvd	Nov-22
28	D4, D7	Irving St	27th Ave	15th Ave	Nov-22
29	D7	Irving St	12th Ave	6th Ave	Nov-22
30	D7	9th Ave	Lincoln Way	Judah St	Dec-22
31	D8	Diamond St	Chenery St	Bosworth St	Dec-22
32	D10	Leland Ave	Bayshore Blvd	Alpha St	Dec-22
33	D2	Chestnut St	Divisadero St	Fillmore St	Jan-23
34	D3	Jefferson St	Jones St	Powell	Jan-23
35	D2	Union St	Steiner St	Van Ness Ave	Jan-23
36	D3	Geary St	Mason St	Market St	Feb-23



37	<i>D3</i>	Post St	Mason St	Market St	Feb-23
38	<i>D5</i>	Post St	Laguna St	Fillmore St	Feb-23
39	<i>D3</i>	Powell St	Bush St	Ellis St	Feb-23
40	<i>D3</i>	Columbus Ave	Washington St	North Point St	Feb-23
41	<i>D9</i>	Cortland Ave	Bonview St	Folsom St	Feb-23
42	<i>D3</i>	Grant Ave	Market St	Filbert St	Feb-23
43	<i>D3</i>	Stockton St	Sacramento St	Filbert St	Feb-23
44	<i>D5</i>	Hayes St	Franklin St	Laguna St	May-23
45	<i>D2</i>	Sacramento St	Spruce St	Lyon St	May-23
49	<i>D6</i>	Mission St	Embarcadero	Beale St	Jun-23
47	<i>D6</i>	Spear St	Market St	Howard St	Jun-23
48	<i>D3, D6</i>	Steuart St	Market St	Howard St	Jun-23
46	<i>D10</i>	18th St	Connecticut St	Texas St	Jun-23
50	<i>D6</i>	Mission St	1st St	3rd St	Jul-23
51	<i>D6</i>	2nd St	Market St	Folsom St	Jul-23
52	<i>D6</i>	Fremont St	Market St	Folsom St	Jul-23
53	<i>D6</i>	New Montgomery	Market St	Howard St	Aug-23
54	<i>D4, D7</i>	Taraval St	17th Ave	26th Ave	Aug-23
55	<i>D9</i>	16th St	Guerrero St	South Van Ness	Sep-23
56	<i>D6</i>	Folsom St	Embarcadero	3rd St	Sep-23
57	<i>D3</i>	Union St	Stockton St	Powell St	Oct-23
58	<i>D3</i>	Broadway St	Montgomery St	Powell St	Oct-23
59	<i>D3</i>	Eddy St	Cyril Magnin St	Mason St	Nov-23
60	<i>D3</i>	Ellis St	Market St	Mason St	Nov-23
61	<i>D3</i>	Pacific Ave	Kearny St	Powell St	Dec-23
62	<i>D3</i>	Jackson St	Kearny St	Powell St	Dec-23

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Transportation Demand Management
Current PROP L Request:	\$148,000
Supervisory District	Citywide

REQUEST

Brief Project Description

TDM is a strategic set of projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the efficiency and effectiveness of the transportation system, including encouraging sustainable modes of travel. This project will update the 2017-2020 San Francisco TDM Plan, including developing a new list of measures to change travel behavior. Using post-pandemic travel data and best practices, the update will define TDM priorities and guide projects to be funded with Prop L and other funding sources.

Detailed Scope, Project Benefits and Community Outreach

TDM is a strategic set projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the investment priorities to improve efficiency and effectiveness of the transportation system defined in the San Francisco Transportation Plan 2050, including encouraging sustainable modes of travel. The 2017-2020 San Francisco TDM Plan was developed as a multi-agency effort and included strategies and actions to support mode shift, though the plan did not prioritize the list of measures for implementation and many measures have not been implemented.

The SFCTA and SFMTA are requesting Prop L funds for the TDM Strategic Plan Update, which will build on current travel data (including a MTC Bay Area Travel Diary Survey which Prop K sales tax is helping to fund) and factors, assess and refine the strategies recommended and implemented from the prior TDM Plan. The update will be informed by the TDM Market Analysis evaluation (underway) and will include reviewing San Francisco's existing TDM goals and revising the goals to align with goals and priorities established in the Climate Action Plan, San Francisco Transportation Plan, and other local and regional plans, as appropriate. The TDM Strategic Plan Update will determine the priority TDM projects and programs to be implemented with Prop L and other funding sources.

The SFCTA and SFMTA will use a co-lead approach for each task associated with the TDM Strategic Plan Update, which requires close coordination and collaboration. The SFCTA will be responsible for writing and finalizing all project deliverables. SFMTA will provide comments on an draft documents produced by the SFCTA. The SFCTA will revise and finalize the materials based on SFMTA

comments and the study team will present materials to the TDM Working Group, which includes city and regional TDM stakeholders (e.g., BART, MTC, Caltrain, San Mateo's Commute.org, etc.).

San Francisco County Transportation Authority (SFCTA) and San Francisco Municipal Transportation Agency (SFMTA) Co-Lead Coordination Approach

The SFCTA and SFMTA will use a co-lead approach for each task associated with the TDM Strategic Plan Update, which requires close coordination and collaboration. The SFCTA will be responsible for writing and finalizing all project deliverables. SFMTA will provide comments on draft documents produced by the SFCTA. The SFCTA will revise and finalize the materials based on SFMTA comments and the study team will present materials to the TDM Working Group, which includes city and regional TDM stakeholders (e.g., BART, MTC, Caltrain, San Mateo's Commute.org, etc.). Upon receiving comments, the SFCTA and SFMTA will align on how to address stakeholder feedback and the SFCTA will be responsible for the revisions of deliverables. The SFMTA will complete a final review before deliverables are finalized. Review periods will generally span two to three weeks.

Task 1: Project Management

The study team will hold a kick-off meeting to discuss project expectations including defined project staff roles and responsibilities, alignment to the TDM Market Analysis, and all other relevant project information. An agenda will be co-developed by SFMTA and SFCTA staff and circulated a week before the kick-off meeting. The study team will be staffed by personnel from the SFCTA and the SFMTA. The San Francisco Environment, the San Francisco Planning Department, BART, Caltrain, and the Metropolitan Transportation Commission (MTC) will be consulted at project milestones.

Deliverables:

- Project kickoff meeting agenda and notes

Task 2: 2017 TDM Strategic Plan Evaluation and Progress Assessment (April 2024-Aug 2024)

The study team will conduct a detailed review and refinement of the strategies recommended and implemented in the 2017-2020 San Francisco TDM Plan and those that have been implemented regionally. This review will include a summary of the recommendations already implemented or in-progress since the adoption of the last TDM Plan, and an evaluation of their effectiveness, where possible. The results of this assessment and the TDM Market Analysis will inform the program recommendations made in the TDM Strategic Plan Update. The study team will summarize their evaluation findings in a TDM Strategic Plan Progress Evaluation Memo.

Deliverables:

- Documentation of SFMTA feedback on Draft TDM Strategic Plan Evaluation Memo
- Draft and Final TDM Strategic Plan Progress Evaluation Memo

Task 3: Recommendations (Sept 2024-Jan 2025)

Building on the Market Analysis findings and on Task 2 findings, the study team will develop criteria for prioritizing TDM efforts, and apply these criteria to define recommendations for priority TDM program implementation. These recommendations may include adjustments to currently implemented / existing TDM programs in response to review findings identified in Task 2. These recommendations will be summarized in a TDM Strategic Plan Update Recommendations Memo. Because the TDM Market Analysis is focused on San Francisco residential trip making, the Strategic Plan recommendations will also include regional TDM efforts and Business TDM recommendations, based on the SFMTA Business TDM Study, expected to be finalized in early 2025.

Deliverables:

- Prioritization criteria
- Documentation of SFMTA feedback on TDM Strategic Plan Update Recommendations Memo
- Draft and Final TDM Strategic Plan Update Recommendations Memo

Task 4: Agency Inreach and Coordination (Quarterly, April 2024-June 2025)

The study team will solicit feedback from the TDM Working group, which includes representatives of city agencies including SFMTA, SF Planning, SF Environment and regional agencies including BART, Caltrain, and MTC, throughout the Strategic Plan update process including at key Task milestones and on the draft recommendations. The study team will use partner agency feedback to develop a final plan (Task 5).

Deliverables:

- Partner agency feedback on Task 3 draft recommendations

Task 5: Final Report (Feb 2025-June 2025)

The SFCTA will lead the development of the final plan, in coordination with the SFMTA, and summarize previous interim deliverables in a final report, including an executive summary. Following the circulation of the Draft Final Report by the SFCTA, the SFMTA will submit feedback. The SFCTA will consolidate feedback into a final report. The SFMTA will review the final report before it is submitted as a deliverable.

The study team will develop a presentation to be used for Board presentations. The SFCTA will lead the presentation of the report to the Transportation Authority Board for adoption.

Deliverables:

- Documentation of SFMTA feedback on Task 5 draft report
- Draft and Final Report
- Draft and Final Board Presentation Deck

Project Location

Citywide

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?	Less than or Equal to Programmed Amount

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2024	Apr-May-Jun	2025
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	2025

SCHEDULE DETAILS

Task 1: Project Management (April 2024-June 2025)

Task 2: 2017 TDM Strategic Plan Evaluation and Progress Assessment (April 2024-Aug 2024)

Task 3: Recommendations (Sept 2024-Jan 2025)

Task 4: Agency Inreach and Coordination (Quarterly, April 2024-June 2025)

Task 5: Final Report (Feb 2025-June 2025)

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-224: Transportation Demand Management	\$148,000	\$0	\$0	\$148,000
Phases In Current Request Total:	\$148,000	\$0	\$0	\$148,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$148,000	\$148,000	similar plan development
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$148,000	\$148,000	

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY							
Agency	Task 1 - Project Kickoff/ Management	Task 2 - Plan Evaluation + Progress Assessment	Task 3 - Recommendations	Task 4 - Agency Inreach and Coordination	Task 5 - Final Report	Task 6 - Contingency	Total
SFMTA	\$ 1,246	\$ 11,537	\$ 7,735	\$ 2,262	\$ 10,160	\$ 7,062	\$ 40,000
SFCTA	\$ 9,397	\$ 18,591	\$ 20,452	\$ 31,791	\$ 21,572	\$ 6,197	\$ 108,000
Total	\$ 10,642	\$ 30,128	\$ 28,186	\$ 34,053	\$ 31,731	\$ 13,259	\$ 148,000

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5290 Transportation Planner IV	39	\$ -	-	\$ 229.60	0.02	\$ 8,954
5289 Transportation Planner III	122	\$ -	-	\$ 196.59	0.06	\$ 23,984
Contingency	0	\$ -	-	-	0	\$ 7,062
Total	161.00				0.08	\$ 40,000

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	22	\$ 106.56	2.42	\$ 257.88	0.01	\$ 5,673
Principal Planner	404	\$ 77.85	2.42	\$ 188.40	0.19	\$ 76,112
Principal Modeler	72	\$ 85.67	2.42	\$ 207.32	0.03	\$ 14,927
Senior Graphic Designer	40	\$ 52.58	2.42	\$ 127.24	0.02	\$ 5,090
Contingency						\$ 6,197
Total	538.00				0.26	\$ 108,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$148,000	Total PROP L Recommended	\$148,000

SGA Project Number:		Name:	TDM Strategic Plan Update
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-201	\$34,000	\$74,000	\$108,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule.
2. Upon completion of Task 2: Plan Evaluation and Progress Assessment (anticipated August 2024), provide final TDM Strategic Plan Progress Evaluation Memo summarizing recommendations already implemented or in-progress since the adoption of the last TDM Plan, and an evaluation of their effectiveness, where possible.
3. Upon completion of Task 3: Recommendations (anticipated January 2025), provide draft TDM Strategic Plan Update Recommendations Memo.
4. Upon completion of Task 5: Final Report (anticipated June 2025), present the final report to the Board for approval.

Special Conditions

1. The recommended allocation is contingent upon approval of the Transportation Demand Management 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.

Notes

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

SGA Project Number:		Name:	TDM Strategic Plan Update
----------------------------	--	--------------	---------------------------

Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-201	\$15,000	\$25,000	\$40,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Prior to completion of Task 2: Plan Evaluation and Progress Assessment (anticipated August 2024), provide documentation of SFMTA feedback on Draft TDM Strategic Plan Evaluation Memo.

3. Prior to completion of Task 3: Recommendations (anticipated January 2025), provide documentation of SFMTA feedback on Draft TDM Strategic Plan Recommendations Memo.

4. Prior to completion of Task 5: Final Report (anticipated June 2025), provide documentation of SFMTA feedback on Task 5 draft report.

Special Conditions

1. The recommended allocation is contingent upon approval of the Transportation Demand Management 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this 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

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$148,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

AP

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Aliza Paz	Mike Pickford
Title:	Senior Planner	Principal Transportation Planner
Phone:	(415) 522-4803	(415) 522-4822
Email:	aliza.paz@sfcta.org	mike.pickford@sfcta.org

[this page intentionally left blank]

District 1 Multimodal Transportation Study (NTP)



San Francisco
County Transportation
Authority

Community Advisory Committee — Agenda Item 7
February 28, 2024

Project Overview

Transportation study exploring ways to increase walking, biking, and transit trips in D1.

Recommendations include:

- Neighborhood circulation and quick-build concepts
- Districtwide mode shift and GHG reduction strategies


San Francisco
County Transportation
Authority

We need your input for the
District 1 Transportation Study!

The District 1 Transportation Study will explore ways to improve and increase walking, biking, and transit trips in District 1.

Join us to learn more, ask questions, and to tell us what improvements you want to see in District 1.

There will be in-person and virtual opportunities to participate, be involved and hear from community members throughout the month of June.


San Francisco
County Transportation
Authority



Take the survey at sfcta.org/D1-study
For updates, follow us on social media.


San Francisco
County Transportation
Authority



我們需要您的意見
完成第一區交通研究調查

В рамках исследования будут рассмотрены возможности улучшения дорожек, а также других элементов инфраструктуры.

Присоединяйтесь к исследованию, высказав свое мнение о транспорте в районе, присутствуя на наших мероприятиях очно или онлайн. Все мероприятия будут проводиться с переводом на испанский, русский и китайский языки.

В течение всего месяца июня у вас будут возможности принять участие в исследовании, высказать своё мнение и выслушать мнения других жителей района, присутствуя на наших мероприятиях очно или онлайн. Все мероприятия будут проводиться с переводом на испанский, русский и китайский языки.


San Francisco
County Transportation
Authority



Пожалуйста, посетите страницу sfcta.org/D1-study и ответьте на вопросы нашего исследования не позднее 26 июня.

На странице sfcta.org/D1-study можно узнать расписание информационно-разъяснительных мероприятий, получить более подробную информацию о проекте и подписаться на электронные уведомления.


San Francisco
County Transportation
Authority



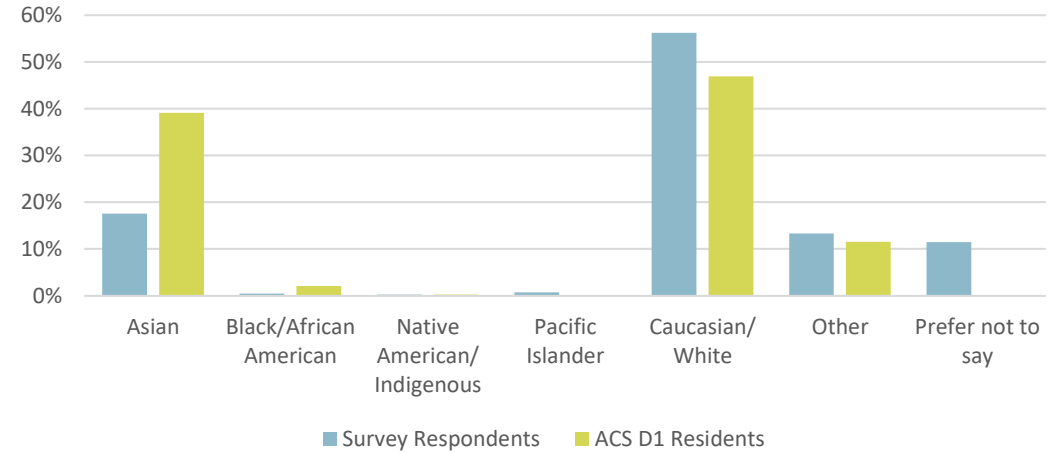
¡NECESITAMOS SU OPINIÓN!
Responda a la encuesta sobre el Estudio de Transporte del Distrito 1

Outreach Round 1

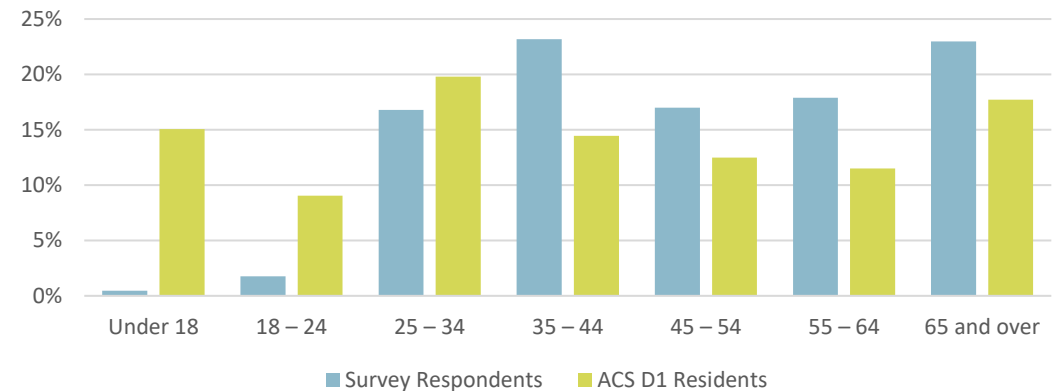
Apr-Jun 2023

- Received 586 survey responses
- Community Discussions
 - 6 CBO meetings
 - 2 town hall meetings
 - 4 pop-up events

Distribution of Race and Ethnicity of Survey Respondents Compared to District 1 Residents



Distribution of Age of Survey Respondents Compared to District 1 Residents



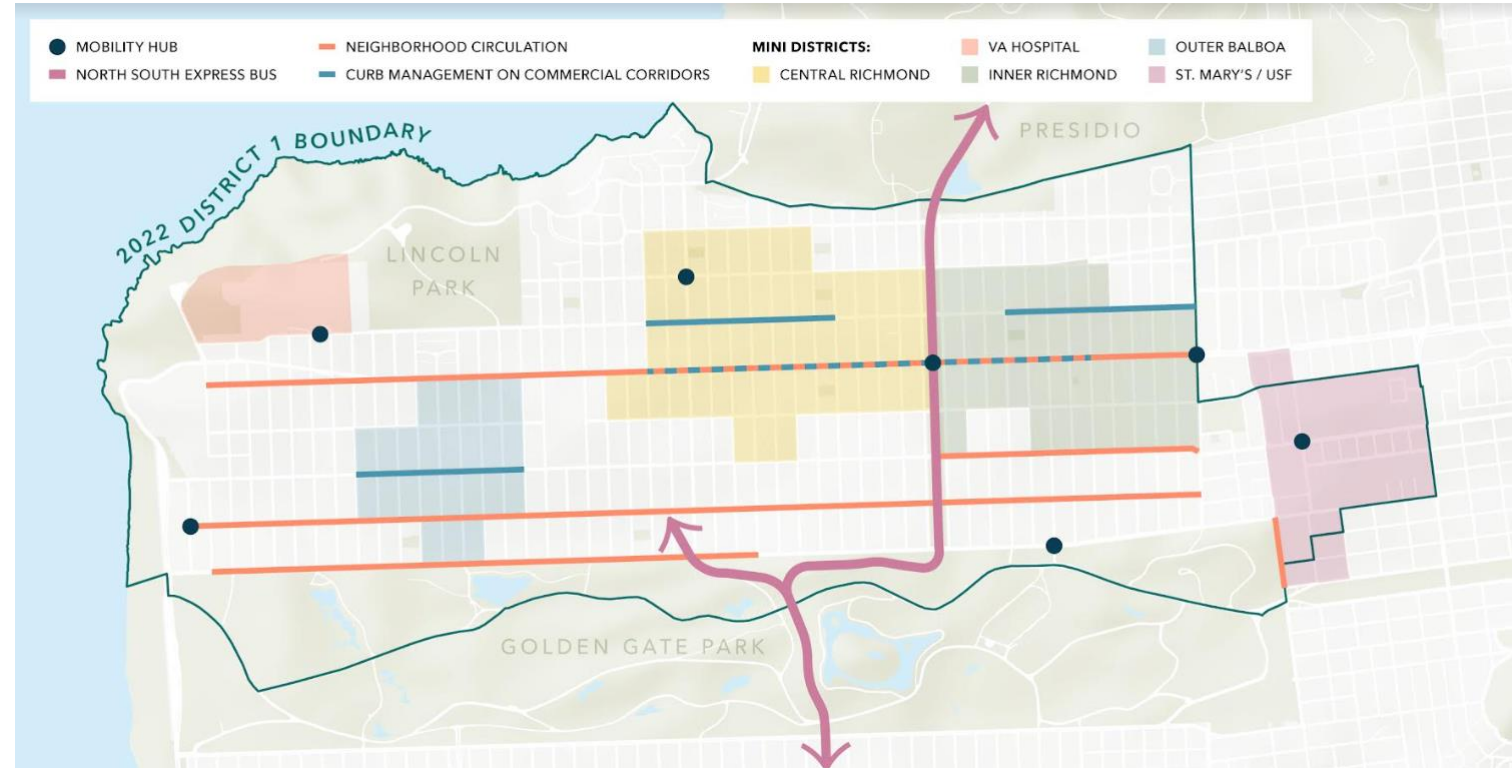
Draft Concepts

Neighborhood circulation and quick-build concepts

- Geary Blvd., Arguello to 48th
- Cabrillo St., Arguello to La Playa
- Balboa St., Park Presidio to Arguello
- Fulton St., 22nd to 48th

Districtwide mode shift and GHG reduction strategies

- North-South Express Bus Service
- Curb Management on Commercial Corridors
- Mobility Hubs and Electric Vehicle Charging



Map illustrating location of neighborhood circulation and mode shift concepts.

Geary Blvd. Arguello to 48th

Neighborhood safety and circulation

Goal: Improve safety and security for people taking transit.

Treatments:

- Upgrade transit stop amenities: add shelters, lighting, wayfinding, and provide real-time transit service information



Source: SFMTA, Geary Rapid Project.



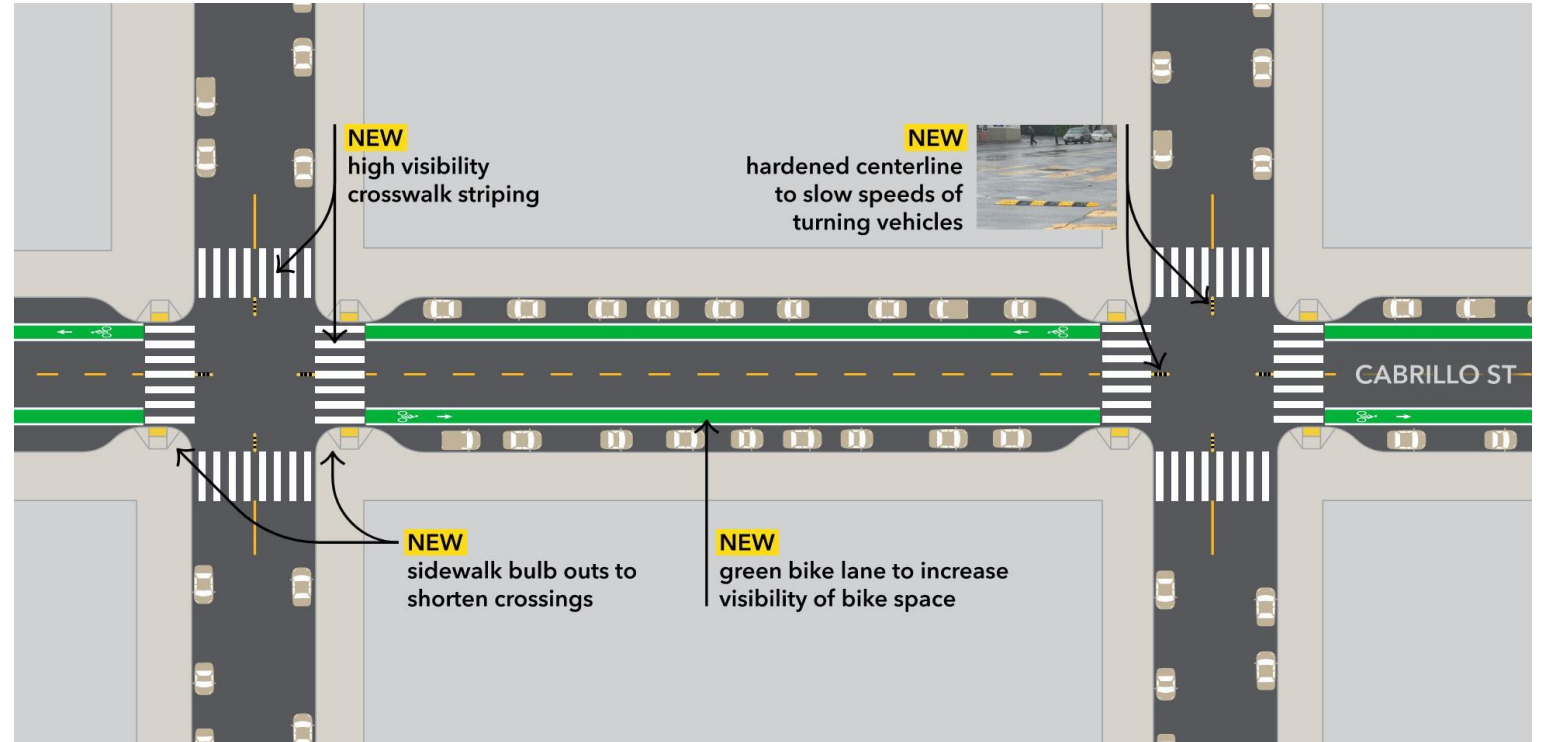
Cabrillo St. La Playa to Arguello

Neighborhood safety and circulation

Goal: Improve safety and connectivity for people walking and biking.

Treatments:

- High visibility crosswalks
- Bulb-outs or painted safety zones (PSZs)
- Green bike lanes
- Hardened centerlines



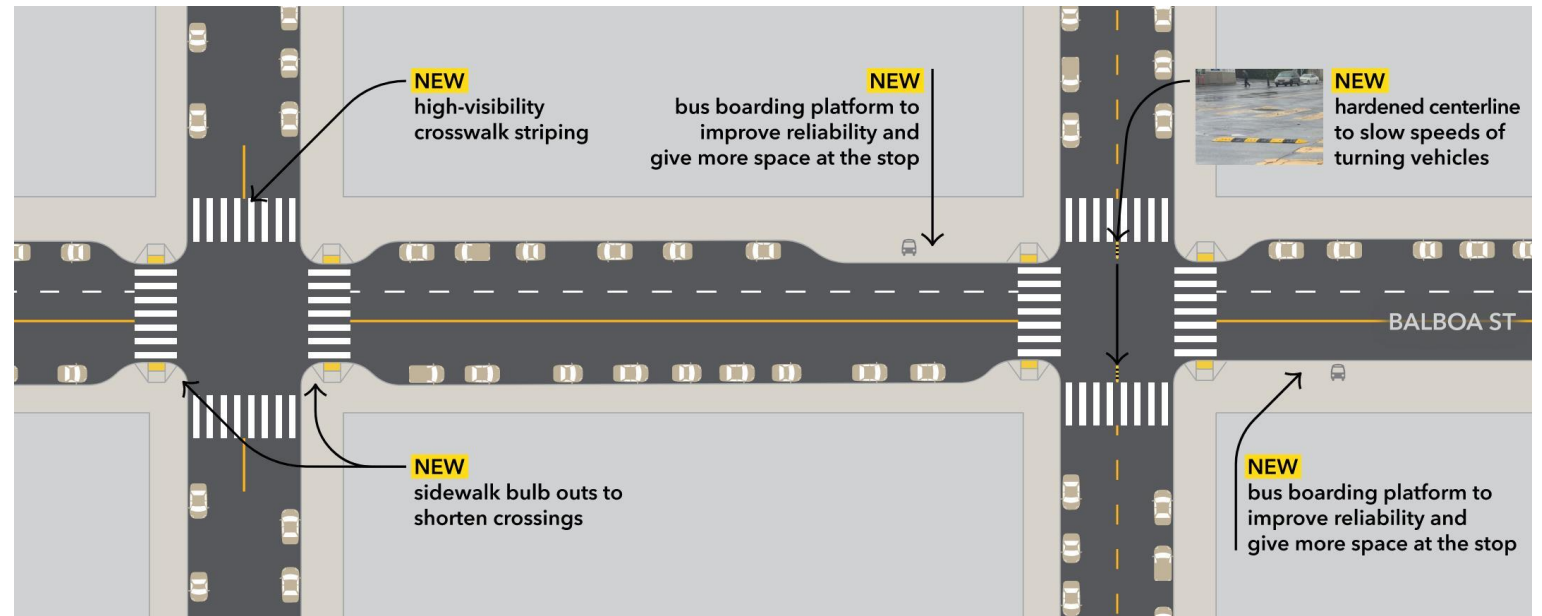
Balboa St. Park Presidio to Arguello

Neighborhood safety and circulation

Goal: Improve transit efficiency, reliability, and access and increase pedestrian safety.

Treatments:

- Bus boarding islands and amenities at select locations
- High visibility crosswalks
- Bulb-outs or PSZs
- Hardened centerlines



Fulton St.

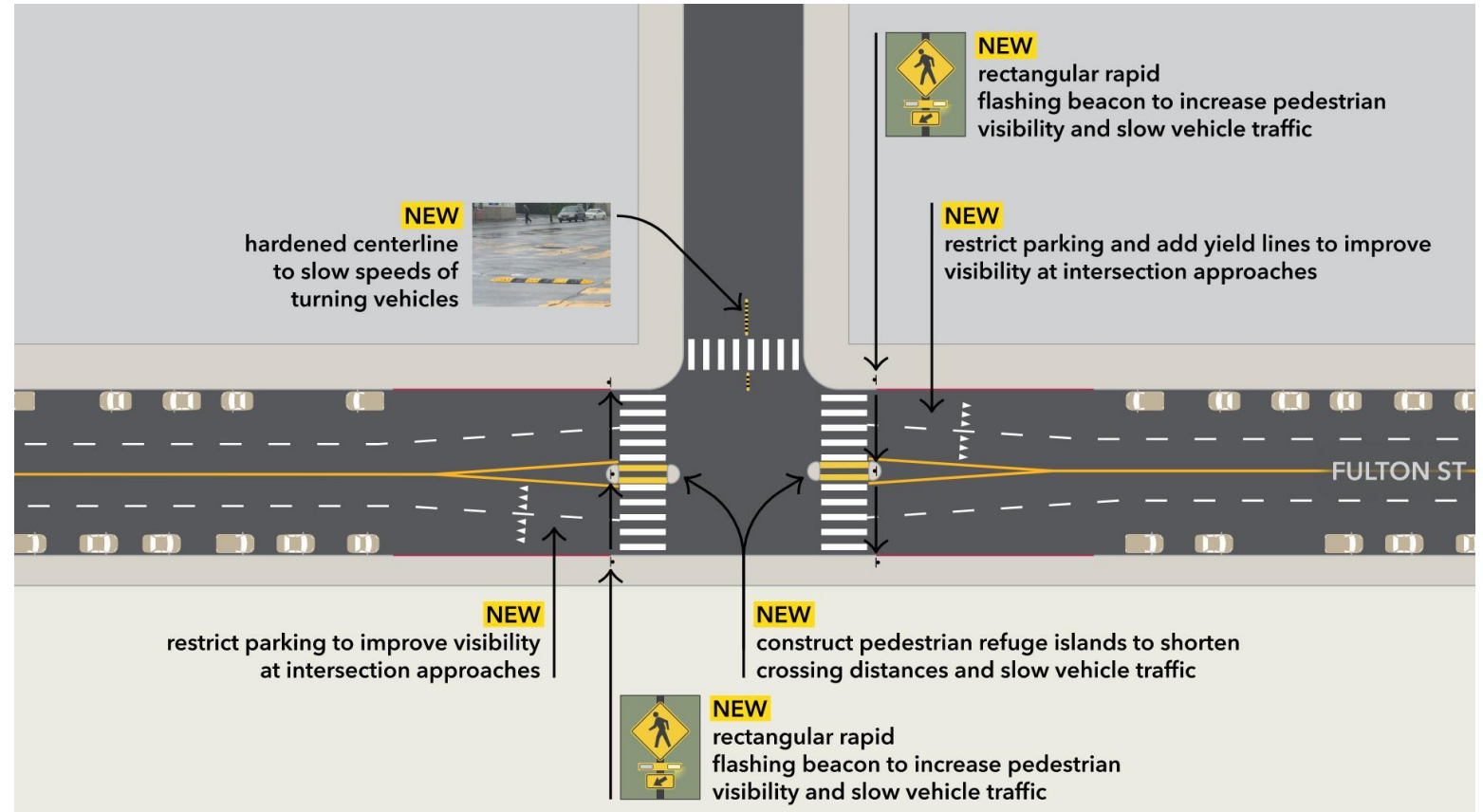
22nd to 48th

Neighborhood safety and circulation

Goal: Improve transit efficiency and reliability. Improve safety and connectivity to Golden Gate Park for people walking and biking.

Treatments:

- Bus boarding islands and amenities at select locations
- Median islands
- Intersection daylighting
- High visibility crosswalks
- Rectangular Rapid Flashing Beacons (RRFBs)
- Hardened centerlines



Fulton St.

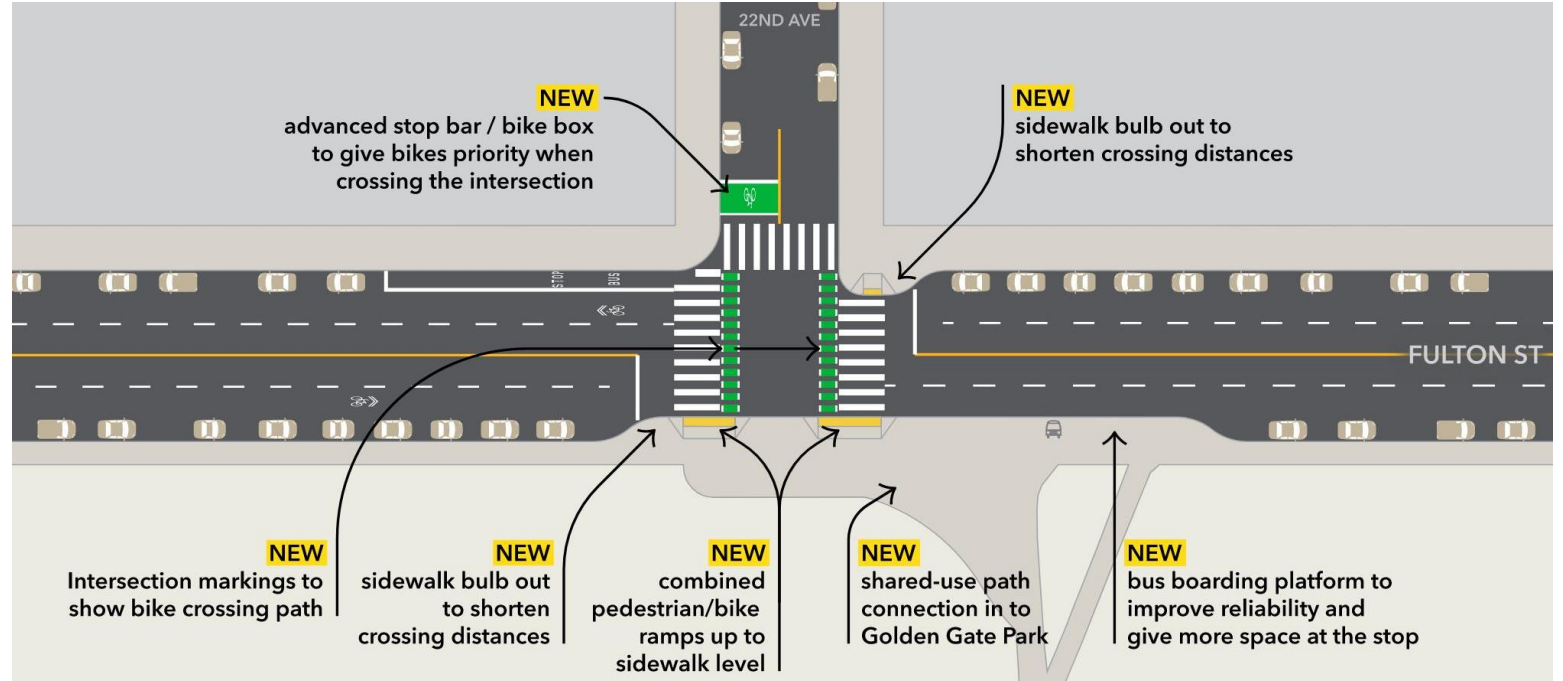
22nd Bike Connection

Neighborhood safety and circulation

Goal: Improve transit efficiency and reliability. Improve safety and connectivity to Golden Gate Park for people walking and biking.

Treatments:

- Intersection daylighting
- 22nd Ave to GGP bike connection



North-South Express Bus Service

Districtwide mode shift and GHG Reduction Concepts

Goal: Enhance north-south transit connectivity between the westside and the Peninsula.

Strategy: Advance express bus service to and from western San Francisco.



Source: 2018 SamTrans Express Bus Feasibility Study

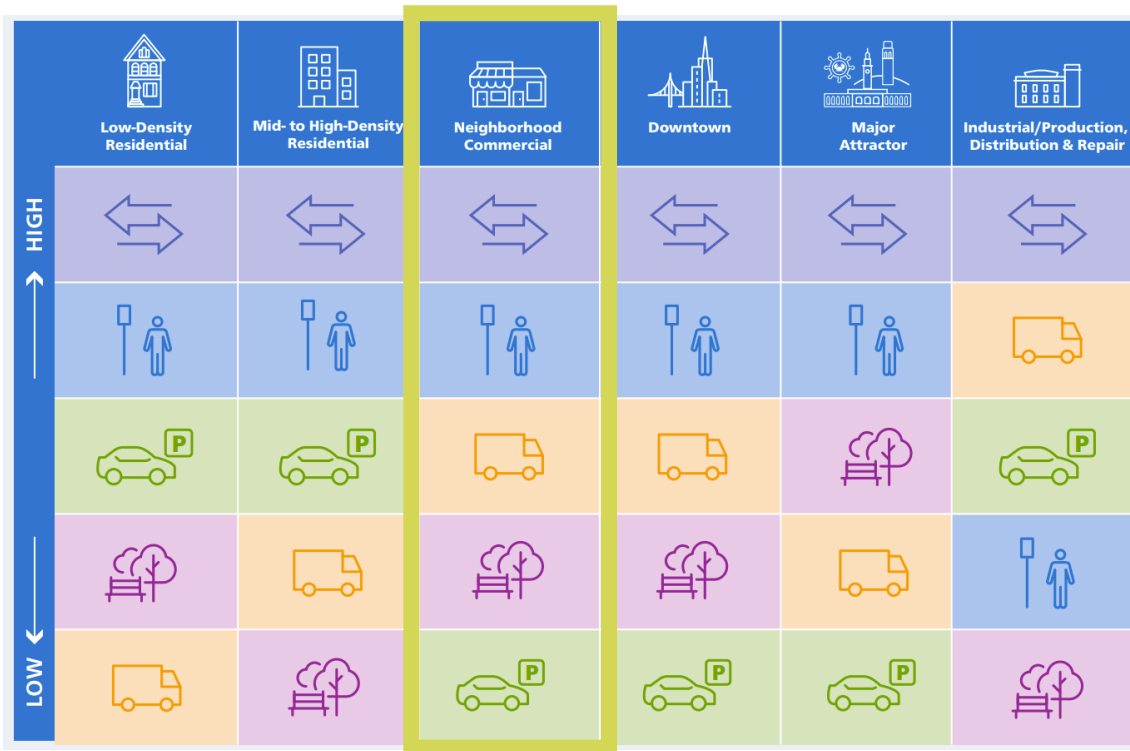
Curb Management on Commercial Corridors

Districtwide mode shift and GHG Reduction Concepts

Goal: Manage the curb to reduce conflicts from competing uses and lead to congestion and safety challenges.

Interventions: Develop a Curb Management Strategy to prioritize and accommodate various curb functions. Focus on the following corridors:

- **Clement Street**, Arguello Blvd to 11th Ave
- **Clement Street**, 19th Ave to 27th Ave
- **Geary Boulevard**, Park Presidio Blvd to 24th Ave
- **Balboa Street**, 34th Ave to 42nd Ave



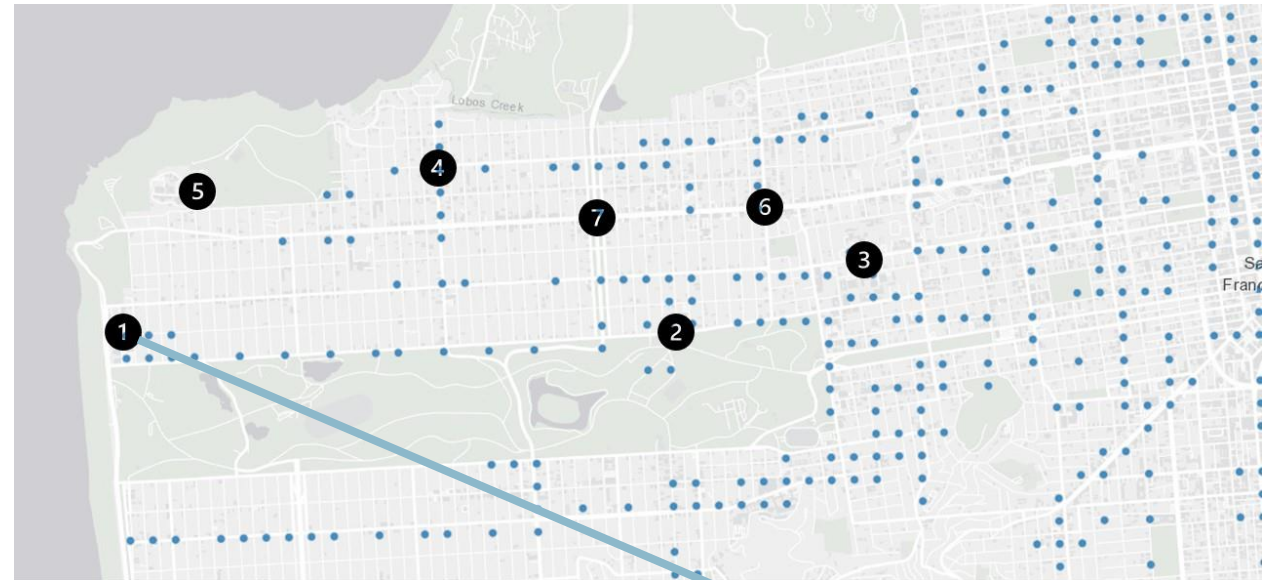
	Movement
	Access for people
	Access for goods
	Public space and services
	Storage for vehicles

Mobility Hubs & Electric Vehicle Charging

Districtwide mode shift and GHG Reduction Concepts

Goal: Improve efficiency and interconnectivity of transportation modes within D1.

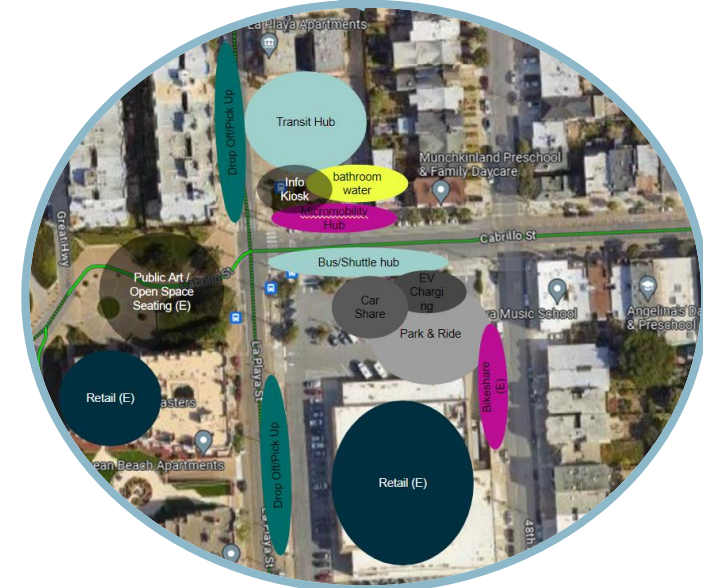
Strategy: Identify priority mobility hub sites and design and implement a mobility hub network to improve the performance of existing transit services and transportation facilities.



1 Mobility Hub Candidate Site



MTC Mobility Hub Concept Rendering
Source: Nelson \ Nygaard Consulting



1. Cabrillo Street and La Playa Street Concept Diagram

Outreach Round 2

Objective:

- Get public feedback on draft concepts to support project development and implementation.
- Engage Asian and youth populations who were underrepresented in during Round 1 activities (see slide 3).

Activities:

- Survey
- Townhall
- Pop-up events
- Community meetings

Website: <https://www.sfcta.org/D1-study>

Next Steps

Winter 2024

Outreach

Spring 2024

Concept Refinement

Summer 2024

Final Plan

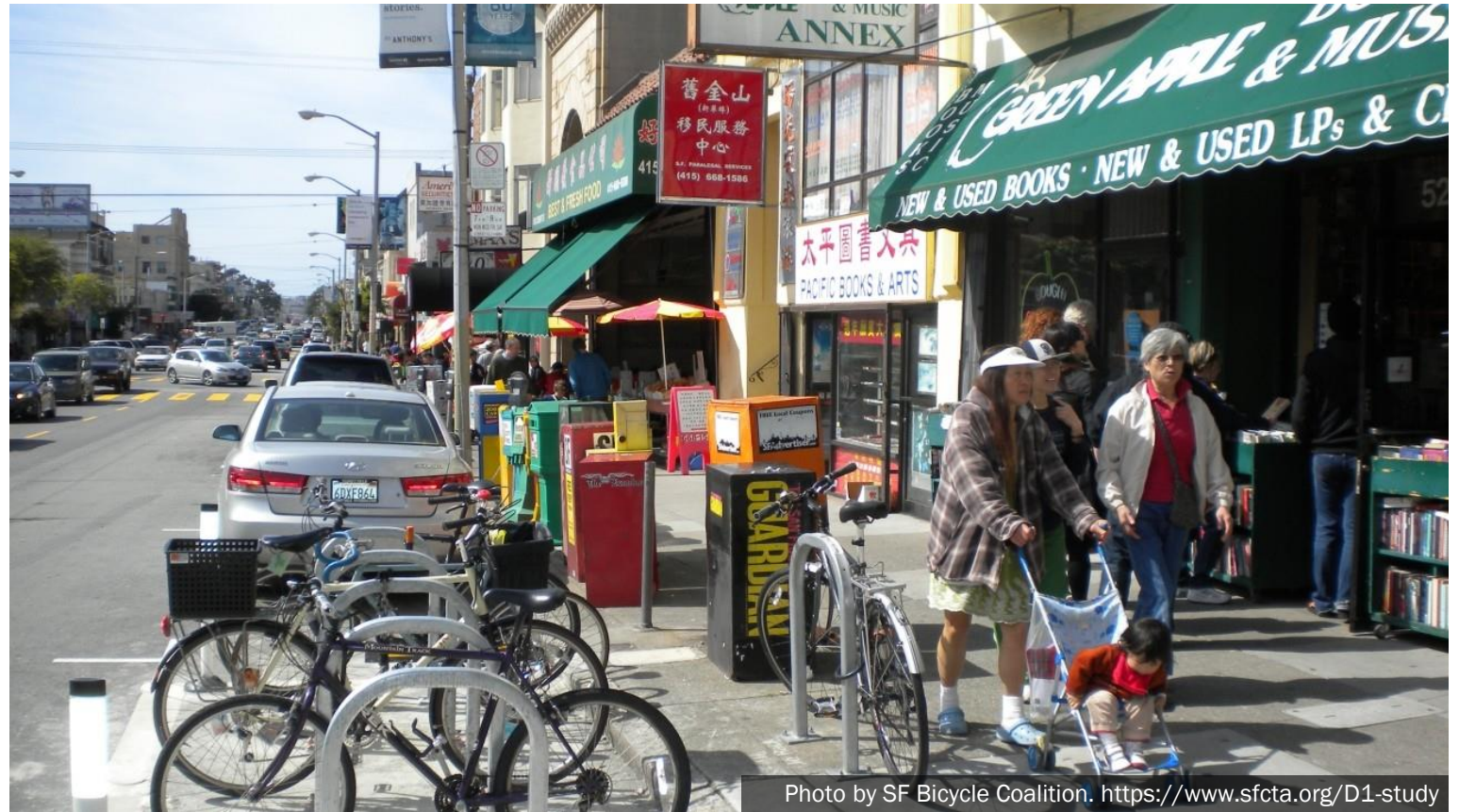


Photo by SF Bicycle Coalition. <https://www.sfcta.org/D1-study>

Thank you.

sfcta.org/D1-study

Aliza Paz

aliza.paz@sfcta.org
415-522-4803 office



San Francisco
County Transportation
Authority



sfcta.org/stay-connected

[this page intentionally left blank]



Memorandum

AGENDA ITEM 8

DATE: February 21, 2024
TO: Transportation Authority Board
FROM: Carl Holmes - Deputy Director for Capital Projects
SUBJECT: 2/27/2024 Board: Major Capital Project Update: Caltrain Modernization Program

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Caltrain Modernization (CalMod) program is a \$2.72 billion suite of projects, which includes Positive Train Control (PTC) and the Peninsula Corridor Electrification Project (PCEP). PTC was completed in December 2020. PCEP is comprised of electrification of the Caltrain line between San Jose and San Francisco, upgrade of the signal system, and the procurement of electric multiple-unit vehicles (EMUs). As of December 31, 2023, PCEP has expended 91.3% of its current budget. Installation of the Overhead Contact System (OCS) elements has been completed, and Regulation review, where the OCS is checked to confirm proper alignment, height, stagger, and clearances, is almost complete. Traction power facilities are also nearing completion. Six trains are now on-site and undergoing dynamic testing and burn-in. The current PCEP Baseline Budget is \$2.44 billion, and the project is fully funded. The planned revenue service date is September 2024. Caltrain staff will attend the February 27 Board meeting to provide a brief project update.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--

BACKGROUND

CalMod is a \$2.72 billion suite of sustainable projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality and reducing greenhouse gas emissions. CalMod includes the PTC Project, which was completed on December 17, 2020, and the PCEP, which has two components: electrification of the Caltrain line between San Jose and San Francisco; and the purchase of EMUs to operate on the electrified railroad. Revenue service is scheduled for September 2024.



The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs. The CalMod Program is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare Caltrain for future extension to the Salesforce Transit Center through The Portal project, led by the Transbay Joint Powers Authority. CalMod will also prepare the corridor for the future High-Speed Rail blended system. The Federal Transit Administration (FTA) approved the Full Funding Grant Agreement for the project in 2017.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners including the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, the Metropolitan Transportation Commission, and the California High-Speed Rail Authority (CHSRA), in addition to the FTA. CalMod funding partners codified their financial contributions in a series of memorandums of agreement, of which the latest included an oversight protocol. The three PCJPB counties have provided a local contribution of \$80 million each to the CalMod program. The Transportation Authority provided about \$41 million, primarily from the Prop K sales tax and One Bay Area Grant programs. The San Francisco Municipal Transportation Agency provided the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond.

The Funding Partners oversight protocol for CalMod requires the Executive Director of Caltrain to attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of the President of the Board of Supervisors, the updates since 2019 have taken place at Transportation Authority Board meetings.

DISCUSSION

The paragraphs below provide a brief status update on the CalMod program.

Positive Train Control (PTC) [COMPLETED]. This \$329.3 million project is complete. PTC is an advanced signal system that equipped the corridor with federally mandated safety technology. Caltrain received conditional approval of the PTC Safety Plan from the Federal Railroad Administration (FRA) in December 2020. PTC is currently in Revenue Service and is fully interoperable with all tenants. Caltrain's Interoperable Electronic Train Management System is now certified by the FRA as a mixed PTC system. Caltrain has established a follow-on maintenance agreement with Wabtec Corporation, the project's contractor.

Peninsula Corridor Electrification Project (PCEP). As of December 31, 2023, expenditures on the PCEP reached \$2.23 billion, 91.3% of the \$2.44 billion current budget. Work is progressing on both the Electrification and the Vehicles components of the project, as well as on rail activation preparedness.



Electrification design-build contract. In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million.

Overhead Contact System (OCS) foundations, poles, arms, and wire installation have been completed. Regulation review, where the OCS is checked to confirm proper alignment, height, stagger, and clearances, is complete with the exception of Main Track 2 in the Guadalupe Bridge area. Grounding and bonding are complete in Segments 3 and 4, and work continues in Segments 1 (8 connections remaining), and 2 (24 connections remaining).

Work is nearing completion on the Traction Power Facilities. Power substations in San Jose and South San Francisco are 100% complete. Traction Power substations 1 and 2 interconnections are also complete. All the other facilities are 98% complete with only punchlist and testing remaining.

Short Circuit testing is anticipated to complete in February 2024. Signals and Communication Systems construction is complete. All Signals cutovers have been completed for the whole alignment and only punch-list items remain.

Training for first responders continues.

Tunnels. [COMPLETED] Final Acceptance for the work on modifications to the 100-year-old San Francisco tunnels was reached in December 2020.

Vehicles. On September 6, 2016, Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million EMU contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full Notice to Proceed on June 1, 2017. Subsequently, Caltrain executed an option for an additional 37 cars, bringing the total to 133 cars. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured by Stadler US at its new facility in Salt Lake City, Utah.

Six trainsets are now on-site. Trains 1 and 11 are complete and ready to ship in Salt Lake City. Trains 7 and 8, together with trains 12 through 19, are in various stages of production. The 14th completed trainset is anticipated to arrive at CMOF in July 2024, a delay from March 2024 resulting from the execution of the Change Order for the installation of Broadband equipment. The 19th trainset's new anticipated arrival is in the fall of 2024. Trains 15 through 19 represent additional trainsets purchased with funding outside of the PCEP budget.

Train burn-in is underway, with three trains reaching the 1,000-mile requirement that must be met prior to commencing revenue service.

Maintenance training continues. The Vehicle Storage Plan has been finalized, together with the Interim Maintenance Plan, and Legacy Fleet Retirement Strategy. The Permanent Maintenance Plan has also been completed. Operator training continues.



Preparation of a train storage area at 4th and Townsend railyard has started.

Central Equipment and Maintenance Facility. (CMOF) [COMPLETED] Located in San Jose since 2007, this facility accommodates inspections, maintenance, repair, train washing, and storage for the rail fleet. As part of the PCEP, the facility just went through an overhaul to accommodate the new electric vehicles. All work at the facility was completed in July 2022.

Cost and Schedule. The current Baseline Budget for the PCEP, adopted by the PCJPB in December 2021, is \$2.44 billion. As of December 31, 2023, \$2.23 billion, or 91.3%, has been expended.

The current budget includes a total of \$90 million in contingency: \$50 million in a shared risk pool and \$40 million in allocated and unallocated contingency. As of December 31, 2023, \$42.49 million in contingency remained, including \$34.45 million in the risk pool. The Revenue Service date remains unchanged for September 2024, three months before the FFGA Revenue Service date of December 2024.

Rail Activation. The Rail Activation Plan, which details the activities that will allow Caltrain to be ready to receive the project and start revenue service, has been completed. The team has completed a risk workshop and is in the process of developing risk grading and mitigations. The Team has completed and published the Updated Timetable, Operating Rules, and System Special Instructions and FTA is reviewing the Railroad Operating Documents.

Funding. The project is fully funded. On January 31, 2023, Caltrain received \$367 million from the state's Transit and Intercity Rail Capital Program (TIRCP) which, together with the previously awarded \$43 million from the federal Omnibus Appropriations Bill, fully covers the \$410 million funding shortfall resulting from the December 2021 Baseline Budget adjustment. Achieving full funding had the added benefit of pushing off Caltrain's projected operating deficit for approximately two years by freeing up Measure RR funds that would have otherwise been needed to help close the funding gap.

Progress Reports. Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available. Peninsula Corridor Electrification Project reports are located at:

<https://www.caltrain.com/electrification-document-library>

Challenges and Opportunities. There are some challenges that could impact Caltrain's ability to complete CalMod on schedule. The Risk Management Team meets on a monthly basis to evaluate risks and make any needed adjustments. The results of the most recent quarterly quantitative risk analysis, conducted in December 2023, forecasted an overall project risk of \$29.89 million, an increase over the previous quarter's \$24.2 million. The increase is not considered significant because it reflects the ebb and flow of the project and the fact that the project is nearing completion. There is sufficient contingency remaining to cover the cost, should the risks materialize. The top five risks that we are monitoring include:

- Theft of Impedance Bonds Cables
- Contractor Overhead Contact System Productivity



- Traction power equipment is showing signs of rust and corrosion
- Successful completion of Traction Power Energization and Short Circuit Testing
- Improper installation and commissioning of breakers in control buildings may result in SF₆ gas (an inert, harmless gas used for insulation in electrical systems) leaks at some traction power facilities

The Transportation Authority's PMO continues to oversee the project in accordance with the Funding Partners Oversight Protocol.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The Community Advisory Committee will consider this item at its February 28, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Caltrain Electrification Presentation

Caltrain Electrification Update

San Francisco County
Transportation Authority
Board Meeting

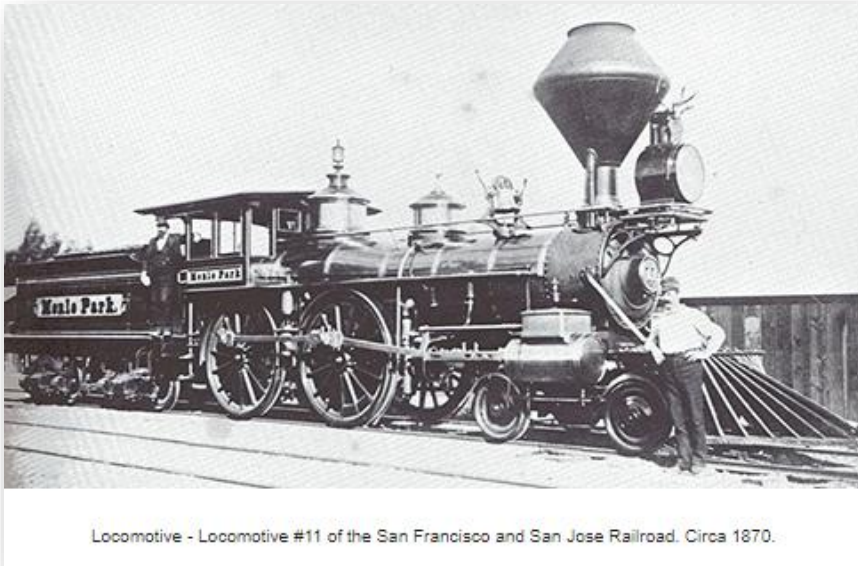
February 27, 2024
Agenda Item 11



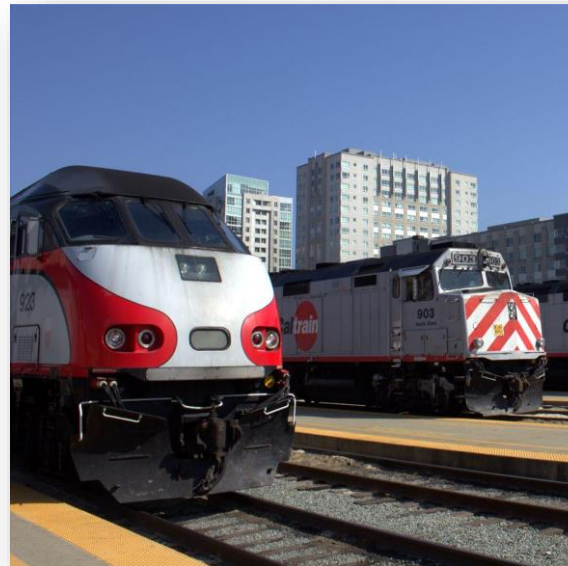
Transformational Moment

First Time in 30 years any US system fully converted from diesel to electric system

160-Year-Old History of Caltrain's Passenger Rail



Steam 1860s



Diesel 1950s to present



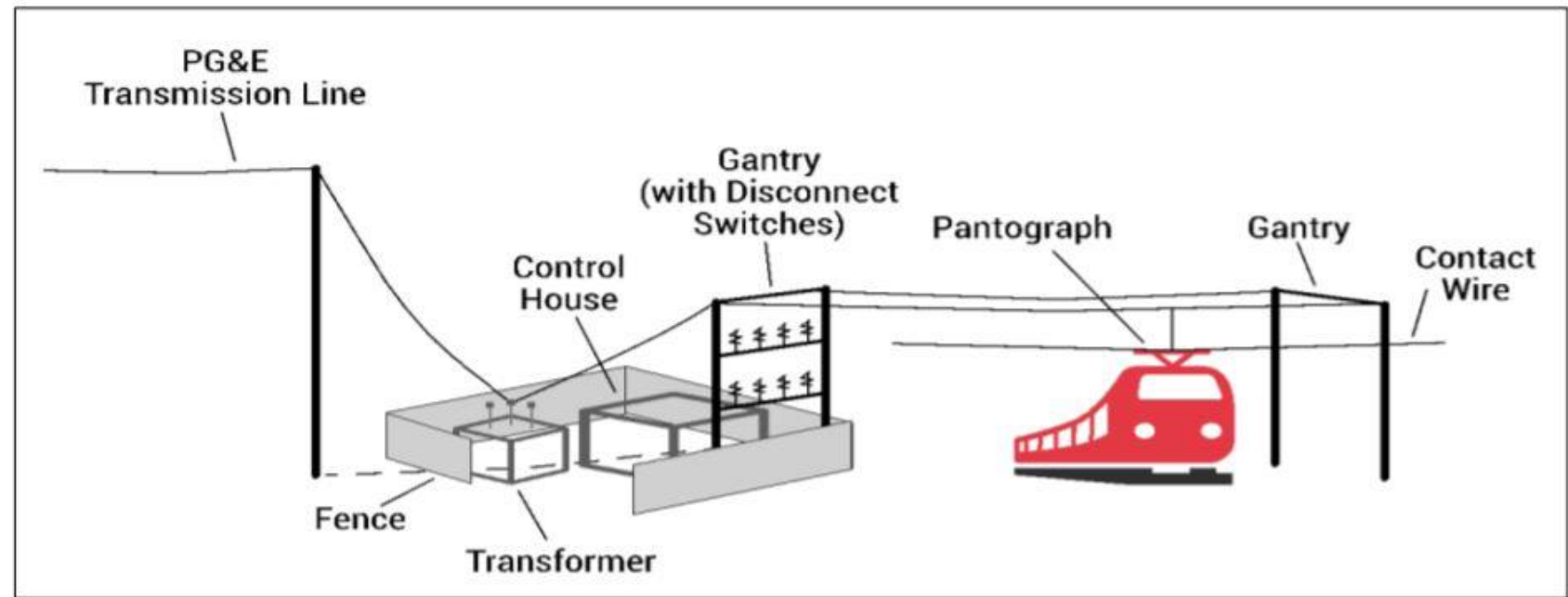
Electric 2024



Transition from Diesel to Electric

First Electric Commuter Railroad in CA

- 25KV Overhead Contact System (used by high-speed rail system)
- 23 Electric Trainsets
- Two-Speed Check signal system (approved by Federal Railroad Administration, Union Pacific and CA High Speed Rail)



Key Milestones

Complete:

- Foundations (3,000+)
- Poles (2,500+)
- Traction Power Facilities (10)
- Overhead Wire (2.5 million feet)
- Upgraded the Signal System San Francisco to San Jose (31 at grade crossings)
- Energized: Mountain View to San Jose (15 miles)
- 8 trainsets on Caltrain property (1,000 mile passed by 4 trains)
- Over 1,000 First Responders Trained



Upcoming:

- Repairs of Winter Storm Damage
- Full Corridor Energized (Spring 2024)
- Additional trainsets on property and testing (Spring - Fall 2024)
- Soft Launch (Summer 2024)
- **Passenger Service: September 2024**



112 Top Risks

- Contractor Quality Control and Quality Assurance
- Theft of Impedance Bonds Cables
- Contractor Overhead Contact System Productivity
- Traction Power Energization and Short Circuit Testing (TPS-1)
- Timely Completion of Integrated Testing and Live Runs

Project Budget

	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
Electrification	\$1,097,149,881	\$1,094,958,881	\$5,228,468	\$1,024,348,284	\$68,980,596	\$1,093,328,881
EMU Procurement	\$556,072,601	\$564,986,271	\$4,620,386	\$462,211,880	\$102,774,391	\$564,986,271
Minor Construction Contracts (SSF, 25th Grade, Tunnel, CEMOF, SCADA, Non-BBI OCS)	\$67,055,072	\$68,091,194	\$0	\$64,972,201	\$2,353,867	\$67,326,067
Real Estate Acquisition & Support	\$34,914,177	\$34,914,177	\$292,003	\$24,883,289	\$10,030,889	\$34,914,177
PG&E, Utilities	\$132,088,994	\$132,088,994	\$6,388	\$207,547,623	-\$74,621,629	\$132,925,994
Management Oversight & Support	\$312,699,697	\$315,007,767	\$2,983,304	\$293,127,153	\$21,880,614	\$315,007,767
TASI Support	\$114,488,767	\$136,528,469	\$2,698,913	\$115,864,211	\$25,013,112	\$140,877,323
Finance Charges	\$9,898,638	\$9,898,638	\$373,315	\$11,009,861	\$458,669	\$11,468,530
Insurance	\$6,581,851	\$6,581,851	\$0	\$6,291,001	\$290,850	\$6,581,851
Other Required Projects & Services	\$9,084,176	\$10,484,176	\$21,341	\$6,014,442	\$4,669,734	\$10,684,176
Environmental Mitigation	\$14,438,866	\$13,038,866	\$2,882	\$1,307,851	\$9,961,123	\$11,268,974
Caltrain Capital Overhead (ICAP)	\$48,217,887	\$48,217,887	\$594,356	\$29,976,839	\$18,241,049	\$48,217,887
Contingency	\$40,000,089	\$7,893,525	\$0	\$0	\$5,102,797	\$5,102,797
Total	\$2,442,690,697	\$2,442,690,697	\$16,821,354	\$2,247,554,636	\$195,136,061	\$2,442,690,697

Notes: "Re-Baseline Budget" includes executed change orders and awarded contracts;

"Cost This Month" represents cost of work performed December 2023;

"Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) as of December 2023;

"Contingency" budget is drawn down and transferred to other elements after CMB approvals as reflected in the Estimate at Completion.



Project Contingency and Shared Risk Pool

Item	Amount	Drawn in December 2023	Drawn To Date	Amount Remaining
BBII Shared Risk Pool	\$50.00M	\$0.35M	\$15.40M	\$34.60M
Project Contingency	\$40.00M	\$0.00M	\$32.11M	\$7.89M
Total	\$90.00M	\$0.35M	\$47.51M	\$42.49M

Electrified Service Plan Benefits

Improved service for all riders



Get There Faster

Express from SF to SJ in under an hour

Quicker local service, 75 minutes instead of 100

Save nearly 30 minutes on trips from Southern Santa Clara County to SF



Ride More, Wait Less

Half-hourly service during weekends and off-peak, more service during peak

20% more train service

26% more train service at equity priority stations



First Class for Everyone

Free Wi-Fi

Smoother, quieter experience

Outlets at every seat

Digital trip information onboard

Spacious, accessible bathrooms



Clean and Green

GHG emissions reduced by 250K MTCO2 annually – equivalent to taking 55,000 cars off the road each year

Improves local air quality

Quieter trains, both onboard and off

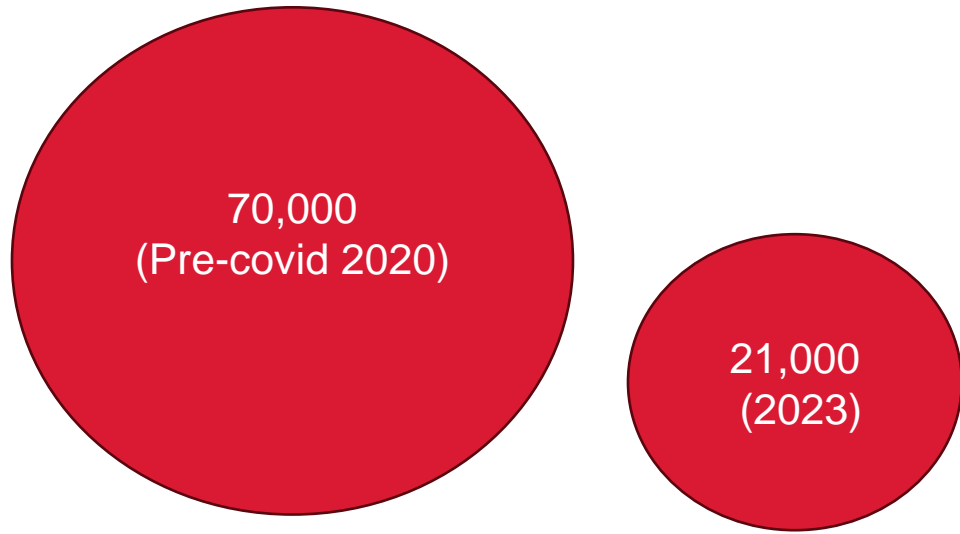
Electric Train Public Tours

San Francisco – September 2023 (Photos Below)
San Mateo County - Spring 2024



Caltrain Fiscal Cliff Update

Caltrain Ridership / Fiscal Challenges

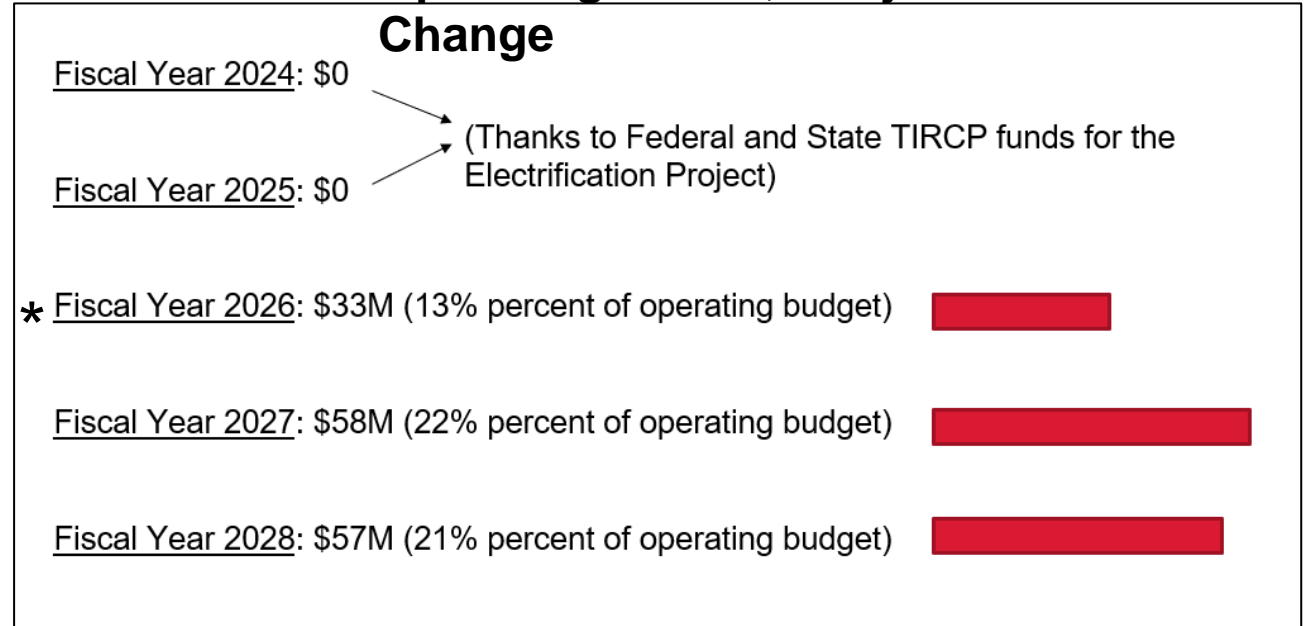


Average Daily Riders

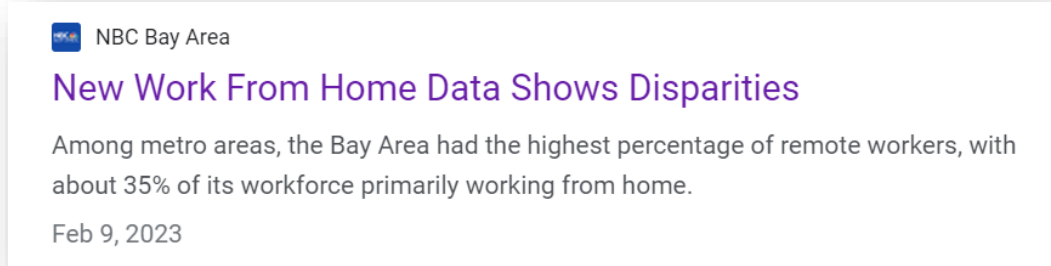
Notes:

- Farebox Recovery 74% (2020); 30% (2023)
- 20+ closures in 2023 for electrification construction
- Average weekday ridership increased by 14% compared to the same month in prior year

Operating Deficit, Subject to Change



* Current MTC recommendation \$25M, reduce deficit to \$8M in FY26



FOR MORE INFORMATION
WWW.CALTRAIN.COM



Caltrain Corridor Overview

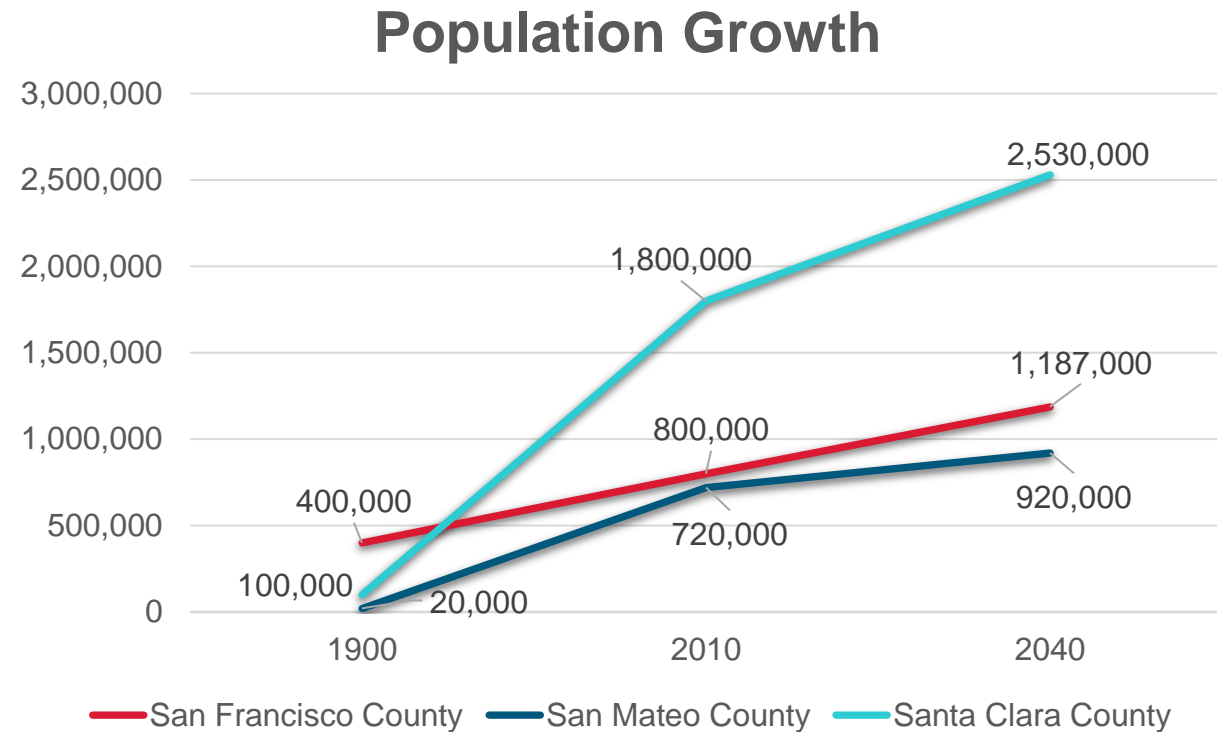
Caltrain Corridor

- 77 miles of track from end to end
- 31 stations
- Bi-directional commute
- 41 at-grade crossings
- Pre-pandemic:
 - 7th largest commuter rail in the country
 - 70% farebox recovery
 - Over 18 million Unlinked Passenger Trips (UPT) in 2019
 - Frequently overcrowded trains, standing room only



Corridor Growth 40% Increase

By 2040, an additional 1.2 million people will work and live within 2 miles of the Caltrain corridor.



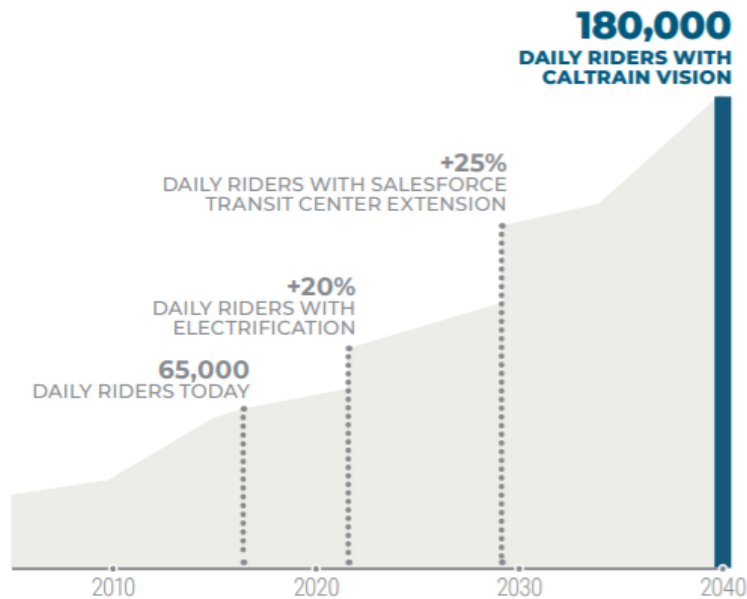
2040 Vision

Zero Emission Future

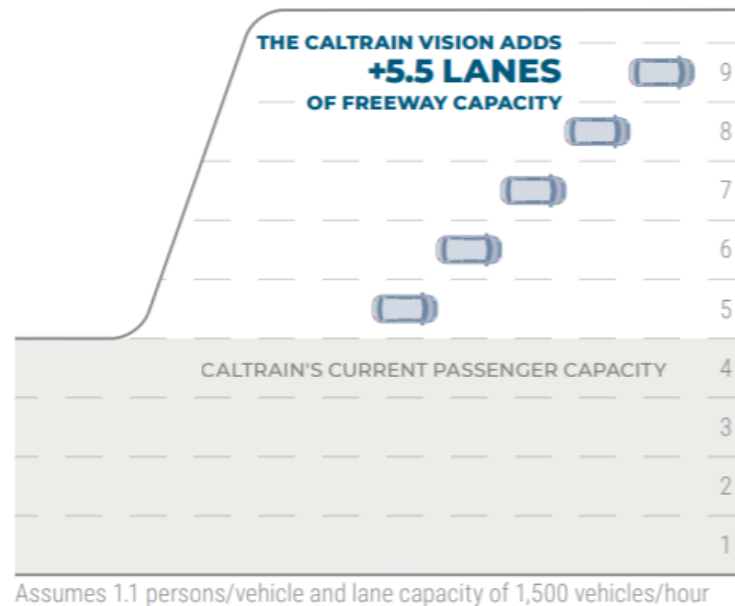
MORE TRANSPORTATION CAPACITY



CARRYING MORE PEOPLE



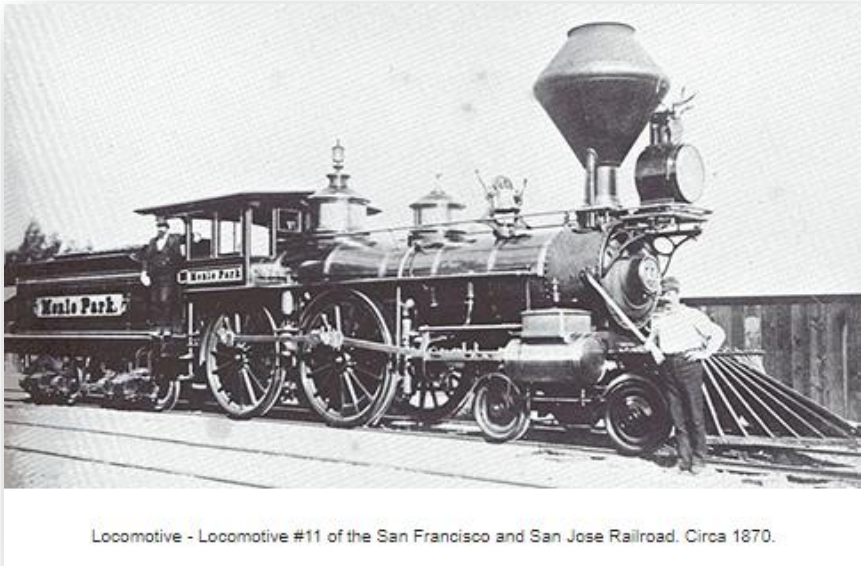
TRAINS VS LANES



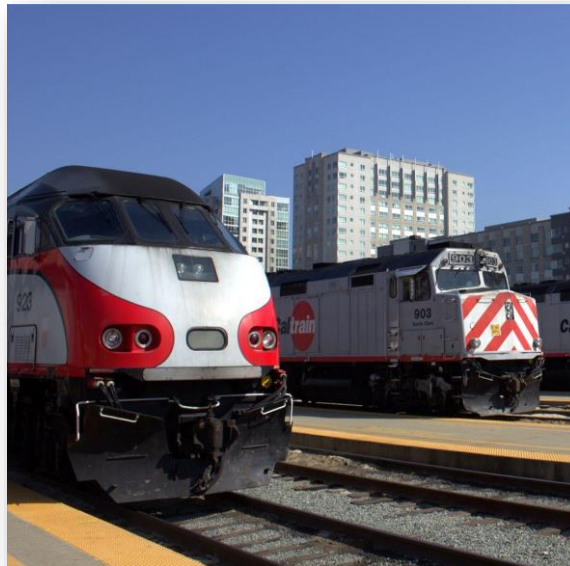
Caltrain's 2040 future service vision supports regional growth, arrival of high-speed rail, and more equitable, sustainable service.

Transformational Moment

Electrification will help Caltrain become a cleaner, more efficient component of the transportation network.



Steam 1860s



Diesel 1950s to present



Electric 2024



A Connected Future

- Electrified Caltrain corridor will enable additional investments expanding the Bay Area intercity rail network.
- Existing and future tenants
 - Capital Corridor (Amtrak)
 - Altamont Corridor Express
 - California High Speed Rail
- Expansion projects
 - San Francisco Downtown Extension
 - San Jose Diridon Station Rebuild
 - Grade Separations



California High-Speed Rail, Draft Business Plan, Pg. 23

Electrification Project Benefits

Safety

- Crash energy management technology (meets FRA Alternate Compliance requirements for mixed traffic).
- Crash absorption system protecting train driver and passengers (meets FRA crashworthiness standard).
- Latest generation of vehicle control systems including detailed diagnostic features.
- Improved braking performance.



Sustainability

- Eliminates 2.09 million tons of carbon emissions.
- Future Caltrain will carry equivalent of 5½ lanes of freeway traffic.



SUSTAINABILITY

Replacing old diesel trains with new electric trains will reduce GHG emissions and improve air quality



Energy Independence

- Reduce dependence on foreign energy sources; Rely on cleaner, renewable domestic energy sources.
- California committed to renewable and zero-carbon energy resources supplying 100% electric retail sales to customers by 2045.
- EMU trains include regenerative braking for additional energy savings

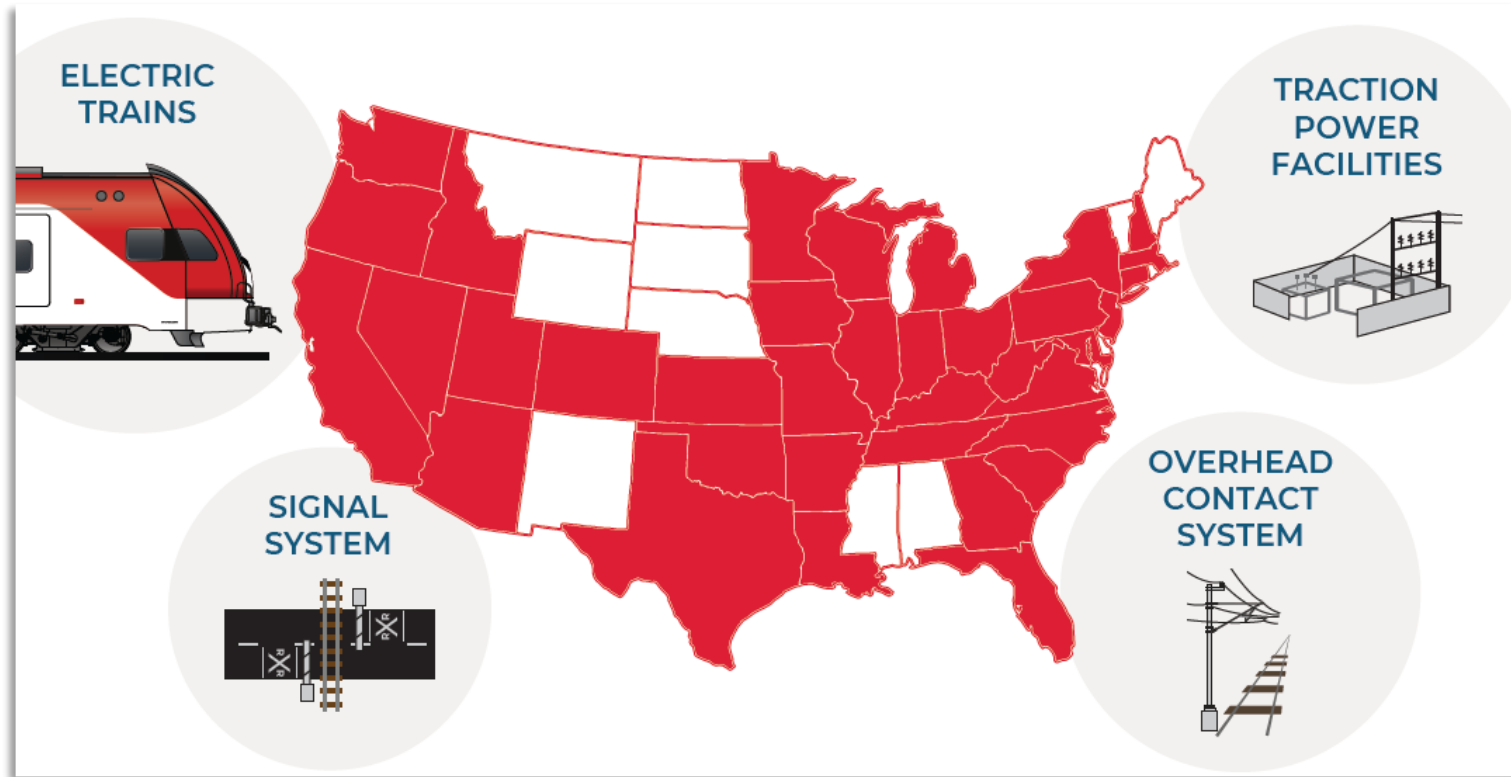


Equity

- Decreases emissions and noise pollution in communities of concern
- Benefits disadvantaged communities:
 - San Francisco (Bayview)
 - Santa Clara
 - Redwood City
 - San Bruno
 - South San Francisco
- Improves mid-day and off-peak service for essential workers

Economic Growth and Job Creation

33,000 Jobs Created in 36 States



Buy America Compliant

- Stadler (Switzerland based company) opened first facility in the US with guarantee of Caltrain Electrification Project contract
- Stadler Salt Lake City Facility:
 - 400+ employees
 - Local apprenticeship program
- Additional foreign suppliers opening US locations in order to be Buy America compliant





AGENDA ITEM 9

State Legislation - February 2024

(Updated February 21, 2024)

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

Staff is not recommending any new positions but are adding Assembly Bill (AB) 1777 (Ting), AB 1837 (Papan), Senate Bill (SB) 915 (Cortese), SB 925 (Wiener) and SB 926 (Wahab) to the Watch list, as shown in **Table 1**.

Table 2 shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring as part of the watch list. It also includes a proposal to remove specified bills from future reporting if they cannot be taken up in 2024, the second year of the session (i.e., if they were chaptered or vetoed).

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 1777 Ting D	<p>Autonomous vehicles.</p> <p>AB 1777 is an intent bill to enact legislation that would require automated vehicles (AVs) to comply with all California Vehicle Code traffic laws and to be assessed penalties whenever a vehicle violates those laws. The bill would also require the California Department of Motor Vehicles and California Public Utilities Commission to publish data.</p> <p>We are working closely with the San Francisco Municipal Transportation Agency (SFMTA), and the City Attorney’s Office, and have proposed substantive language to the Assemblymember’s office to address concerns around AV enforcement, permitting, and data transparency, as well as potentially authorize local cost recovery measures.</p>
Watch	AB 1837 Papan D	<p>San Francisco Bay area: public transportation.</p> <p>AB 1837 is an intent bill to enact legislation that would encourage coordination and collaboration among Bay Area transit agencies.</p> <p>We will continue to participate in ongoing discussions regarding regional transit network management with the Metropolitan Transportation Commission (MTC), Bay Area transit agencies, and other stakeholders, which will likely inform this bill’s substantive language if it advances.</p>



AGENDA ITEM 9

Recommended Positions	Bill # Author	Title and Summary
Watch	SB 915 Cortese D	<p>Local government: autonomous vehicles.</p> <p>SB 915 would prohibit an AV company from commencing commercial services within a jurisdiction until authorized by a local ordinance in addition to securing any approvals required by the state. The bill would require that the ordinance include provisions including but not limited to the establishment of reasonable vehicle caps and hours of service restrictions and the establishment of an interoperability or override system accessible by first responders. The bill would also authorize local jurisdictions to levy fees to cover the costs of carrying out an ordinance or resolution.</p> <p>We are placing this legislation on the Watch list while we continue to work with Assemblymember Ting on substantive language for AB 1777. The Los Angeles Board of Supervisors and San Mateo County Board of Supervisors recently adopted a support position on this bill.</p>
Watch	SB 925 Wiener D	<p>San Francisco Bay area: local revenue measure: transportation improvements.</p> <p>SB 925 states an intent to enact legislation that will authorize MTC to place a transportation revenue measure on the ballot as early as 2026 to fund the operation, expansion, and transformation of the Bay Area transportation network. In January, MTC (the bill's sponsor) approved a potential framework for this legislation that includes two components. The first component would establish a menu of options for the types of revenue mechanisms that could be pursued and eligible expenditures. The second component would establish MTC as the Bay Area's Regional Network Manager and include provisions that would advance the implementation of the region's adopted Transit Transformation Action Plan (e.g., consistent fare payment, wayfinding, integrated fares, real time transit information).</p> <p>We have met with the author to provide input on future substantive language and are also actively meeting with MTC, other Bay Area agencies, and stakeholders through a regional transportation measure working group to discuss what should be incorporated into the legislation.</p>
Watch	SB 926 Wahab D	<p>San Francisco Bay area: public transportation.</p> <p>SB 926 would require the California State Transportation Agency to develop a plan to consolidate the Bay Area's 26 transit agencies.</p> <p>It is unclear at this time whether the author intends the bill to simply mandate a planning process or will ultimately seek to mandate the plan's implementation. Until more substantive language is introduced, we are not recommending taking a position. We will continue to focus our efforts on the development of substantive language for SB 925 (Wiener), which we believe is unlikely to mandate agency consolidations and instead will focus on customer-facing connectivity improvements and transit agency accountability measures.</p>



AGENDA ITEM 9

Table 2. Bill Status for Positions Taken in the 2023-24 Session

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 02/07/2024)
Support	SB 532 Wiener D	San Francisco Bay area toll bridges: tolls: transit operating expenses. Raise tolls on Bay Area bridges by \$1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.	Assembly Appropriations Bill held by author in 2023 to allow additional discussion with Bay Area legislators and other stakeholders.
Watch	AB 6 Friedman D	Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions. Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	Senate Transportation Bill held by author in 2023.
	AB 7 Friedman D	Transportation: planning: project selection processes. Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.	Senate Inactive in 2023.
Remove from Table (was Support)	ACA 1 Aguiar-Curry Haney D Principal Coauthor: Wiener D	Local government financing: affordable housing and public infrastructure: voter approval. Reduces the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing.	<i>Chaptered</i>



AGENDA ITEM 9

Remove from Table (was Support)	AB 251 Ward D	California Transportation Commission: vehicle weight safety study. Requires the formation of a task force to study the relationship between vehicle weight and injuries to vulnerable road users and the costs and benefits of a passenger vehicle weight fee.	<i>Chaptered (signed by Governor)</i>
Remove from Table (was Support)	AB 361 Ward D	Vehicles: video imaging of bicycle lane parking violations. Authorizes the use of automated forward-facing cameras on parking enforcement vehicles for the purpose of citing parking violations in bicycle lanes.	<i>Chaptered (signed by Governor)</i>
Remove from Table (was Support)	AB 645 Friedman D	Vehicles: speed safety system pilot program. Establish a pilot safety program, including limited authorization of speed safety cameras.	<i>Chaptered (signed by Governor)</i>
Remove from Table (was Oppose Unless Amended)	AB 825 Bryan (D)	Vehicles: bicycles on sidewalks. Authorizes the use of bicycles on sidewalks statewide unless the adjacent street has a striped or separated bicycle facility. Bill has recently been amended to provide some flexibility to local governments to put in place restrictions on the use of bicycles on sidewalks (such as in commercial districts or on streets with a speed limit of 20 mph or less). However, we still feel the amendments are insufficient to withdraw the current position.	<i>Vetoed by Governor</i>

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.