

2023 Prop L 5-Year Prioritization Program

Muni Reliability and Efficiency Improvements

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County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Municipal Transportation Agency.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Muni Reliability and Efficiency Improvements is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Muni Reliability and Efficiency Improvement as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Programmatic improvements that improve the reliability and speed of Muni bus and rail service. Eligible project types include but are not limited to: transit-only lanes; curb bulb-outs at Muni stops; traffic signal modifications; deployment of transit signal priority devices; relocation and upgrade of Muni stops; and other street design changes (e.g., highly visible crosswalks, median island refuges) to reduce delay for transit and enhance pedestrian safety. Includes \$10M in legacy funding for Geary Rapid Improvements Phase 2. Includes project development and capital costs. Sponsor Agency: SFMTA. Total Funding: \$1,088.3M; EP: \$110M.”

SFMTA stands for San Francisco Municipal Transportation Agency.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Muni Reliability and Efficiency Improvements, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$8.89 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including the critical need to improve transit and invest in reliability improvements for Muni.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

Key themes emerged from this process including the reiteration of the need to invest in transit, improve transit reliability, and focus on network expansion. To learn more about our engagement process and findings, visit sfcta.org/ExpenditurePlan

4. Performance Measures

Prop L requires the establishment of performance measures for each program in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Muni Reliability and Efficiency Improvements 5YPP:

- Improved reliability (travel time variability)
- Improved travel time (median weekday corridor travel times)
- Improved ridership and/or ridership recovery from pre-pandemic levels

While not recommended as performance measures, the Transportation Authority will also track the following metrics for this program to understand trends:

- Improved comfort, convenience, and identity (e.g. through SFMTA customer satisfaction surveys)
- Headway adherence
- Transit Coverage (population) by service frequency (e.g. 5 minute, 10 minute, other)

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

The Transportation Authority has funded Muni improvement and reliability projects since Prop B, the predecessor to Prop K, passed in 1989. Table 1 shows the Project Status of open Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network grants under Prop K.

Table 1. Prop K Project Status- Open Grants

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 1/8/24)	OPEN FOR USE?
SFMTA	N-Judah Customer First - Construction	Construction	2012/13	\$615,880	\$215,263	Yes
SFCTA	Van Ness BRT EIS/EIR and Advanced Conceptual Engineering	Environmental Studies	2012/13	\$240,432	\$12,895	Yes
SFMTA	TEP - Design	Design Engineering	2013/14	\$7,800,000	\$1,241,398	Yes
SFMTA	Geary BRT - Full BRT (Phase 2) - Design (CER)	Design Engineering	2015/16	\$4,427,317	\$462,222	
SFMTA	Van Ness Improvements - EP 1	Construction	2016/17	\$21,541,930	\$13,347,173	Yes
SFCTA	Geary Bus Rapid Transit - Environmental Review	Environmental Studies	2018/19	\$674,000	\$350,381	Yes
SFMTA	Muni Forward	Planning	2018/19	\$3,339,000	\$1,815,982	
SFMTA	J Church Muni Forward	Design Engineering	2022/23	\$3,184,360	\$3,184,360	

Projects are sorted by allocation year, then name.

The SFMTA has a long track record of delivering transit reliability improvements through the Muni Forward program. Over the past 10 years, the agency has successfully brought over 100 miles of corridor improvements to the SFMTA Board for approval, and over 90 miles of those improvements have been implemented to date.

Most of the scope for the Transit Effectiveness Project (TEP) - Design grant shown on Table 1 was completed within a few years of allocation, but one remaining corridor in this scope (N Judah: 9th Ave to La Playa) is outstanding. The SFMTA has deferred this project in order to align its schedule with construction of the N Judah Muni Forward project funded by a State Transit and Intercity Rail Capital Program (TIRCP) grant that will be available in Fiscal Year 2026/27.

The SFMTA was able to complete four of five corridors in Group 1 of the Muni Forward planning grant within a few years of allocation. The remaining Group 1 corridor (22 Fillmore: Fillmore Street) has not yet started planning as the SFMTA has accelerated planning on several Group 2 corridors due to awards of TIRCP construction funding for those corridors. Overall, the SFMTA accomplished more with the 2018 Muni Forward grant budget than it originally anticipated.

An important lesson the SFMTA has learned from the TEP and Muni Forward grants is to include more corridors in the scope than the funding may be able to cover to provide flexibility to advance corridors as they are ready to go. The SFMTA has found that there are certain circumstances, such as when there is a lot of community support

or opposition, or because SFMTA has secured other grants to implement a project, when it makes sense for one corridor to move ahead faster than other corridors listed in the scope of the grant. The SFMTA used this approach with the Muni Forward planning and design projects funded by Prop K and has applied this lesson learned in its proposal for Prop L funds for Muni Forward.

The SFMTA does face important challenges with project delivery. Fire Department review, coordination and review with other city departments (e.g., Public Utilities Commission and Public Works), and the need for thorough community engagement can impact the schedule for project delivery. In general, the SFMTA has been able to maintain a consistent, relatively fast pace of delivery of Muni Forward projects by partnering with existing projects, embracing a quick-build approach to implementation, and remaining flexible to reprioritize when there is strong community support to pursue a specific corridor.

Another challenge is the high demand for signal shop crews for projects including Vision Zero, transit signal priority, etc. The signal shop continues to build up their staffing and expertise; new electricians hired in the last few months are all scheduled to be trained by the Transit Signal Priority (TSP) vendor to install and monitor TSP equipment. Additionally, the fiber team of the Department of Technology is being utilized to support related communications installation, trouble shooting, and on-going maintenance needs. This coordination allows the signal shop to focus on the core signal equipment and timing work.

TSP expansion work is being coordinated with other projects to reduce the number of times signal shop electricians have to make signal programming changes to an intersection and deploy crews to a site to install and test equipment. The implementation of new TSP technology is a high priority for SFMTA given that their current TSP technology is becoming obsolete, while new, more effective TSP technologies have emerged.

See Appendix B Muni Forward Update and Map (November 21, 2023) and Appendix C Muni Forward Project Status List (December 2023) for more information about the status of all Muni Forward projects.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop L programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Muni Reliability and Efficiency Improvements 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from the Muni Reliability and Efficiency Improvements ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix A.

Approving this 5YPP requires amending the Prop L Strategic Plan to advance funds from future years into the current five-year period. The recommended project list would advance \$9.3 million - nearly double the pay-go amount (\$10.4 million) in the first five years of the 30-year program. We are comfortable supporting this level of advancement of funds because Muni Reliability projects that improve the speed and reliability of Muni bus and rail service are key to continued transit recovery in the post-pandemic era, in addition to realizing San Francisco's Transit First policy. Advancing funds also provides funding for projects in early phases of work so that projects can pursue competitive grant funding opportunities for construction. Based on current project delivery track records, it's possible that the projects will not proceed as quickly as proposed, which will ultimately result in lower financing costs. We will true up actual allocations and expenditures in the next 5YPP update and any reductions in financing costs would be available for programming to projects in the next 5-year period.

Prop L Project Submissions Evaluation - EP 1 Muni Reliability and Efficiency Improvements

District	Projects	Prop L-Wide Criteria					Program Specific Criteria				Total
		Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Improves Reliability	Improves Travel Time	Accessibility and Connectivity	
6	Mission Street SoMa Transit Improvements	4	4	5	3	4	4	4	4	2	34
11	Geneva/San Jose M-Line Terminal	4	4	5	3	4	4	3	3	2	32
Citywide	Muni Forward Five-Minute Network Corridor Development	5	4	5	1	2	4	4	4	2	31
Citywide	Bus Signal Transit Priority (TSP)	2	0	3	0	3	3	4	4	2	21
Total Possible Score		5	4	5	5	4	4	4	4	2	37

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.

Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.

Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.

Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.

Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.

Five points for a project in an adopted community based plan and/or with evidence of diverse community support, including from disadvantaged populations.
 Three points for a project not in an adopted community based plan, but with evidence of support from both neighborhood stakeholders and citywide groups, including from disadvantaged populations.
 One point for a project not in an adopted community based plan, but with evidence of support from either neighborhood stakeholders or citywide groups.
 Zero points for a project that was neither developed out of a community-based planning process nor has other forms of demonstrated community support.

Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.

Safety: Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflicts between modes, and/or increases security. Additional priority for projects benefiting users of multiple modes (e.g. transit passenger, pedestrian, cyclist, motorist, transit employee).

Improves Reliability: Highest possible score is 4. Project results in improved reliability, including less variable travel times and better headway adherence.

Improves Travel Time: Highest possible score is 4. Project results in trip time reduction.

Accessibility and Connectivity: Highest possible score is 2. Project increases transit accessibility and/or connectivity (e.g. stop improvements, travel information improvements, wayfinding, crosswalks, bulbouts, bicycle parking, and improved connections to regional transit).

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

01- Muni Reliability and Efficiency Improvements

Programming Year

Pending February 27, 2024 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Bus Transit Signal Priority	Construction		\$1,500,000				\$1,500,000
SFMTA	Bus Transit Signal Priority	Construction			\$3,152,000			\$3,152,000
SFMTA	Bus Transit Signal Priority	Construction				\$2,152,000		\$2,152,000
SFMTA	Bus Transit Signal Priority	Construction					\$2,152,000	\$2,152,000
SFMTA	Geneva/San Jose M-Line Terminal	Construction		\$1,549,000				\$1,549,000
SFMTA	Mission Street SoMa Transit Improvements	Design Engineering (PS&E)	\$1,200,000					\$1,200,000
SFMTA	Muni Forward Five-Minute Network Corridor Development	Planning/Conceptual Engineering	\$5,000,000					\$5,000,000
SFMTA	Muni Forward Five-Minute Network Corridor Development	Planning/Conceptual Engineering			\$6,000,000			\$6,000,000
Funds Requested in 2023 5YPP			\$6,200,000	\$3,049,000	\$9,152,000	\$2,152,000	\$2,152,000	\$22,705,000
Cumulative Remaining Programming Capacity			\$4,207,906	\$1,158,906	(\$7,993,094)	(\$10,145,094)	(\$12,297,094)	(\$12,297,094)

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

01- Muni Reliability and Efficiency Improvements

Cash Flow (Maximum Annual Reimbursement)

Pending February 27, 2024 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement										Total	
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33		
Bus Transit Signal Priority	Construction		\$1,500,000	\$0									\$1,500,000
Bus Transit Signal Priority	Construction			\$3,152,000	\$0								\$3,152,000
Bus Transit Signal Priority	Construction				\$2,152,000	\$0							\$2,152,000
Bus Transit Signal Priority	Construction					\$2,152,000	\$0						\$2,152,000
Geneva/San Jose M-Line Terminal	Construction			\$164,000	\$658,000	\$727,000							\$1,549,000
Mission Street SoMa Transit Improvements	Design Engineering (PS&E)		\$600,000	\$600,000									\$1,200,000
Muni Forward Five-Minute Network Corridor Development	Planning/Conceptual Engineering		\$1,500,000	\$1,500,000	\$1,000,000	\$1,000,000	\$0	\$0					\$5,000,000
Muni Forward Five-Minute Network Corridor Development	Planning/Conceptual Engineering				\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000					\$6,000,000
Cash Flow Requested in 2023 5YPP		\$0	\$3,600,000	\$5,416,000	\$5,310,000	\$5,379,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$22,705,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$1,156,434	\$2,312,868	\$2,312,868	\$2,312,868	\$2,312,868	\$0	\$0	\$0	\$0	\$0	\$0	\$10,407,906
Cumulative Remaining Cash Flow Capacity		\$1,156,434	(\$130,698)	(\$3,233,830)	(\$6,230,962)	(\$9,297,094)	(\$10,797,094)	(\$12,297,094)	(\$12,297,094)	(\$12,297,094)	(\$12,297,094)	(\$12,297,094)	(\$12,297,094)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Bus Transit Signal Priority	89.9%	45.1%
Geneva/San Jose M-Line Terminal (leveraging based on M Ocean View Transit Reliability and Mobility Improvements project)	89.9%	93.8%
Mission Street SoMa Transit Improvements	89.9%	88.1%
Muni Forward Five-Minute Network Corridor Development	89.9%	21.6%
Muni Reliability and Efficiency Improvements Program Total	89.9%	63.0%

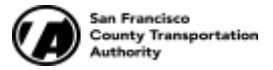
Anticipated leveraging in this 5YPP is below expected leveraging in the Expenditure Plan as averaged over the proposed 5-year program of projects. We expect that leveraging will improve in future years as SFMTA secures non-Prop L grants for construction of Muni Forward projects.

Prop L Sales Tax Program Project Information Form (PIF) Template



Project Name and Sponsor			
Project Name:	Bus Transit Signal Priority (TSP)		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	01- Muni Reliability and Efficiency Improvements		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):	17- Traffic Signs and Signals Maintenance		
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Scope includes: 1) Implementation of new TSP technology to all Muni buses and intersection already equipped with TSP and communication devices, 2) optimize, repair and replace existing communication network, and procure extended warranties where necessary, and 3) expansion, repairs and replacement of CCTV cameras, and extended warranty services for Variable Message Signs (VMS).		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	This is a citywide project, including areas located in EPCs on the northeast and south areas of the city.		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	See Attachment 1 for detailed scope.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Detailed Scope Attachment 2: Transit Signal Priority/Equity Priority Communities map Attachment 3: Streets Division Communication Network Map Attachment 4: Planned TSP Equipment Installation List 2023-2028 Attachment 5: SFgo CCTV Map Attachment 6: SFMTA Existing & Legacy Variable Message Signs map Value of TSP Report available upon request.		
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	N/A		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2027/28
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28
Notes						
<p>Prop L programming is requested annually in FYs 2024/25-2027/28. Above schedule is a placeholder for all four years of proposed work. For the installation of new and existing TSP systems, the design phase is considered to be part of the construction phase. Design for deployment of TSP to specific intersections or corridors is part of the work done to get TSP parameters programmed into the TSP, network devices and traffic signal controllers at each location in preparation for installation.</p>						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name:		Bus Transit Signal Priority (TSP)								
Project Cost Estimate										
		Funding Source								
Phase	Cost	Prop L	Other	Source of Cost Estimate						
Planning/Conceptual Engineering	\$ -	\$ -	\$ -							
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -							
Right of Way	\$ -	\$ -	\$ -							
Design Engineering (PS&E)	\$ -	\$ -	\$ -							
Construction	\$ 24,404,023	\$ 13,402,000	\$ 11,002,023	Prior work						
Operations (i.e. paratransit)	\$ -	\$ -	\$ -							
Total Project Cost	\$ 24,404,023	\$ 13,402,000	\$ 11,002,023							
Percent of Total		55%	45%							
Funding Plan - All Phases - All Sources					Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2024/25	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2025/26	\$ 3,152,000	\$ -	\$ -	\$ 3,152,000	\$ -	\$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2026/27	\$ 2,152,000	\$ -	\$ -	\$ -	\$ 2,152,000	\$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2027/28	\$ 2,152,000	\$ -	\$ -	\$ -	\$ -	\$ 2,152,000
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Programmed	2024/25	\$ 1,149,000	\$ -	\$ 1,149,000	\$ -	\$ -	\$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Programmed	2025/26	\$ 1,099,000	\$ -	\$ -	\$ 1,099,000	\$ -	\$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Programmed	2026/27	\$ 1,099,000	\$ -	\$ -	\$ -	\$ 1,099,000	\$ -
Prop L	17- Traffic Signs and Signals Maintenance	Construction	Programmed	2027/28	\$ 1,099,000	\$ -	\$ -	\$ -	\$ -	\$ 1,099,000
IPIC SOMA*		Construction	Programmed	2024/25	\$ 11,002,023	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 24,404,023	\$ -	\$ 2,649,000	\$ 4,251,000	\$ 3,251,000	\$ 3,251,000
Notes										
*IPIC funds are less certain given the pace of economic recovery. There is a strong likelihood that other funds will need to be identified to preserve leveraging.										
SFCTA has a number of questions/concerns about this proposed request that we will revisit when an allocation request is submitted and better/more up to date information is available, such as: 1) We will confirm leveraging (IPIC or other funds) when an allocation request is submitted. 2) We will evaluate project delivery of the prior year grants when deciding whether to recommend allocation at that time. This project relies heavily on Signal Shop resources which are in high demand for many Vision Zero and other projects in addition to TSP. 3) Review updated detailed scope to ensure it only includes capital costs, which are eligible for Prop L, and not (routine) operations and maintenance work.										

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Bus Transit Signal Priority (TSP)</i>
Relative Level of Need or Urgency (time sensitive)	<p>Our current TSP system has proved to be a great asset in reducing signal delays and travel times. It is critical to continue expanding to locations skipped during the initial implementation of TSP to the larger corridor due to construction or other circumstances that have changed since. As technology continues to evolve and our TSP and network equipment continues to age, it is also important to investigate and implement new technologies that would make monitoring, optimization and expansion of our system more efficient.</p> <p>It is also critical to have funds in place as shown in the cash flow to ensure continuous monitoring and maintenance of the existing CCTV, VMS, TSP and network systems, as well as to move forward with the purchase of new equipment and labor needed to replace aging equipment.□</p>
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>TSP is a technology identified in the original SFgo strategic plan. It is also one of technology tools recognized in TEP/Muni Forward that would improve transit on-time performance and enhance transit safety. Outreach for TSP was part of the SFgo and TEP planning phase.</p> <p>No outreach is needed for equipment replacement.</p> <p>Similar to TSP, new installation of CCTV cameras was identified in the original SFgo strategic plan.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>The TSP and network systems have been deployed citywide along Muni transit routes. These routes travel citywide and serve diverse communities within San Francisco, including those that could be considered disadvantaged or vulnerable. Continuous and on-going service, repair and replacement of TSP and network equipment will ensure that these communities have access to reliable public transportation.</p> <p>During emergency situations, CCTV cameras have not only been used to monitor traffic, but also to monitor different site conditions and determine response action. During the initial response to Covid-19, key member of the Department Operations Center (DOC) and the Emergency Operations Center (EOC) were assigned to support the Muni Unsheltered Passenger Transport Program. The program's objective was to pick up passengers from navigation centers to transport to hotel, used the cameras to adjust route planning, monitor passenger drop off times, monitor Muni ambassador program to ensure physical distancing.</p> <p>The majority of our Variable Message Signs (VMS) are located within areas identified in the Equity Priority Communities map. Similar to CCTVs, VMS were also used during the initial response to Covid-19 to remind people to maintain physical distance, as well as to inform people where nearby vaccination sites were located.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity, Environmental Sustainability, Economic Vitality, Safety and Livability

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



	<p>The project advances SFTP goals by providing continuous and on-going service, repair and replacement of TSP, network, CCTVs and VMS equipment that has been deployed citywide and that ensures that everyone in San Francisco has access to reliable public transportation. TSP reduces the number of times buses have to stop at red lights, also reducing impacts to the environment caused by buses breaking/accelerating. TSP in conjunction with other tools has also help mitigate some of the travel time impacts to transit caused by longer pedestrian crossing times. Additionally, TSP and other transit measures can pay for themselves over time. Running buses costs money; when travel time is reduced, bus operation and maintenance costs are reduced.</p>
<p align="center">The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
<p align="center">01- Muni Reliability and Efficiency Improvements</p>	
<p>Safety</p>	<p>The same equipment installed at all the intersections to provide TSP is also programmed by SFMTA engineers and Signal Shop electricians to allow emergency preemption to SFFD vehicles equipped with the technology. TSP equipment has been installed at about 500 intersections located citywide, including many intersections on the High Injury Network. See maps included with this request. SFMTA has not performed any before/after studies to see the impact on collisions with the implementation of TSP. However, a 2021 American Society of Civil Engineers (ASCE) study, and consistent with other smaller studies done in two other US cities, Australia and Canada between 2017 and 2019, found that there is an overall reduction on collisions along corridors after TSP was implemented. TSP has been deployed citywide, including at intersections located on the HIN. See attached map.</p> <p>CCTV cameras are used to remotely monitor traffic and roadway conditions allowing for more eyes on the streets to evaluate and address site conditions and improve safety. CCTV locations are strategically selected to more efficiently monitor field conditions, with a focus on transit, enforcement and roadway construction needs, and these are used to support various daily and emergency operations by SFMTA's Transit Management Center (TMC). During special events and emergency situations, SFMTA staff uses the cameras to monitor road conditions and determine response actions. Based on camera activity decisions are made to (1) deploy parking control officers to shut down streets to vehicular traffic (2) adjust parking control officer staffing levels (3) re-route transit to adjacent streets and (4) remove non-essential staff such as maintenance personnel and transit ambassadors from the streets for safety concerns. CCTV cameras are deployed citywide, including at intersections located on the HIN. See attached map.</p>
<p>Improves Reliability</p>	<p>TSP plays an important role in ensuring that passengers can reach their destinations reliably, by making travel times more predictable. Per the 2021 Value of TSP report prepared by SFMTA's TSP vendor (available upon request), GTT found that TSP provides improved travel times and reduced stop rated through about 70% of the intersections. By reducing the number of times buses have to stop at red lights and making travel times more predictable, TSP has help make transit more reliable citywide.</p> <p>CCTV cameras are used to monitor traffic and roadway conditions, allowing engineers to make signal timing changes, optimize TSP and/or implement other roadway changes to improve site conditions that helps transit be more reliable.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



<p>Improves Travel Time</p>	<p>Per the 2021 Value of TSP report prepared by SFMTA’s TSP vendor (available upon request), GTT found that TSP provides improved travel times and reduced stop rated through about 70% of the intersections with an average time savings of 3% for selected segments. This average saving is diluted by many variables, especially when evaluating larger segments as it was done for this report. It is also worth considering that in 2018, SFMTA adopted a 3.0 ft/s pedestrian clearance timing that provides longer crossing times for pedestrians but reduces the duration of the green light.</p> <p>CCTV cameras are used to monitor traffic and roadway conditions, allowing engineers to make signal timing changes, optimize TSP and/or implement other roadway changes to improve site conditions that help reduce travel times.</p>
<p>Accessibility and Connectivity</p>	<p>TSP has been deployed to all Muni’s rapid routes connecting regional public transportation systems such as BART, AC Transit and Caltrans to Muni’s local routes that serve residential neighborhoods, as well as to infrastructure aimed to encourage and facilitate bicycle and pedestrian access.</p> <p>TSP makes transit more predictable and reliable, helping passengers better plan their travel times and transfers among Muni routes or to/from other transit systems, and as a result improving connectivity and accessibility to our transit system.</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



The next section only applies to projects that are proposed under multiple Expenditure Plan programs. The questions that are required to be filled out for each program will auto-populate once the Second Prop L program (row 7) is selected on the Scope & Schedule tab.

17- Traffic Signs and Signals Maintenance

<p>Safety</p>	<p>The same equipment installed at all the intersections to provide TSP is also programmed by SFMTA engineers and Signal Shop electricians to allow emergency preemption to SFFD vehicles equipped with the technology. TSP equipment has been installed at about 500 intersections located citywide, including many intersections on the High Injury Network. See maps included with this request. SFMTA has not performed any before/after studies to see the impact on collisions with the implementation of TSP. However, a 2021 American Society of Civil Engineers (ASCE) study, and consistent with other smaller studies done in two other US cities, Australia and Canada between 2017 and 2019, found that there is an overall reduction on collisions along corridors after TSP was implemented. TSP has been deployed citywide, including at intersections located on the HIN. See attached map.</p> <p>CCTV cameras are used to remotely monitor traffic and roadway conditions allowing for more eyes on the streets to evaluate and address site conditions and improve safety. CCTV locations are strategically selected to more efficiently monitor field conditions, with a focus on transit, enforcement and roadway construction needs, and these are used to support various daily and emergency operations by SFMTA’s Transit Management Center (TMC). During special events and emergency situations, SFMTA staff uses the cameras to monitor road conditions and determine response actions. Based on camera activity decisions are made to (1) deploy parking control officers to shut down streets to vehicular traffic (2) adjust parking control officer staffing levels (3) re-route transit to adjacent streets and (4) remove non-essential staff such as maintenance personnel and transit ambassadors from the streets for safety concerns. CCTV cameras are deployed citywide, including at intersections located on the HIN. See attached map.</p> <p>The SFMTA currently owns, maintains, and operates 26 VMS units within the City of San Francisco. VMS help to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements. VMS have been strategically located to guide road users from freeway exits and on major corridors to events, garages, and major destinations. The primary use of VMS is to notify motorists of unexpected incidents that could affect safety and/or efficiency of travel. Some incidents that might warrant VMS messaging include lane or road closures, detours, construction, planned special events, or other changed road conditions. See attached map.</p>
<p>Need (Asset Useful Life)</p>	<p>This is an on-going project to replace TSP and network equipment as it reaches the end of useful life. Some of this equipment has been in place for 5-years or longer, and needs to be replaced or repaired in order to support new technology or firmware and software updates that allow for the whole system to continue to work to its maximum capacity.</p>
<p>Signal Priority for Transit and/or Emergency Vehicles</p>	<p>This project has a direct impact to transit by providing state of good repair to TSP and network equipment that allows to hold the green light or shorten the red light a predetermined value to reduce the number of times and how long buses have to stop at a signalized intersection. This same equipment is also able to provide emergency vehicle preemption to SFFD vehicles equipped with similar equipment to the one used on Muni buses, but SFFD equipment is programmed to request traffic signal controller to stop all vehicles and pedestrian movements except for vehicular traffic traveling in the same direction as emergency vehicles.</p>

Attachment 1: Bus Transit Signal Priority Detailed Scope

Project Summary

EP-1: Bus Transit Signal Priority - Expansion

This request will fund the purchase and installation of Transit Signal Priority (TSP) and network equipment to expand the system to intersections where recent projects installed new traffic signals and at certain intersections that were not upgraded when the larger corridor was equipped with TSP. The scope also includes a new service agreement with the TSP vendor, and implementation of new TSP technology, including a new central management software to monitor and analyze TSP performance that would allow engineers to optimize TSP timing and detection parameters to improve transit travel speeds and reliability more efficiently. Scope also includes the installation of new CCTV cameras at strategic locations to support transit.

EP-17: Bus Transit Signal Priority – State of Good Repair & New Installation of CCTV Cameras

SOG: Requested funds would be used for state of good repair of Transit Signal Priority (TSP) and network equipment. Repair and replacement of existing TSP and network equipment along Muni routes at locations where it is nearing the end of its useful life and procure extended warranties where necessary to ensure that existing equipment continues functioning to its maximum capacity.

Funds will also be used for extended warranty services for Variable Message Signs (VMS) used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements.

CCTV Cameras: This request will fund installation of new CCTV cameras at locations strategically selected to more efficiently monitor traffic and field conditions.

Detailed Scope

The SFgo program manages the City's intelligent transportation system (ITS) and is responsible for 1) transit signal priority (TSP) Muni, and emergency vehicle preemption (EVP) for San Francisco's Fire Department; 2) Variable Message Signs (VMS) used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements; 3) CCTV cameras installed at locations strategically selected to more efficiently monitor traffic and field conditions, and to support various SFMTA's daily operations, as well as emergency operations, planned and unplanned street events, and monitoring construction site activities; and 4) the traffic signal communication network which allows for remote two-way communication, and monitoring and operations of TSP, VMS and CCTV equipment, as well as remote monitoring of other traffic signal devices managed by SFMTA's Traffic Signal Shop.

Transit Signal Priority (TSP) installations started citywide in 2012 with a goal of fully equipping every transit vehicle and every signalized intersection on a Muni bus route with TSP, approximately 600 intersections in all. To date SFMTA has equipped about 500 intersections with TSP, including all the Muni Rapid route corridors. Also, 622 intersections are equipped with EVP, 740 intersections are connected to the communication network (out of 1300 total signalized intersections), 197 intersections are equipped with CCTV cameras, and 26 Variable Message Signs are located at strategic locations to broadcast information to the public.

As part of EP1, SFMTA will use the requested funds to expand transit signal priority (TSP) and communication equipment at intersections where recent projects just installed new traffic signals and at certain intersections that were not upgraded when the larger corridor was equipped. New equipment to be purchased includes TSP intersection equipment, traffic signal controller equipment, and networking equipment. Funds will also be used for research and deployment of new TSP technology, including a new central management software to monitor and analyze TSP performance.

The exact number of intersections with TSP installations or upgrades will depend on the condition of the existing signal infrastructure (e.g., conduits, signal controllers, networking equipment). Installation costs vary from \$15,000 to \$80,000 per intersection. Factors affecting cost include need for updated controller firmware; controller cabinet must be upgraded to accommodate additional equipment; existing conduits in bad condition; there is already an existing TSP radio at an intersection but no wireless radio for a network connection; need for a fiber optic connection because the bandwidth of the wireless radio is limited by poor line-of-sight or distance. For newly signalized intersections, the cost of installing TSP equipment will depend on the need for a fiber optic connection. Whenever possible, other capital resources will be used to minimize the costs for new TSP installations. See attached list of locations where SFMTA is planning to install new TSP equipment over the next few years pending further feasibility analysis.

Currently, SFMTA can monitor the impact of TSP on transit performance through two data sources – (1) via intersection controllers and (2) via TSP radios on buses. The first method allows SFMTA to remotely check into each network-connected traffic controller front panel screen to see the current signal timing by phase and whether TSP is enabled. The second method allows SFMTA to pull data logs on each bus to see how many TSP calls have been placed, at which intersections and what times. Through the logs, SFMTA can tell if equipment is properly functioning in each intersection and bus. Some TSP features will be available remotely for staff at the Transportation Management Center to monitor. For security reasons, access to the first method of viewing traffic signal controller displays will be limited to certain traffic engineers and electricians. The two methods mentioned above are very manual and time consuming. A new central management software would simplify the process by providing performance metrics and system status that would allow traffic engineers and electricians to identify locations where the equipment is not working properly or where TSP should be optimized. The central management software will also gather TSP data and produce data analytic reports that will allow engineers to better evaluate the effectiveness of TSP and identify areas of improvement.

Benefits: The benefits from the proposed investment will include the following:

(1) Improved transit performance- TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles that are approaching the intersection. TSP improves the odds that a transit vehicle sees a green light and will endure reduced red-light delay thus improving both reliability and travel times.

(2) Updated traffic signal timing to latest standards – Signal timing will be updated with new installation of TSP equipment to reflect the latest standards for Yellows, All-Reds and pedestrian clearance. [Note: Signal retiming is done with or without equipment upgrades. The SFMTA ensures that the latest timing standard features, such as Vision Zero and safety related features, are incorporated.]

(3) Remote monitoring – Installed equipment will allow SFMTA to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when TSP calls were made, and which bus number made the call.

(4) A central management software to monitor and analyze TSP performance would allow engineers to optimize TSP timing and detection parameters more efficiently to improve transit travel speeds and reliability.

As part of EP-17, SFMTA will use the requested funds to repair or replace existing transit signal priority (TSP) related devices, including radios, controller equipment, networking equipment and CCTV equipment that is nearing the end of its useful life. Requested funds will also be used for network optimization at intersections already equipped with TSP radios and antennas to ensure that the full benefit of the capital improvement is achieved.

The primary equipment to be repaired, replaced or covered by extended warranties through the requested allocation will be:

- Intersection-installed radios to communicate with the radios on the buses.
- Phase selector cards to be installed inside traffic signal controller cabinets. These are used to translate information from intersection TSP radios to traffic signal controllers.
- Wireless radios and switches to provide remote access to connect to TSP intersections to monitor activity and to pull maintenance logs. Cables, Ethernet cords, mounting brackets to install and connect TSP intersections equipment to the network.
- CCTV cameras to monitor traffic and field conditions that impact transit and TSP performance.
- Variable Message Signs (VMS) used to disseminate information to the public, including roadway incident alerts, roadway disruptions due to construction or planned special events, and public service announcements.

The subject request will fund equipment purchases, labor costs for signal timing engineering and equipment installation, and extended warranties for certain existing equipment to ensure continued manufacturer support. Whenever possible, repairs and replacement of TSP and network equipment will be coordinated with other projects or efforts to reduce time and costs. The SFgo team attends meetings where future projects are discussed, including Muni Forward and Vision Zero projects, to help coordinate the installation of new TSP with other projects and reduce the number of times the Traffic Signal Shop does work at the same intersection.

Benefits:

The benefits from the proposed investment will include the following:

(1) Improved transit performance - TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles that are approaching the intersection. TSP improves the odds that a transit vehicle sees a green light or gets a shorter red-light, thus reducing red-light delays, improving both transit reliability and travel times. On-going repairs and replacement of equipment that is nearing end-of-life will ensure that the TSP system continues to perform to its maximum capacity.

(2) Remote monitoring – Installed equipment allows SFMTA to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when a bus made a call requesting TSP to the traffic signal controller and which bus number made the

call. On-going and as-needed repair and replacement of network equipment that is nearing end-of-life will ensure continuous and reliable monitoring and communication with the TSP system .

(3) Continued support for Variable Message Signs (VMS) that otherwise are out of warranty and require special tools and skills to be serviced.

As part of EP-17, SFMTA will use the requested funds to install new CCTV cameras at locations strategically selected to support various SFMTA's daily operations, as well as emergency operations, planned and unplanned street events, and monitoring construction site activities. These cameras allow staff to assess each situation remotely, resulting in faster and more efficient trouble shooting and response times.

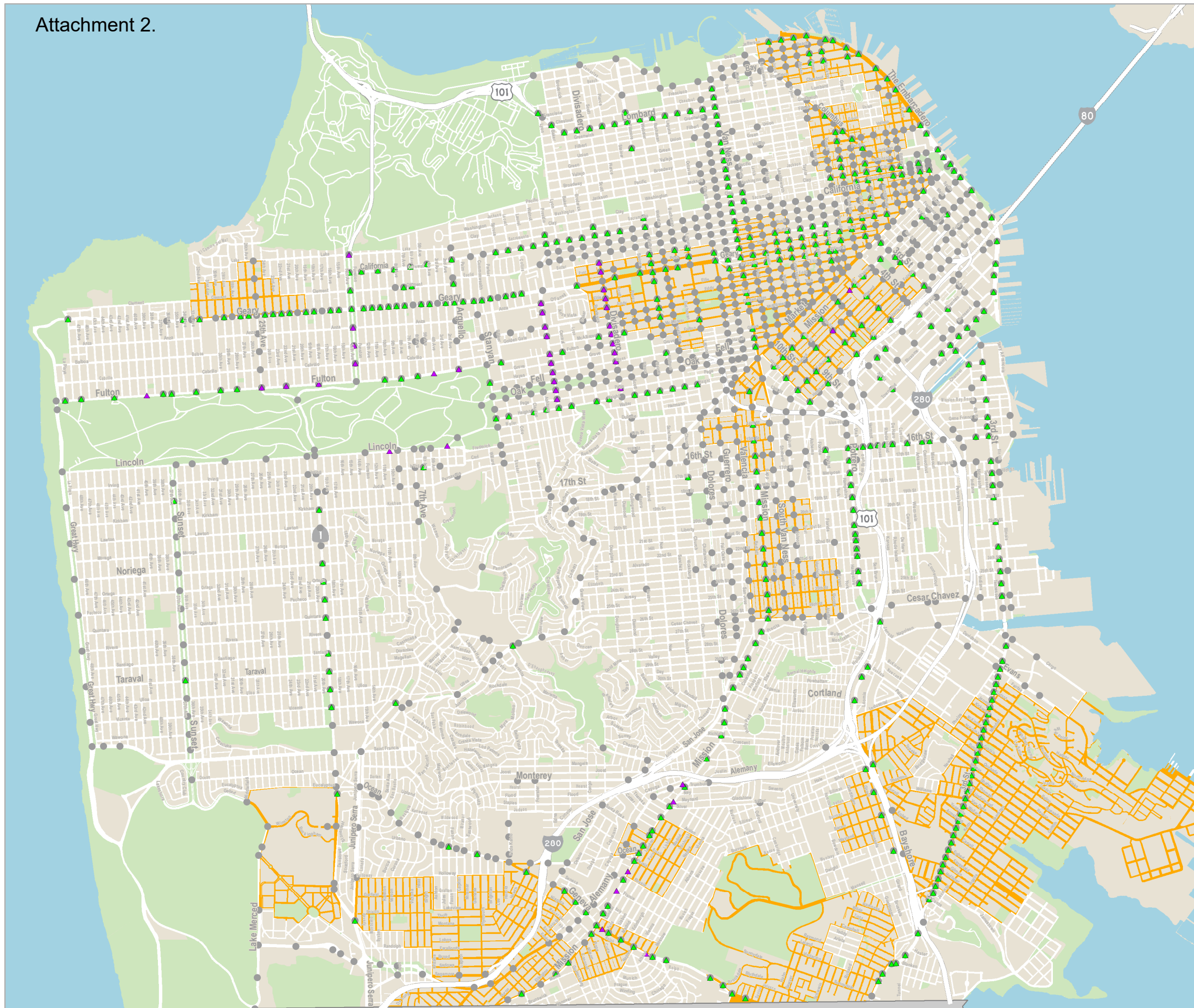
Implementation: As part of the two EPs, SFMTA Streets Division will (1) manage the issuance and administration of the purchase orders for TSP and network related equipment, CCTV cameras and warranty extensions for VMS and other equipment, (2) perform as-needed traffic signal timing updates to optimize and update TSP and emergency preemption parameters, (3) SFMTA's Signal Shop will install new CCTV cameras and TSP intersection equipment, and (4) SFMTA's Signal Shop will also remotely monitor the equipment, perform intersection equipment replacement and work with SFMTA IT to configure and optimize network equipment, and ensure compatibility with the existing TSP system.

SFMTA Transit Signal Priority

June 2023

- Traffic Signal
- ▲ TSP
- ▲ Planned TSP

Areas highlighted in yellow are Equity Priority Communities (EPCs)



0.9 miles

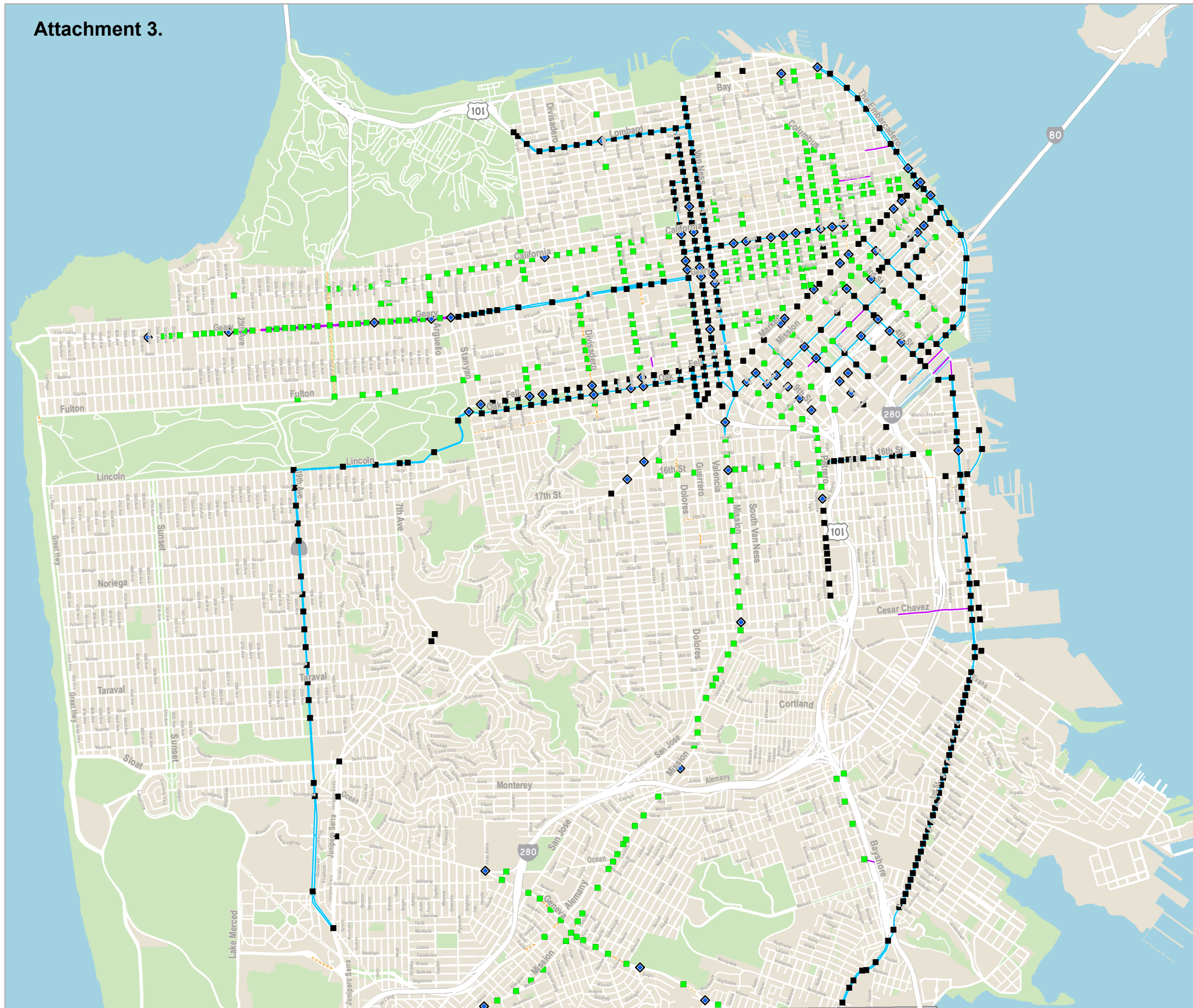
Scale 1:45,696

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For reference contact: Celine.leung@sfmta.com

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May 2023

- Fiber
- ◆ Fiber Backhaul
- Wireless

- SFGo Fiber
- Planned Fiber
- - - Empty Conduit with Rope



0.9 miles

Scale 1:46,323

Date Saved: 5/19/2023

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Attachment 4.

PLANNED TRANSIT SIGNAL PRIORITY (TSP) EQUIPMENT INSTALLATION LIST 2023-2028

Please note that intersections may be added or removed from this list depending further feasibility analysis and as opportunities arise. Installation of new TSP equipment for most of these intersections will depend on the conditions of the existing signal infrastructure.

New signals to be installed by other projects:

1. Kezar/Lincoln
2. 10th Ave/Lincoln
3. Alemany/Rousseau
4. Admiral/Mission/Ney
5. Castle Manor/Mission/Maynard
6. Mission midblock/Russia/Leo
7. France/Mission
8. Mary/Mint/Mission

Fulton Corridor:

9. 39th/Fulton
10. Arguello/Fulton
11. 10th Avenue/Fulton
12. 18th Avenue/Fulton
13. 22nd Ave/Fulton
14. 25th Avenue/Fulton

Masonic Corridor:

15. Anza/O'Farrell/Masonic
16. Turk/Masonic
17. Golden Gate/Masonic
18. Grove/Masonic
19. Hayes/Masonic
20. Fell/Masonic
21. Oak/Masonic
22. Page/Masonic
23. Haight/Masonic

Park Presidio Corridor:

24. Park Presidio/Cabrillo
25. Park Presidio/Balboa
26. Park Presidio/Anza
27. Park Presidio/Lake
28. Park Presidio/California
29. Park Presidio/Fulton
30. McAllister/Webster

3rd/4th Streets:

31. 3rd Street/Perry
32. 3rd Street/Harrison
33. 3rd Street/Mission
34. 4th Street/Harrison
35. 4th Street/Clara
36. 4th Street/Folsom
37. 4th Street/Howard
38. 4th Street/Minna
39. 4th Street/Mission

Stockton:

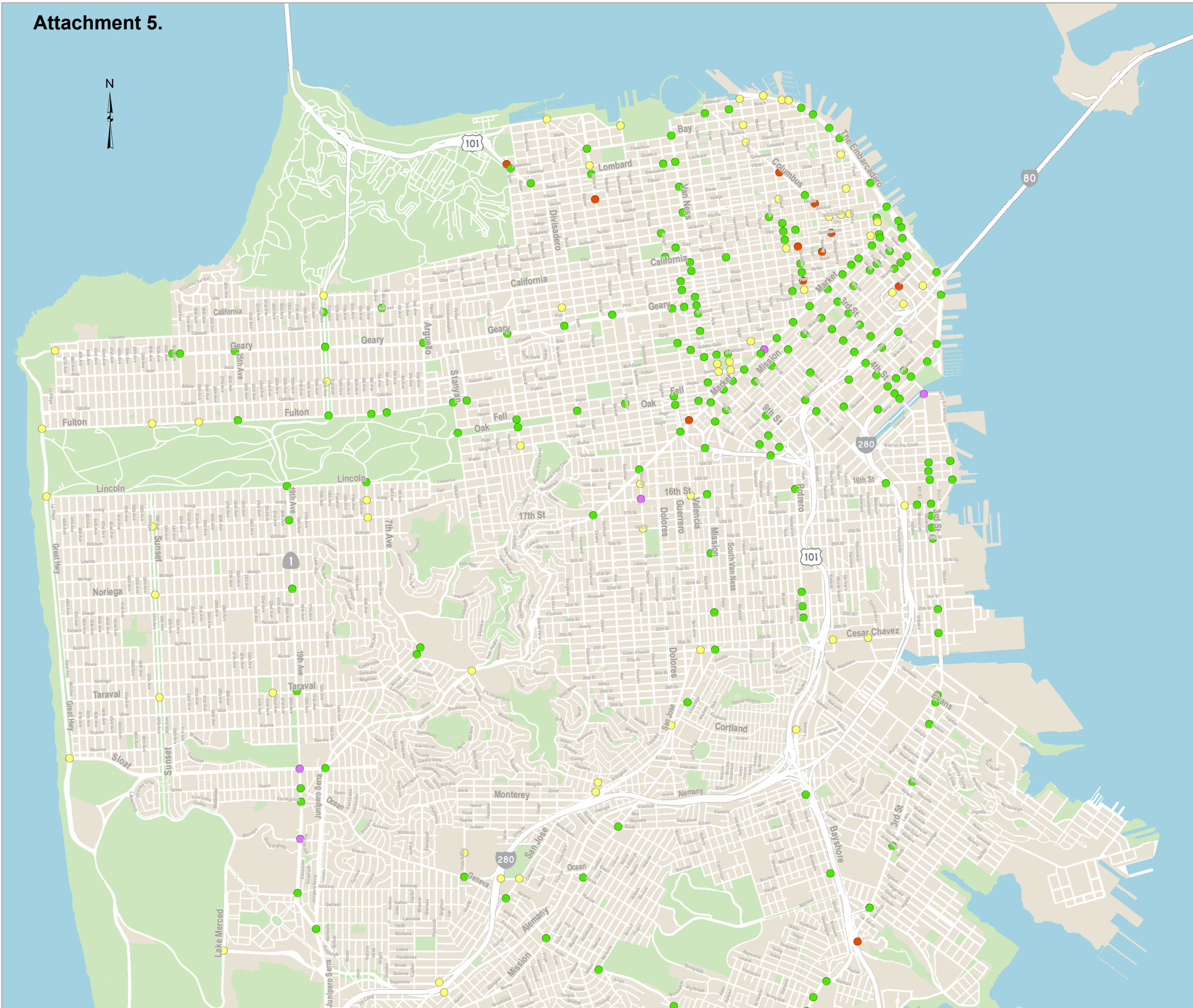
40. Stockton St/O'Farrell
41. Stockton St/Geary
42. Stockton St/Post
43. Stockton St/Sutter
44. Stockton St/Pacific

Ocean Corridor:

45. Geneva/Frida Kahlo/Ocean
46. Geneva/Mission
47. Ocean/Mission
48. Ocean/Brighton
49. Ocean/Howth
50. Ocean/Alemany
51. Ocean/San Jose

52. 7th/Howard

53. Van Ness/Geary
54. Van Ness/McAllister
55. San Bruno/Silver
56. Mission/16th
57. 11th/Mission
58. Potrero/16th
59. 3rd/16th (WBLT 16th)



SFgo CCTV Map

July 2023

CCTV

- Existing
- In Progress
- Awaiting Construction
- Planned

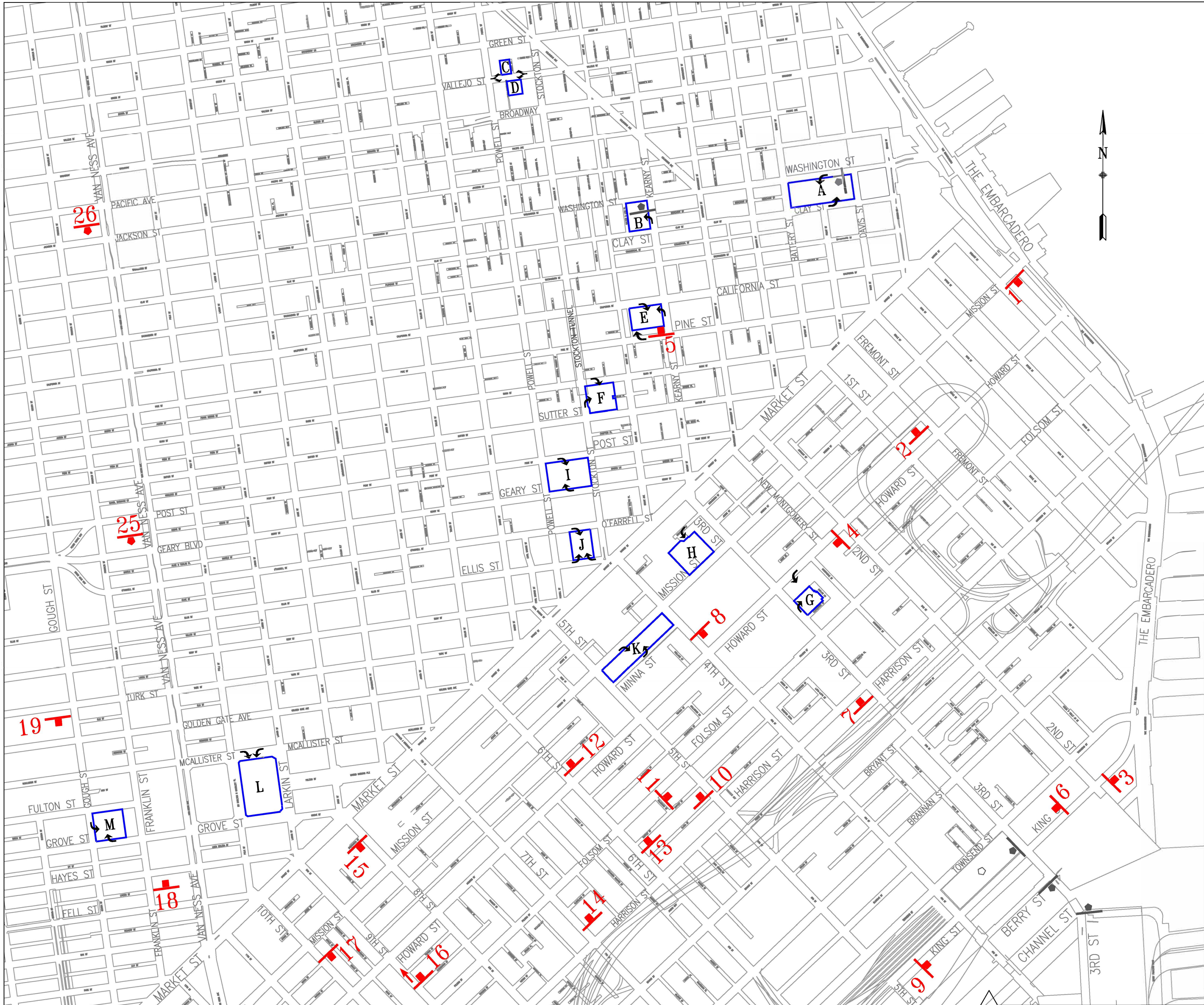
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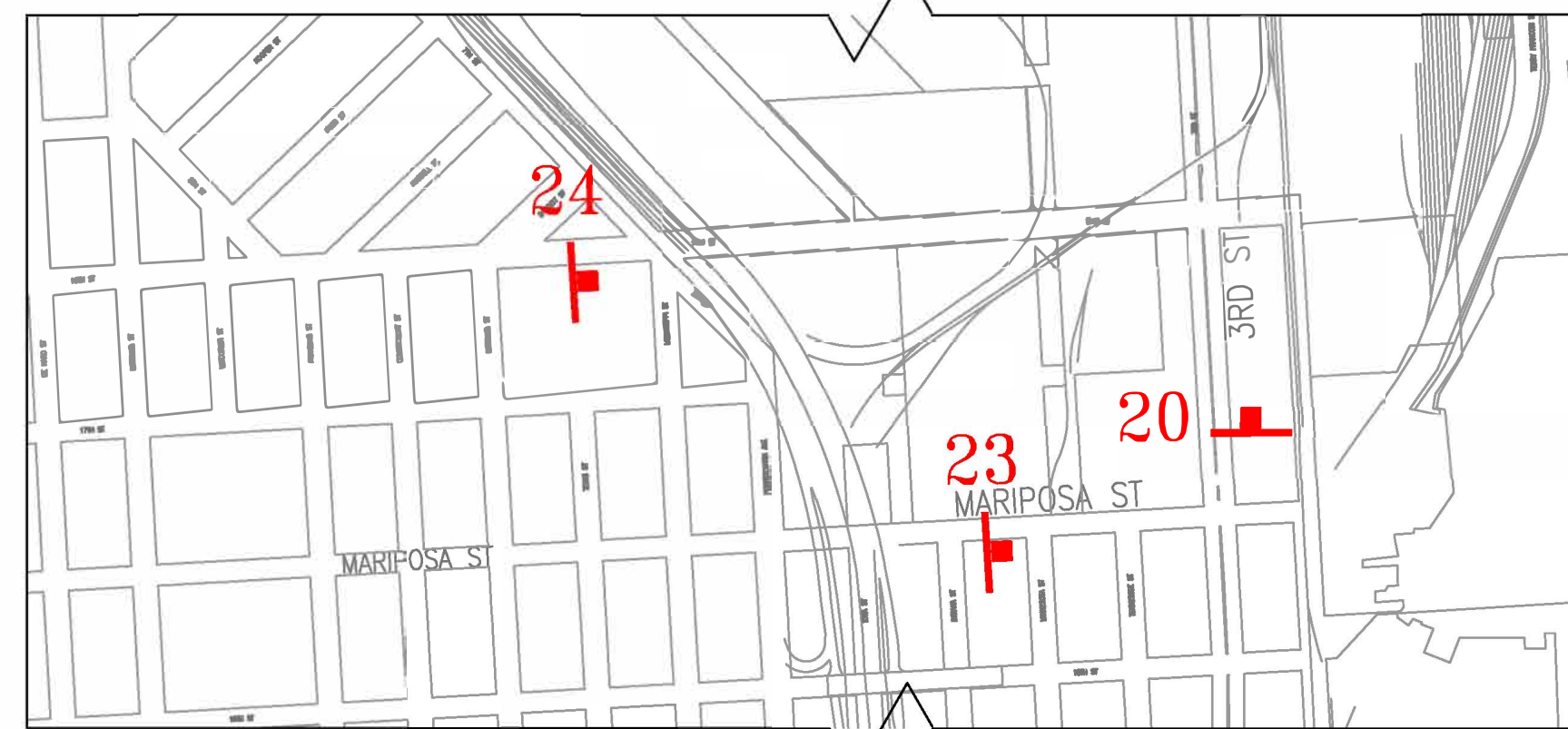


SFMTA EXISTING & LEGACY VARIABLE MESSAGE SIGNS



LEGEND

 CONNECTED TO NETWORK					
SIGN	FACING	LOCATION		TYPE	GARAGE INFO
1	SB	EMBARCADERO	S of MISSION	AMBER	G,H,K
2	NB	FREMONT St	N of HOWARD	COLOR	H,A,E
3	EB	KING St	E of 2nd St	AMBER	
4	WB	HOWARD St	E of NEW MONTGOMERY	COLOR	G,H,K
5	NB	KEARNY St	N of PINE	AMBER	E,B,A
6	WB	KING St	E of 3rd St	AMBER	
7	NB	3rd St	S of HARRISON	COLOR	G,K,H
8	SB	4th St	S of MINNA	AMBER	K,G,H
9	EB	KING St	E of 5th St	COLOR	
10	NB	5th St	N of HARRISON	AMBER	K,G,H
11	EB	FOLSOM St	E of 6th St	COLOR	K,G,H
12	NB	6th St	N of HOWARD	COLOR	J,I,F
13	NB	6th St	N of HARRISON	COLOR	K,G,H
14	NB	7th St	N of HARRISON	COLOR	K,G,L
15	SB	8th St	N of MISSION	COLOR	K,G,L
16	NB	9th St	S of HOWARD	AMBER	L,M,K
17	SB	10th St	S of MISSION	AMBER	
18	NB	FRANKLIN St	N of FELL	COLOR	L,M
19	SB	GOUGH St	S of TURK	COLOR	L,M
20	NB	3rd St	N of MARIPOSA	AMBER	
21	NB	3rd St	S of MARIN	AMBER	
22	EB	PAUL Ave	W of 3rd St	AMBER	
23	EB	MARIPOSA St	E of INDIANA	COLOR	
24	EB	16th St	E of MISSOURI	COLOR	
25	SB	VAN NESS Ave	S of PACIFIC	COLOR	
26	SB	VAN NESS Ave	S of POST	COLOR	L,M




 GARAGE AND ENTRANCE
  LEGACY (NOT IN OPERATION)

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	Geneva/San Jose M-Line Terminal	
Implementing Agency:	SFMTA	
Prop L Expenditure Plan Information		
Prop L Program:	01- Muni Reliability and Efficiency Improvements	
Prop L Sub-Program (if applicable):		
Second Prop L Program (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	Construct new terminal for the M-Line by Balboa Park Station, in coordination with the M Oceanview Transit and Safety Project. Currently, the terminal (both last drop-off and first pick-up stops) lacks boarding/alighting facilities that meet current standards. Possible modifications include new bulb-outs, new boarding islands, and accessible boarding facilities with enhanced pedestrian crossings. Feasibility of exact project features will be determined through the detailed design phase.	
Project Location and Limits:	San Jose Avenue, from Niagara Ave to Geneva Ave	
Supervisory District(s):	District 11	
Is the project located on the 2022 Vision Zero High Injury Network ?	No	Is the project located in an Equity Priority Community (EPC)?
		Yes
Which EPC(s) is the project located in?	Ocean View	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	Potential elements include one (1) transit boarding island with an ADA platform, one (1) transit boarding island, and one (1) transit bulb with an ADA platform and enhanced pedestrian crossings. The scope is subject to change pending ongoing planning and outreach, and extensive further feasibility review through the detail design phase. See Attachment 1 and 2 for more details.	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Detailed Scope Attachment 2: M Ocean View/Balboa Park Terminal Concept Proposals Attachment 3: M Ocean View Transit & Safety Project - Stakeholder Engagement Summary	
Type of Environmental Clearance Required:	EIR	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	75%	In-house	Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2023/24
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2023/24
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2023/24	Q3-Jan-Feb-Mar	2024/25
Advertise Construction	0%	In-house, TBD	Q4-Apr-May-Jun	2024/25		
Start Construction (e.g. Award Contract)	0%	TBD	Q3-Jan-Feb-Mar	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2027/28
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2029/30

Notes

This schedule is coordinated with the M Ocean View Transit & Safety Project. Project utilizes the Transit Effectiveness Project EIR clearance.

The outreach events schedule for the Detail Design phase is still to be determined. Planning/Preliminary Engineering has been underway since Summer 2022. Conducted a final round of Planning/PE outreach in Spring 2023. The SFMTA Board heard an informational report on this project during the November 21, 2023 meeting. The project is expected to seek SFMTA Board approval in February 2024.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name:	Geneva/San Jose M-Line Terminal
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Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 3,460,000	\$ -	\$ 3,460,000	Prior Muni Forward work and actuals
Construction	\$ 21,549,000	\$ 1,549,000	\$ 20,000,000	Prior work
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 25,009,000	\$ 1,549,000	\$ 23,460,000	
Percent of Total		6%	94%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop AA		Design Engineering (PS&E)	Allocated	2022/23	\$ 1,000,000			\$ -	\$ -	\$ -
TSF		Design Engineering (PS&E)	Programmed	2024/25	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Funds		Design Engineering (PS&E)	Programmed	2022/23	\$ 182,843	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Funds		Design Engineering (PS&E)	Programmed	2023/24	\$ 2,157,157	\$ -	\$ -	\$ -	\$ -	\$ -
TIRCP		Construction	Programmed	2025/26	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Construction	Planned	2024/25	\$ 1,549,000	\$ -	\$ -	\$ 164,000	\$ 658,000	\$ 727,000
Total By Fiscal Year					\$ 25,009,000	\$ -	\$ -	\$ 164,000	\$ 658,000	\$ 727,000

Notes
The cost and funding plan shown above is for the M Ocean View Transit Reliability and Mobility Improvements project and the Geneva/San Jose M-Line Terminal, which will be delivered as part of the M Ocean View Project design and construction phases. Prop L funds are requested for the Geneva/San Jose M-Line Terminal construction portion of the project.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Geneva/San Jose M-Line Terminal</i>
Relative Level of Need or Urgency (time sensitive)	The SFMTA was awarded a \$20M TIRCP grant for construction of an adjacent and related Muni Forward project focused on improving transit reliability, safety and accessibility along the M Ocean View in the Ocean View neighborhood. To meet timely use of funds requirements for TIRCP, the SFMTA is obligated to complete detailed design soon. The construction contract must be awarded within 6 months of TIRCP funding allocation approval, and the TIRCP-funded construction phase must be complete within 3 years of breaking ground.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	At the latest round of Spring 2023 outreach, the project team reached more than 250 community members and received feedback on many aspects of the proposal at the in-person events. Input received at stakeholder briefings has generally been positive and supportive, including from the D11 office. See Attachment 1 for more details.
Benefits to Disadvantaged Populations and Equity Priority Communities	The project will directly benefit the Ocean View community, which is identified as an Equity Priority community. Community members will experience improved transit travel time, reliability and accessibility, as well as improved pedestrian safety. Community members will also benefit from improved connections to regional transit, as the M Ocean View connects to BART at Balboa Park Station.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability, Equity, Environmental Sustainability
	This project's goals are to improve transit reliability, safety and accessibility, which is aligned with the SFTP goals to ensure people have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users. This project supports the Muni Equity Service Strategy and is being built by the new Balboa Park Upper Yard affordable housing development.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

01- Muni Reliability and Efficiency Improvements

Safety	<p>This project would enhance safety and access to the first and final M train stops by Balboa Park Terminal by providing enhanced transit bulbs and boarding islands with more wheelchair accessible stops. These improvements would provide easier and safer boarding and alighting for seniors and people with mobility issues. This project would also enhance safety and visibility of pedestrians accessing the new affordable housing development and connections to the adjacent BART station.</p>
Improves Reliability	<p>This project would upgrade the first inbound stop's existing wheelchair lift, which has been known to experience mechanical breakdowns at times. Upgrading the existing island with a new ADA lift that fits two-car trains would improve boarding efficiency that reduces boarding times, a source of travel time delays at the first inbound stop when people in wheelchairs use the stop. Reducing boarding times also helps increase schedule adherence and reliability of the train--particularly at the start of the line, where the cascading effects of delays would impact more riders.</p> <p>Improving alighting conditions with a wheelchair accessible ramp at the final outbound stop would provide the same boarding efficiency and reliability benefits for the train and overall route before it enters the yard. Currently, the train would have to travel farther out of the way to San Jose Ave and Seneca Ave to the nearest wheelchair accessible ramp for people in wheelchairs before it turns back into the train yard; this adds delays to the train returning to the yard, and further delays it from turning back around in the inbound direction within schedule.</p>
Improves Travel Time	<p>This project would upgrade the first inbound stop's existing wheelchair lift, which has been known to experience mechanical breakdowns at times. Upgrading the existing island with a new ADA lift that fits two-car trains would improve boarding efficiency that reduces boarding times, a source of travel time delays at the first inbound stop when people in wheelchairs use the stop. Reducing boarding times also helps increase schedule adherence and reliability of the train--particularly at the start of the line, where the cascading effects of delays would impact more riders.</p> <p>Improving alighting conditions with a wheelchair accessible ramp at the final outbound stop would provide the same boarding efficiency and reliability benefits for the train and overall route before it enters the yard. Currently, the train would have to travel farther out of the way to San Jose Ave and Seneca Ave to the nearest wheelchair accessible ramp for people in wheelchairs before it turns back into the train yard; this adds delays to the train returning to the yard, and further delays it from turning back around in the inbound direction within schedule.</p>
Accessibility and Connectivity	<p>The design would provide accessible boarding ramps in both directions, improving reliability and operational impacts and connectivity to the Balboa Park BART station.</p>

Attachment 1. Geneva/San Jose M-Line Terminal Detailed Scope

Description

The Geneva/San Jose M-Line Terminal project will implement transit accessibility, safety and reliability upgrades at the M-Line Terminal at Balboa Park Station in coordination with the M Ocean View Transit & Safety project focused on transit reliability improvements between Junipero Serra Boulevard and Balboa Park Station. This project was originally identified for improvements in the San Francisco Municipal Transportation Agency's (SFMTA) Geneva Avenue/San Jose Avenue Intersection Study funded by the San Francisco County Transportation Authority's (SFCTA) Neighborhood Transportation Improvement (NTIP) for District 11.

This project will further vet, refine and implement the concepts developed in the Geneva Avenue/San Jose Avenue Intersection study to improve multimodal safety and access to transit, as well as coordinate planning and design with ongoing plans and projects in the immediate area, including Bay Area Rapid Transit District's (BART) Balboa Park Station and Plaza, the Mayor's Office and Housing and Community Development's (MOHCD) Upper Yard Housing Development and the Recreation and Park Development's (RPD) Geneva Car Barn and Powerhouse Project.



Existing M Ocean View final outbound stop in project area at San Jose Ave/Niagara Ave

Draft Scope (subject to change)

The Prop L expenditure plan would fund construction of Muni Forward transit reliability and safety improvements at the M Ocean View Balboa Park Terminal on San Jose Avenue between Niagara Avenue and Geneva Avenue in the Ocean View neighborhood, an Equity Priority Community. To date, the proposal includes the following elements but is subject to change pending review by the SFMTA Board and extensive further review to confirm feasibility during design phases:

- One (1) transit boarding island with an ADA platform on San Jose Avenue at Geneva Avenue for the final IB stop
- One (1) transit boarding island without an ADA platform on San Jose Avenue at Niagara Avenue for the final revenue OB stop
- One (1) transit bulb with an ADA platform on San Jose Avenue between Geneva Avenue and Niagara Avenue for the final accessible OB stop for people in wheelchairs
- Enhanced pedestrian crossings, sidewalks and curb ramps

Project Readiness

The project is included in the SFMTA's adopted CIP. Planning/Preliminary Engineering is underway in FY22/23 in coordination with the M Ocean View Transit & Safety Project and will be followed by Detailed Design in FY23/24 and FY24/25. The project is included in the Transit Effectiveness Project EIR at the programmatic level and requires minimal additional work to complete environmental at the project level. The project was presented to the SFMTA Board as an informational item in November 2023 and approval of the project is anticipated in February 2024.

Time Sensitivity

The related M Ocean View Transit & Safety Project has received funding from the state TIRCP program for construction (fully funded), to begin in FY26. Prop L funding would complete the funding need for additional construction work for the Geneva/San Jose M-Line Terminal. These funds are needed to maintain the planned construction schedule that the SFMTA has committed to with state funding partners. The construction contract must be awarded within 6 months of TIRCP funding allocation approval, and the TIRCP-funded construction phase must be complete within 3 years of breaking ground.

Community Engagement/Support

The Planning/Preliminary Engineering phase has committed to an extensive community-driven design approach, to ensure the designs of the project meet the needs of M Ocean View riders and community members in the Ocean View neighborhood. The project team has already conducted three robust rounds of outreach in Summer 2022, Fall 2022 and Spring 2023. In general, there is broad, strong support for transit reliability and pedestrian safety improvements along the M Ocean View line, including at the Balboa Park Terminal within this project's limits.

Past outreach activities include:

- Summer 2022
 - Stakeholder meetings: 5/6/2022 – 6/30/2022
 - Multilingual rider and neighborhood surveys: 5/31/2022 – 7/22/2022
 - Multilingual self-guided open house at SFPL Ocean View Branch: 6/21/2022 – 7/22/2022
 - In-language pop-up events along the corridor: 6/28/2022 – 6/30/2022
 - Neighborhood intercept surveys: 7/19/2022 – 7/20/2022
- Fall 2022
 - D11 supervisor briefing: 9/8/2022
 - Community outreach event at the OMI Roller Skate Block Party for feedback on initial concepts: 9/24/2022
 - Multilingual surveys on initial concepts: 10/6/2022 – 11/1/2022
 - In-language pop-up event along the corridor: 10/18/2022
 - Senior luncheon presentation for feedback on initial concepts: 10/28/2022
- Spring 2023
 - Multilingual self-guided open house at OMI Senior Center: 5/1/2023 – 5/15/2023
 - Multilingual self-guided open house at SFPL Ocean View Branch: 5/1/2023 – 5/15/2023
 - Multilingual self-guided open house at IT Bookman Community Center: 5/1/2023 – 5/15/2023
 - Multilingual self-guided open house at Geneva Car Bar/Powerhouse: 5/1/2023 – 5/15/2023
 - Minnie & Lovie Rec Center weekend pop-up event: 5/6/2023
 - OMI Senior Center staffed weekday night open house: 5/9/2023
 - Morning weekday pop-up event at Broad/Plymouth: 5/11/2023
 - D11 supervisor briefing: 5/11/2023
 - Weekday morning pop-up event at OMI Senior Center: 5/17/2023
 - Wu Yee Children's Services briefing: 5/19/2023
 - We Are OMI briefing: 5/24/2023
 - Sheridan Elementary School after-school pop-up event: 5/25/2023
 - OMI Neighbors in Action briefing: 5/25/2023
 - IT Bookman Senior Luncheon: 5/26/2023
 - SDA Transit Justice briefing: 5/26/2023
 - METNA Chair and neighbor walkthrough: 5/31/2023



Summer 2022 in-language pop-up event along the project corridor for feedback on issues (top); Fall 2022 community outreach event for feedback on initial concepts (middle); and Spring 2023 community outreach event for feedback on refined proposals.



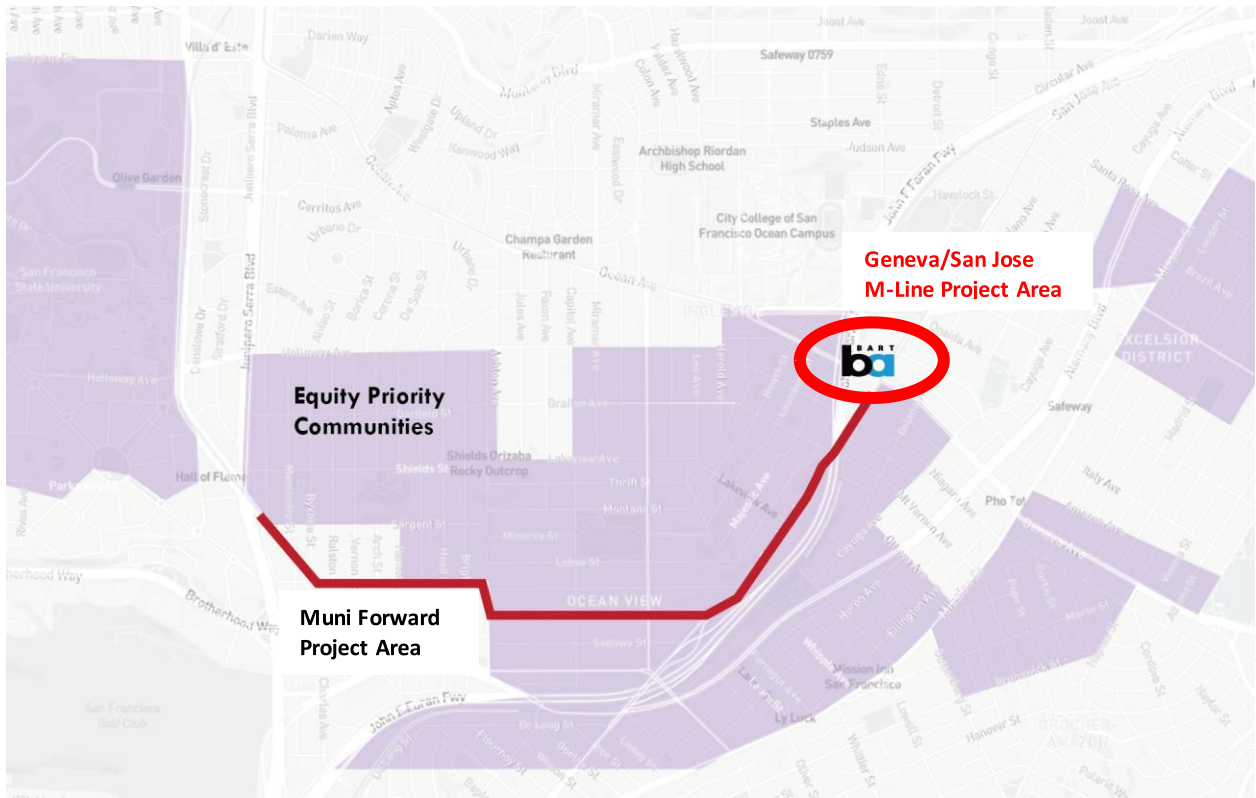
May 2023 presentation on refines proposals at the project corridor's senior center (top) and a May 2023 field visit walkthrough with neighbors and the project corridor's senior center staff (bottom)

The project team has been refining proposals based on feedback received throughout the rounds of outreach listed above and will continue refining proposals based on the final round of outreach before the SFMTA Board reviews and approves the project in 2024.

Benefits Equity Priority Communities

The project will directly benefit the Ocean View community, which is identified as an Equity Priority community. Community members will experience improved transit travel time, reliability and accessibility, as well as improved pedestrian safety. Community members will also benefit from improved connections to regional transit, as the M Ocean View connects to BART at Balboa Park Station.

Project area map (red line indicates project area, purple shaded areas indicates Equity Priority Communities)



Fund Leveraging

The SFMTA was awarded a \$20M TIRCP grant for construction of an adjacent and related Muni Forward project focused on improving transit reliability, safety and accessibility along the M Ocean View in the Ocean View neighborhood. To meet timely use of funds requirements for TIRCP, the SFMTA is obligated to complete detailed design soon.

Additional existing conditions photos



Figure 1. Future accessible walkway to the Balboa Park Terminal behind the new Upper Yard Development at San Jose Avenue/Niagara Avenue



Figure 2. Existing M Ocean View final outbound stop on San Jose Avenue, facing Niagara Avenue



Figure 3. Existing M ocean View first inbound boarding island on San Jose Avenue, facing Geneva Avenue

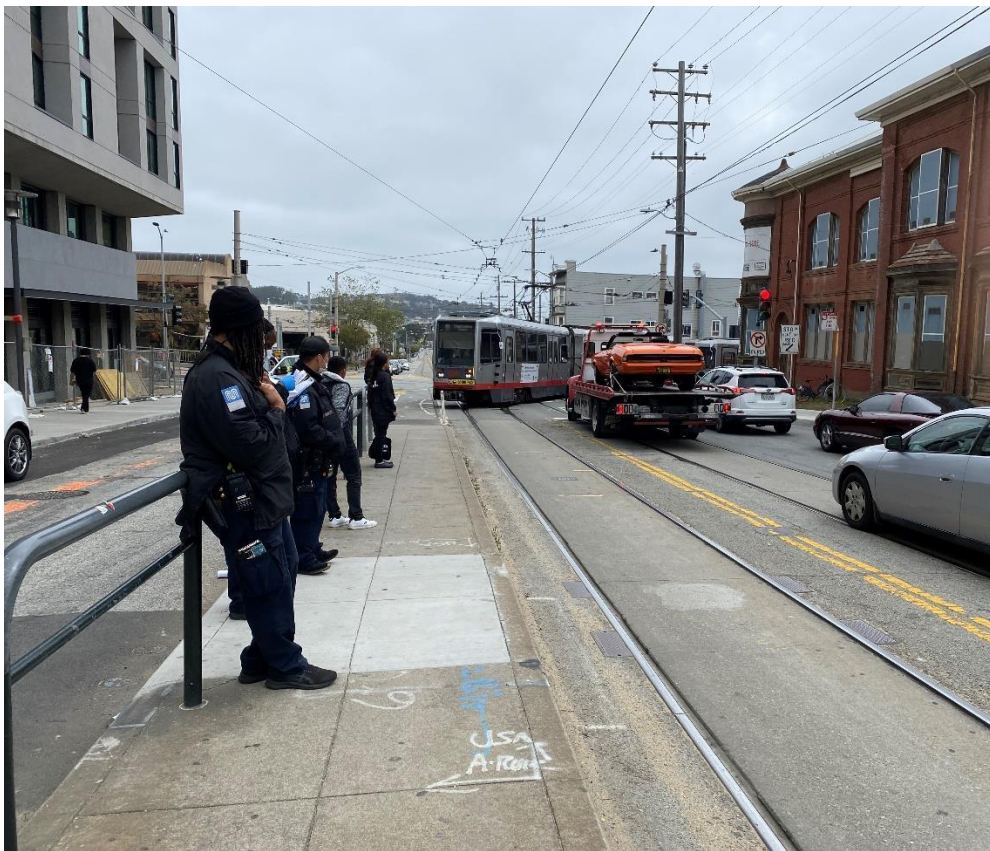
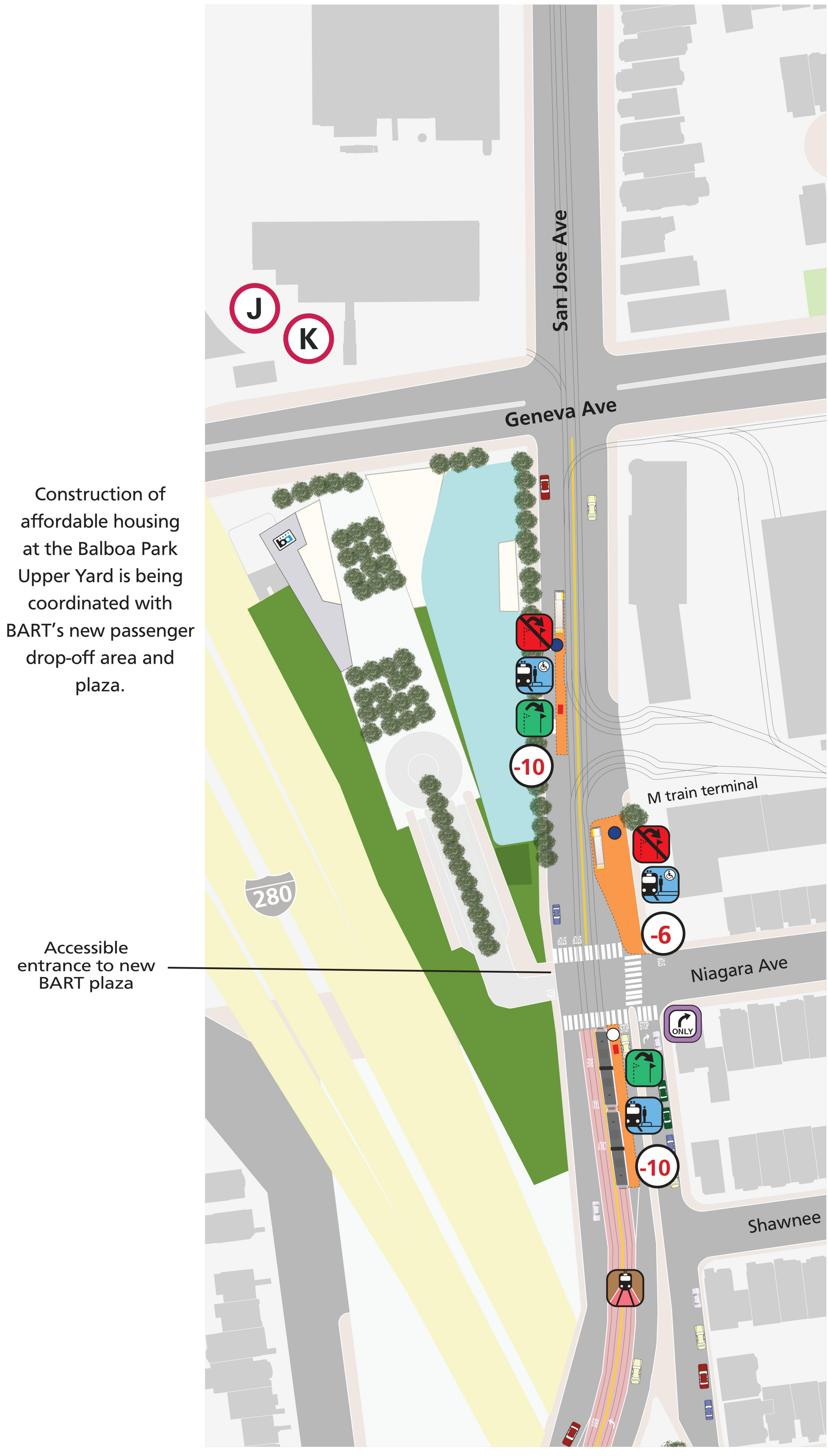


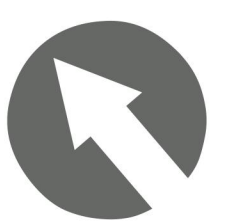
Figure 4. Train pulling up from the yard to the existing M Ocean View first inbound boarding island on San Jose Avenue

Proposals shown in this area will require extensive further review to confirm feasibility during subsequent design phases.



- M train stop (accessible)
- M train stop
- Stop move - old location inbound at Geneva Ave
- Stop move - new location inbound at Geneva Ave
- Accessible transit island inbound at Geneva Ave
- Stop move - old location outbound at Niagara Ave
- Accessible transit bulb outbound at Niagara Ave
- Right turn only from San Jose Ave frontage road onto Niagara Ave
- Stop move - new location outbound at Niagara Ave
- Transit island outbound at Niagara Ave
- Transit lane on San Jose Ave
- Parking change resulting from improvement

Mt Vernon Ave



Attachment 3.

M OCEAN VIEW TRANSIT & SAFETY PROJECT – STAKEHOLDER ENGAGEMENT SUMMARY

SFMTA staff developed the proposed improvements in collaboration with the Ocean View community and conducted multiple rounds of extensive outreach that informed revisions to the proposals to meet the needs of community institutions and stakeholders. Each stage of the project’s outreach process reached broadly to neighbors, business owners, institution leaders and train riders for feedback.

Key components of the project’s engagement strategy have included:

- **Over 25 meetings with stakeholders** to share project updates and get feedback from organizations representing the diversity of the neighborhood, including youth, seniors, people with disabilities, low-income families, church communities and long-term residents
- **16 project events**, including six self-guided or staffed open houses; project office hours; pop-up tabling at community events, transit stops and locations serving youth and seniors with interpretation and translated materials
- **Two multilingual mailers** sent to all residents and businesses within a few blocks of the project at key milestones
- **Rider survey and neighborhood surveys** that received over 250 responses in English, Chinese and Spanish
- **Targeted merchant outreach and loading surveys** where parking would be impacted
- **Multilingual posters** posted throughout the project limits at four separate times
- **Regular project website updates and email and text blasts** to a list of over 20,000 subscribers

Outreach was conducted in four phases as described below.

Outreach phase 1: Listening tour

We launched a project outreach “listening tour” in spring 2022 by meeting with community members to understand their experiences with the M Ocean View and their priorities for improvements. We completed a round of listening sessions with community organizations and launched a multilingual rider survey to understand how service was currently working for riders and what their highest priorities were for improvements. We followed this with a neighborhood survey to understand why some residents chose not to ride the line and which improvements would compel them to ride the M Ocean View more. We promoted these surveys and the project through a mailer to all nearby homes and businesses, posters across the corridor, a self-guided open house at the Ocean View Branch Library and pop-up tabling with interpretation across the corridor.



Figure 11: Staff members conduct rider surveys onboard the M Ocean View.

The demographics of survey respondents were close to those of the neighborhood: 50% Asian and/or Pacific Islander, 10% Latinx and/or Hispanic, 7% Black or African American, and 29% White, of respondents who shared this information. Through this initial listening tour, we heard a number of themes that were echoed in later stages of outreach. The top priorities flagged within the rider survey and neighborhood surveys were reducing wait times, reducing travel times and improving safety for people walking to stops.

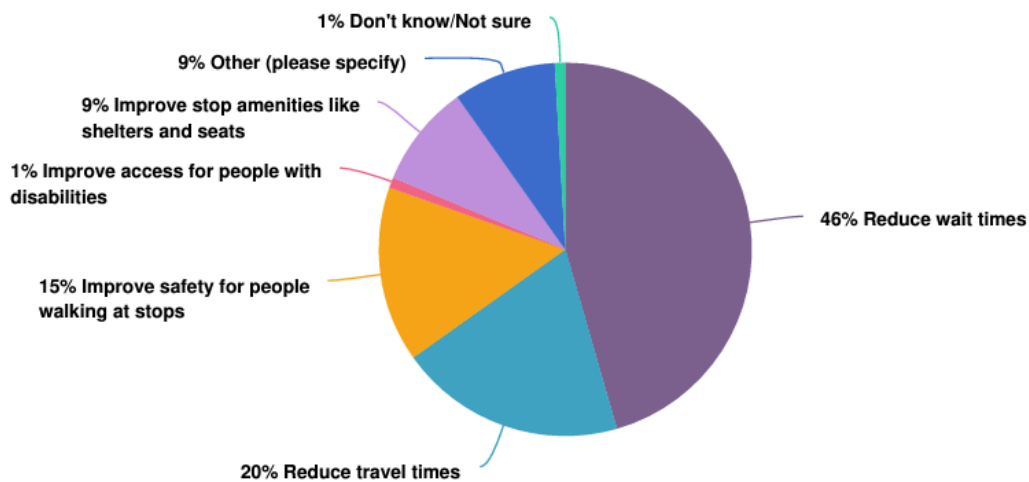


Figure 12: Rider responses about their top priorities for improvements along the M Ocean View.

Outreach phase 2: Sharing initial concepts for improvements

We incorporated this feedback in our first concept proposals, shared in fall 2022, which focused on improving reliability, travel times and safety at stops. We shared these conceptual ideas by

holding stakeholder briefings, tabling at community events like the OMI Roller Skate Party and the Lakeview/OMI Kwanzaa Celebration, sharing email and text updates to project subscribers and posting updates on our project website.



Figure 13: At the OMI Roller Skate Party, participants share feedback on initial concepts.

Through this outreach, we collected valuable feedback. We heard support for many aspects of the concept proposals and also specific concerns. For example, we heard that:

- Vehicles often speed on San Jose Avenue
- Consolidating stops at Orizaba Avenue would make M Ocean View riders have to walk farther to access the future location of the library
- Stunt driving is a common occurrence and a safety concern
- Residents were concerned that new traffic signals could encourage congestion on side streets and speeding during non-peak times
- Riders were concerned that many M Ocean View stops are not wheelchair accessible
- Losing parking was a big concern

Outreach phase 3: Sharing detailed proposals

In spring 2023, we shared detailed project proposals as well as block-by-block drawings for the first time. The proposals included revisions that reflected previous feedback about traffic calming on San Jose Avenue, stunt driving deterrents, traffic signals, upgraded stops and parking loss. We shared these project proposals widely for additional feedback. We held two-week self-guided open houses at four locations across the corridor: the I.T. Bookman Community Center, OMI Senior Center, Performing Arts Workshop at Geneva Powerhouse and the Ocean View Branch Library. We also held a staffed open house at Temple United Methodist Church and pop-up events at locations like Sheridan Elementary, the Minnie & Lovie Ward Recreation Center and OMI Senior Center. We promoted this outreach through a mailer to all nearby residents and

merchants and posters across the corridor.



Figure 14: Project staff talk with a community member at an open house in May.

We received feedback from hundreds of community members at events and meetings and by email and phone. There was significant support for improving safety at stops by adding transit bulbs and boarding islands, and to add a transit lane on San Jose Avenue to calm traffic. We also heard from many that moving the stops on 19th Avenue too far from Junipero Serra Boulevard would be difficult for people traveling to nearby church services, food pantries, a senior center, a childcare center and transfer points to lines like the 28 19th Avenue. We also heard again that losing parking is major concern. To dig deeper on this topic, we visited merchants and organizations who would be impacted by losing parking to complete curb use surveys and consider loading improvements nearby.



Figure 15: With translated materials and Cantonese interpretation, we heard feedback from participants attending programming at the OMI Senior Center.

Outreach phase 4: Virtual public hearing

In fall 2023, we held a two-week virtual public hearing to be more accessible to community members than a traditional single-date Engineering Public Hearing. We shared updated proposals

and project information through an online StoryMap in English, Chinese and Spanish, and collected feedback by email, phone, in virtual office hours and in-person at office hours held at the Ocean View Library Branch. We promoted this virtual public hearing by emailing organizations we had previously met with, posting notices across the corridor and sending several email and text messages to project subscribers.



Figure 16: A resident asking SFMTA staff questions project proposals at the library office hours

We received support for many of the transit reliability and safety improvements in the proposals. We continued to hear concerns about parking loss and also heard some feedback that the virtual public hearing format – even with in-person and online office hours – was not as approachable or easy to navigate as previous rounds of outreach for some community members. In response, we shared printed materials, including proposed designs, with select community members who had expressed greater comfort with printed materials.

Project response to community feedback

Key themes emerged across the project’s outreach, which are reflected in the proposed project.

Riders want faster and more reliable service – The Rider Survey and Neighborhood Survey identified improving transit reliability and travel times as the top priority. In meetings and pop-up events at transit stops, we also heard about experiences with bunching and gaps in service.

Proposed solutions: Implement transit lane on San Jose Avenue, stop consolidations, conversion of stop signs to traffic signals with transit signal priority

Transit stops feel unsafe and lack basic amenities – Safer access at stops was identified as the second highest priority improvement, after reliability/travel time, in the Rider Survey and Neighborhood Survey. At events and in meetings, community members noted the difficulty and discomfort of boarding directly from the street at many stops. At one pop-up, a person noted the history of crashes at stops without boarding islands or transit bulbs: “Good idea – just take[s] a little longer for parking but it beats getting hit.”

Proposed solutions: new transit bulbs and boarding islands and expanded boarding islands designed to accommodate amenities like shelters, seating and NextMuni predictions; improved lighting at one or more stops (through separate bus stop lighting project); new wheelchair-accessible stops on 19th Avenue and San Jose Avenue

Traffic safety improvements are badly needed – especially on San Jose Avenue. In addition to safety concerns specific to getting on and off Muni, we heard about traffic safety concerns for people walking, biking and driving across the corridor. Concerns about speeding on San Jose Avenue came up repeatedly, but we also heard about challenging pedestrian and driving conditions at all intersections where the train turns throughout the project area: 19th Avenue and Junipero Serra Boulevard, 19th Avenue and Randolph Street, Orizaba Avenue and Broad Street, Broad Street and San Jose Avenue, and by the Balboa Park BART Station terminus at San Jose Avenue and Geneva Avenue.

Proposed solutions: pedestrian bulbs, pedestrian islands, transit bulbs, new and expanded boarding islands that will narrow the roadway, transit lane, high-visibility crosswalks, stop signs, intersection redesign at San Jose Avenue and Broad Street

Stunt driving is an issue. We heard concerns about safety and street maintenance from stunt driving in the neighborhood, and we saw first-hand the damage it left on crosswalks and pavement within intersections on Randolph Street.

Proposed solutions: exhibition driving deterrent measures will be added at two locations

New traffic signals is a concern. We heard that the new traffic signals proposed on Randolph Street at Ramsell and Victoria streets could lead to speeding and congestion on side streets.

Proposed solutions: the new traffic signals would be designed to maximize pedestrian safety and keep traffic moving at a safe, steady speed; at night, when there's less traffic and transit service, traffic signal could function as all-way stop signs with flashing red lights to discourage speeding

Moving stop locations on Orizaba Avenue and on 19th Avenue could be difficult for riders.

When our fall 2022 initial concept included consolidating and moving the stops at Orizaba Avenue, we heard from many community members that moving stops farther from Orizaba Avenue and Broad Street would make train riders have to walk farther to access a future library location at Brotherhood Way. In spring 2023, we shared a stop consolidation proposal on 19th Avenue that would have split the stop pairs—with the outbound stop left at the existing stop location at Randolph Street-south, and a new inbound stop relocated to the far side of Monticello Street. We heard from many community members that this would make it a longer walk to senior services, childcare, church services and food pantry events on Beverly Street and to transfer points for the 28 19th Avenue line.

Proposed solutions: no longer pursuing stop consolidation proposal at Orizaba Avenue; refined 19th Avenue stop moves to place the inbound and outbound stop pairs across from each other at Sargent Street, which is closer to key nearby trip generators and also reduces potential confusion over split stop placement

Losing parking is a concern. In discussing improvements that would require removing parking, such as transit bulbs, boarding islands and pedestrian bulbs, we heard in stakeholder meetings

and events that losing parking was a concern. The neighborhood's hilly geography, lack of other nearby transit lines and the age and ability residents make driving the only option for some.

Proposed solutions: sidewalk extensions on Broad Street and Randolph Street at transit stops are designed for the length of just the first car of a train instead of two train cars, with the second car opening its doors into the parking lane; approving a passenger loading zone at IT Bookman Community Center/Pilgrim Community Church upon their request (and will be implemented by mid-November) and considering loading zones at Salvation Army SF All Nations Corp; identified locations where new parking spots can be added through project.

In-reach

In addition to engaging community members, the project team brought the proposal for review and feedback with many internal stakeholders, including SFMTA Accessible Services, the Livable Streets subdivision of SFMTA, the SF Fire Department, the SFMTA Community Advisory Committee, the SFMTA Multimodal Accessibility Advisory Committee, partners within the Transit Division and project managers for various related SFMTA projects.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor		
Project Name:	Mission Street SoMa Transit Improvements	
Implementing Agency:	SFMTA	
Prop L Expenditure Plan Information		
Prop L Program:	01- Muni Reliability and Efficiency Improvements	
Prop L Sub-Program (if applicable):		
Second Prop L Program (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	The Mission SoMa Transit Improvements project will implement transit-priority and traffic safety improvements along Mission Street between Steuart and 11th streets 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 Street.	
Project Location and Limits:	Mission Street between Steuart and 11th streets	
Supervisory District(s):	District 06	
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)? Yes
Which EPC(s) is the project located in?	Tenderloin-SOMA	
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving Vision Zero)	Please see attachment 1: Detailed Scope.	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Detailed scope. Attachment 2: Community engagement and outreach.	
Type of Environmental Clearance Required:	EIR	
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works	

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	100%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2020/21
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2020/21
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr-May-Jun	2023/24	Q2-Oct-Nov-Dec	2024/25
Advertise Construction	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2025/26		
Start Construction (e.g. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2025/26		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2027/28
Notes						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name:	Mission Street SoMa Transit Improvements
----------------------	--

Project Cost Estimate	Funding Source		Source of Cost Estimate	
Phase	Cost	Prop L	Other	
Planning/Conceptual Engineering	\$ 900,841	\$ -	\$ 900,841	prior work
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 1,200,000	\$ 1,200,000	\$ -	recent costs for other projects with similar scope
Construction	\$ 7,990,310	\$ -	\$ 7,990,310	recent costs for other projects with similar scope
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 10,091,151	\$ 1,200,000	\$ 8,891,151	
Percent of Total		12%	88%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	01- Muni Reliability and Efficiency Improvements	Design Engineering (PS&E)	Planned	2023/24	\$ 1,200,000	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ -
Prop B General Fund		Planning/Conceptual Engineering	Allocated	2019/20	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Performance Initiatives (TPI)		Construction	Allocated	2021/22	\$ 2,951,501	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Planning/Conceptual Engineering	Allocated	2022/23	\$ 150,841	\$ -	\$ -	\$ -	\$ -	\$ -
AHSC		Construction	Programmed	2023/24	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2025/26	\$ 538,809	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 10,091,151	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ -

Notes
 Allocated TPI funds were used for work that has been completed that did not require detailed design (e.g. curb use and striping changes).

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Mission Street SoMa Transit Improvements</i>
Relative Level of Need or Urgency (time sensitive)	The project needs funding for detail design to maintain its schedule and ensure it meets project deadlines for AHSC funds for construction.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Please see Attachment 2: description of the project's community engagement process.
Benefits to Disadvantaged Populations and Equity Priority Communities	The project corridor is within both an SFCTA Equity Priority Community and an SFMTA Equity Strategy Neighborhood. Additionally, the two primary transit routes benefitting from the project, Muni Routes 14 Mission and 14R Mission Rapid, serve other Equity Priority Communities and Equity Strategy Neighborhoods to the south. The project will benefit these communities by reducing transit travel times and improving reliability of service, as well as by improving pedestrian conditions in the project segment.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Accountability and Engagement, Environmental Sustainability, Economic Vitality, Safety and Livability The project advances all of the above goals. As described above, it benefits disadvantaged communities; it improves transit access to businesses along all of the routes using the corridor; it will encourage mode shift to transit; in addition to encouraging mode shift away from driving, it includes pedestrian safety elements; and the project included an open and transparent public process.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

01- Muni Reliability and Efficiency Improvements

Safety	The project is located on the Vision Zero High Injury Network. It improves safety in a number of ways. First, lane widening will reduce "sideswipe" collisions between transit and other vehicles, which have historically occurred at disproportionate rates in this corridor. Secondly, by making the transit-only lanes full-time, the project reduces the number of traffic lanes from two to one each way over much of the day, making the project, in effect, a "road diet" that should reduce speeding. Finally, by improving transit speed and reliability, the project will encourage mode shift from private vehicles to transit, a safer mode of transportation.
Improves Reliability	The project includes a number of measures to reduce transit delay, thereby improving both travel times and reliability. The most important of these is conversion of the previously existing part-time transit-only lanes to full-time operation. One stop, eastbound at 11th Street, is moved from the near side to the far side of a signalized intersection, further reducing delay. The project also improves transit efficiency by widening the substandard travel lanes, including the lanes in which transit vehicles operate, and by extending bus zones. Finally, while the project reduced the number of curbside parking spaces, it increased the availability of commercial loading zones, which should reduce the number of vehicles double-parked in the transit lanes.
Improves Travel Time	Similar SFMTA transit priority projects have been found to reduce travel times by 10 to 20 percent.
Accessibility and Connectivity	The project includes a bulb stop westbound at 4th Street. Bulb stops improve accessibility by making it easier for bus operators to stop close to and parallel to the curb, ensuring that all doors can be accessed directly from the sidewalk, without requiring riders to step into the street. 4th Street is a key locations not just because of the number of major destinations nearby, but because it is a transfer point for numerous routes, including the 8 Bayshore, 30 Stockton, and 45 Union-Stockton.
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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 January 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

PAGE 2.

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 approximately 64% of the pre-pandemic total.

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

PAGE 3.

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.

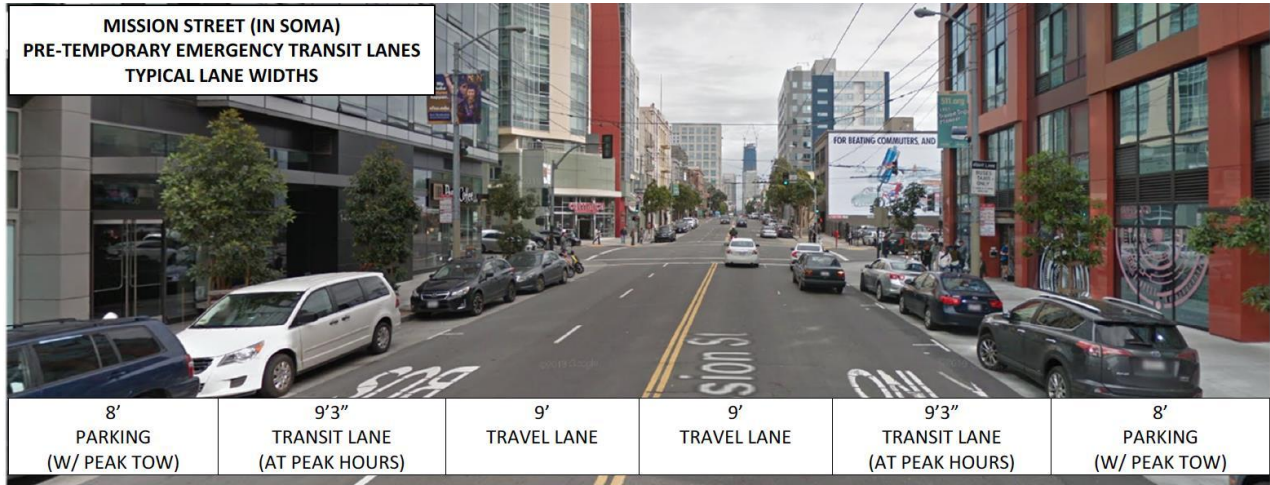


Figure 2: Cross-sections: Previous (above) and Current/Proposed (below)

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 towaway restrictions on remaining parking and loading spaces to be rescinded.

PAGE 5.

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

PAGE 6.

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

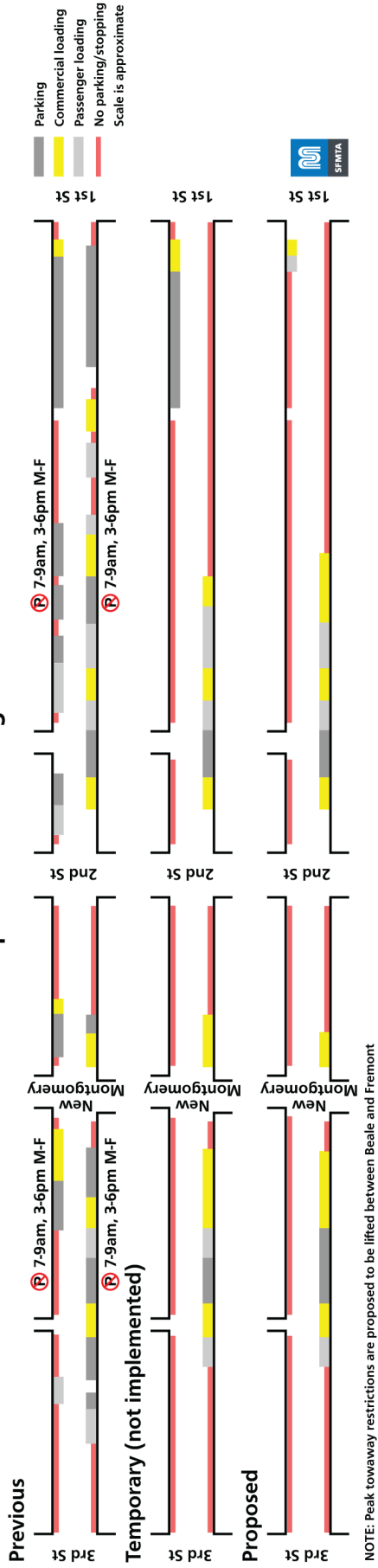
PAGE 7.

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%.

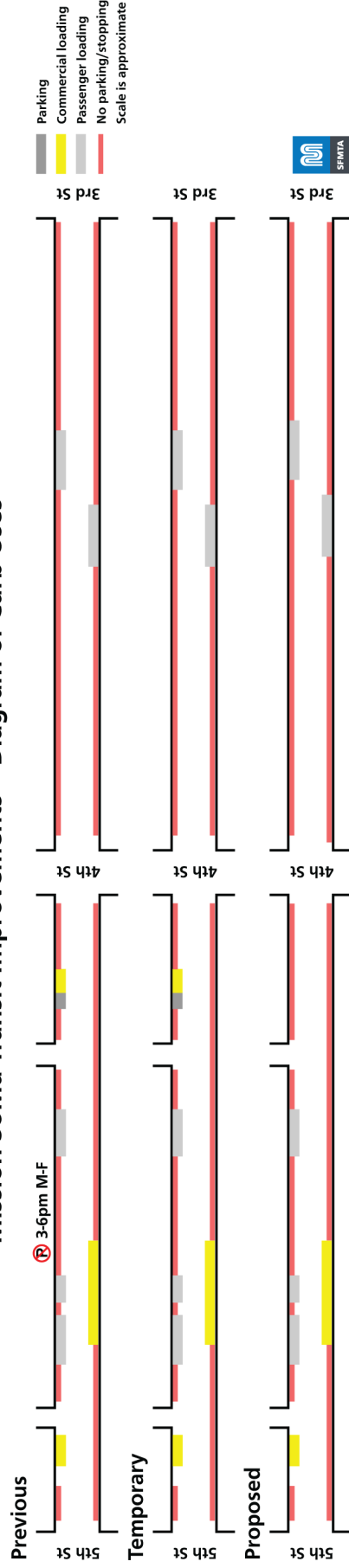
Current Proposal

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.

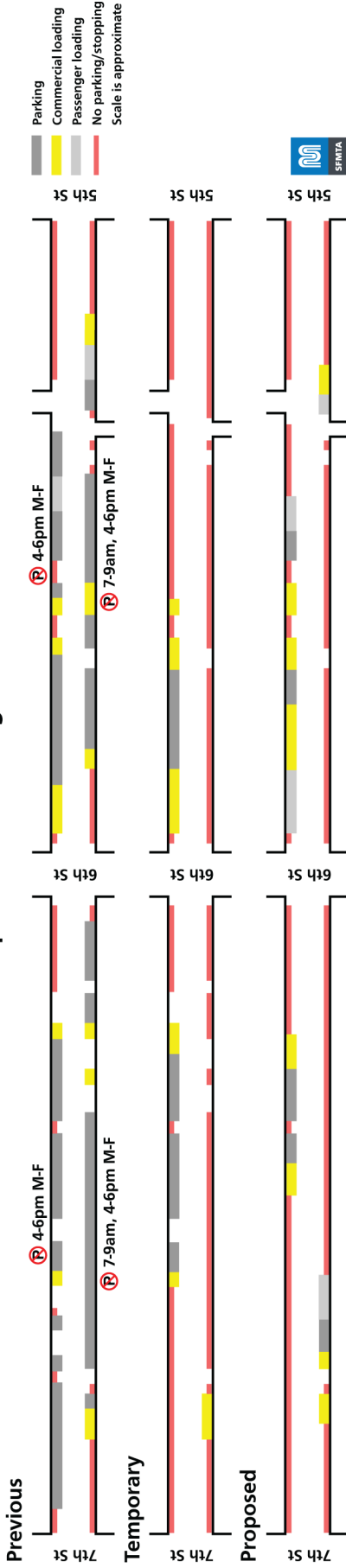
Mission SoMa Transit Improvements – Diagram of Curb Uses



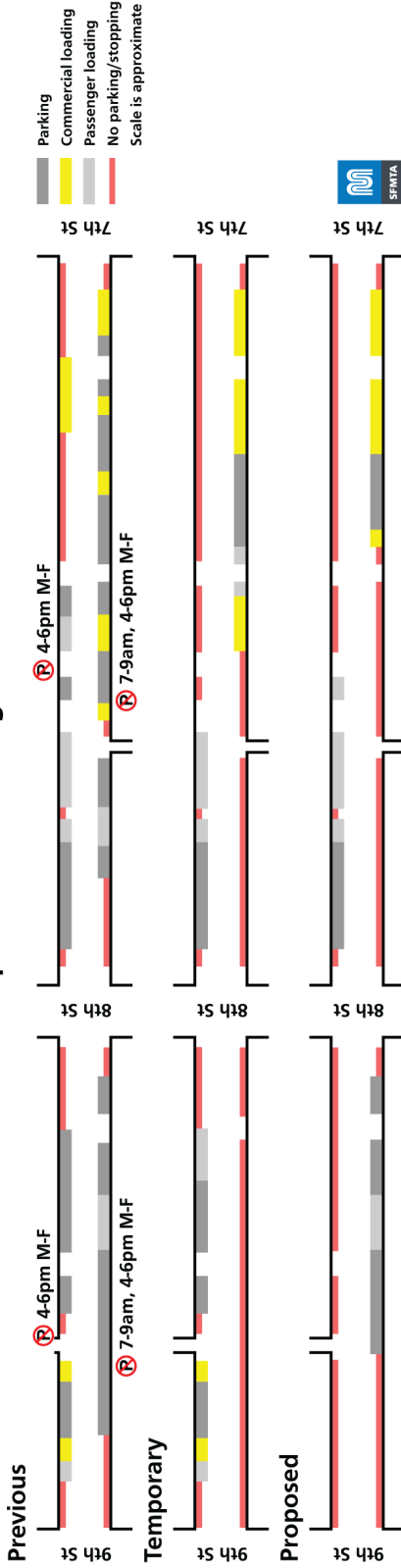
Mission SoMa Transit Improvements – Diagram of Curb Uses

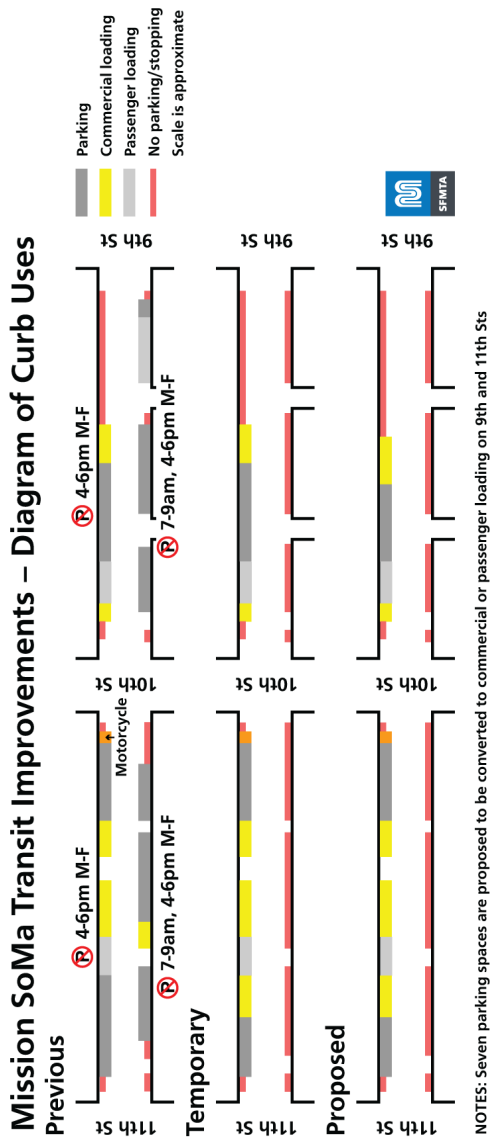


Mission SoMa Transit Improvements – Diagram of Curb Uses



Mission SoMa Transit Improvements – Diagram of Curb Uses





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).

Attachment 2. Mission Street SoMa Transit Improvements Community Engagement and Outreach

Following is a description of the project’s community engagement process as presented to the SFMTA Board of Directors on June 15, 2021. No changes have been made to the scope as of January 2024 and no additional outreach is planned beyond standard construction notifications.

STAKEHOLDER ENGAGEMENT

The community outreach process for this project occurred in two phases: prior to the TETL implementation and after.

Both phases of outreach took place during the COVID-19 pandemic, when restrictions on in-person interactions limited the ability of SFMTA staff to conduct some forms of traditional outreach, such as “door-to-door” surveys and public open houses. As an alternative, new strategies were developed including online open houses featuring narrated presentations and online “office hours” during which project team staff made themselves available to answer questions in real time.

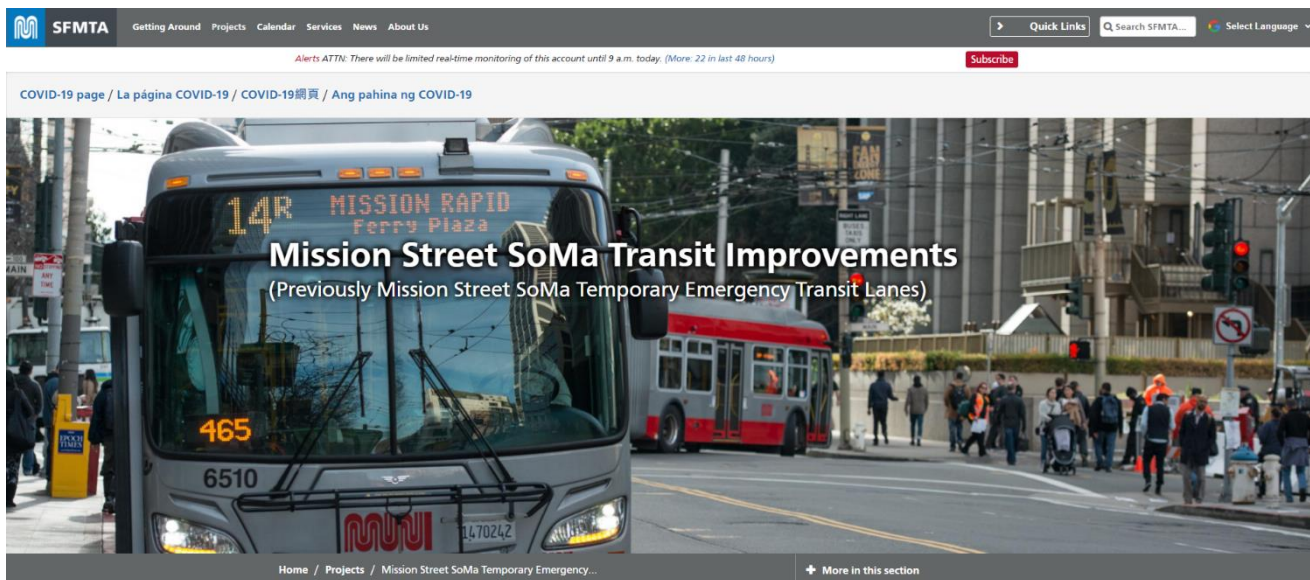


Figure 9: Project Website

Major components of the project’s outreach strategy included:

- The aforementioned **merchant, general public and operator surveys**. For the merchant survey, in lieu of in-person visits to businesses and other properties, each business was contacted by phone on at least three different occasions. All business properties were also sent multi-lingual letters providing links to complete surveys in English, Chinese, Filipino, and Spanish either online or via mail-in paper copy. For the general public survey, both text- and online-based versions were offered and publicized using multi-lingual posters in English, Chinese, Filipino, and Spanish posted throughout the corridor and along the entire 14 Mission

route.

- Two **online open houses**: a two-hour virtual meeting conducted via Skype prior to TETL, and a two-week online open house with narrated presentation and two-hour “office hours” via Microsoft Teams conducted in late April 2021. Both events were heavily publicized via a variety of means, ranging from multi-lingual posters and mailed postcards in Chinese, Filipino, and Spanish, to emails, blog posts, and social media ads. Interpreters were available upon advance request.
- **Digital platforms** including a project website with information including a narrated presentation and diagrams illustrating proposed parking and loading changes, and blog posts on the SFMTA website.
- **Project update emails** sent to more than 5,000 SFMTA email subscribers and more than 30 community institutions in the corridor, the latter as part of both rounds of outreach, and offering as-needed briefings. Project staff also interacted by email and phone with various businesses and community-based organizations in the corridor (see following section on project changes).
- Multiple **briefings and ongoing communication with the District 6 Supervisor’s office**.

As was previously noted, a number of changes were made to curb-use designations following implementation of the TETL project, based on both observation and community feedback. Some of these changes have already been implemented, while others have not, but are included in the current proposal.

- Most notably, the side of the street from which parking and loading is removed on the 1200 block (between 8th and 9th streets) was reversed in the current proposal to restore a white zone adjacent to the Human Services Agency of San Francisco (HSA), 1235 Mission Service Center, that had previously been removed.
- While a white zone adjacent to the Medical Respite and Sobering Center facility at 1171 Mission was removed, the red curb adjacent to the facility was designated Towaway No Parking Anytime (TANPAT) rather than Towaway No Stopping Anytime (TANSAT). This is a meaningful distinction because loading is allowed in a TANPAT zone, but not in a TANSAT zone, so long as the vehicle remains attended. The City Traffic Engineer also sent a letter to SFMTA Parking Enforcement reiterating that vehicles that are stopped but attended at this location should not be cited for illegal parking. (It should be noted that the Sobering Center is immediately across the street from the Trinity apartment and retail complex, which will soon include approximately 1,900 apartments and a Whole Foods grocery store, and relies heavily on the curbside passenger loading zones by its main entrances on Mission.)
- Similarly, a one-year pilot of a TANPAT zone is proposed to facilitate student pick-up and drop-off at the Proof School at 1173 Mission (along with a regular white zone across the street).

- The project team worked with the owner of the SOMA Residences, a large apartment complex at 1045 Mission Street, to increase the number of passenger and commercial loading spaces both along Mission in front of the complex as well as on Minna Street, in the rear of the complex. The team also worked with other stakeholders, including SOMA Storage at 1475 Mission Street and the Panoramic apartments at 1321 Mission Street, to provide replacement loading zones nearby or otherwise address parking and loading concerns.
- Finally, the project team worked with Public Works to find nearby replacement locations for permitted food trucks that would otherwise be displaced by the project.

These changes were in addition design changes implemented as part of the original TETL project, including conversion of remaining parking spaces to loading spaces to better serve nearby businesses and nonprofit organizations.

Finally, the public outreach effort was complemented by an interagency and intra-agency “inreach” process that included presentations to staff in other city departments as well as the SFMTA Multimodal Accessibility Advisory Committee (MMAC) and a subcommittee of the agency’s Citizens’ Advisory Committee (CAC).

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor					
Project Name:	Muni Forward Five-Minute Network Corridor Development				
Implementing Agency:	SFMTA				
Prop L Expenditure Plan Information					
Prop L Program:	01- Muni Reliability and Efficiency Improvements				
Prop L Sub-Program (if applicable):					
Second Prop L Program (if applicable):					
Project Information					
Brief Project Description for MyStreetSF (80 words max):	Planning, preliminary engineering and detailed design of the next generation of Muni Forward corridor projects in support of the Five-Minute Network. Improvements will include a variety of reliability, speed, and safety enhancements, including bus bulbs, pedestrian bulbs, boarding islands, queue jump lanes, traffic lane and signal changes, and stop optimizations. Corridors include: 1 California; 22 Fillmore along Fillmore Street; T Third surface route; 28 19th Avenue; and up to seven additional projects. Project will include comprehensive, targeted outreach.				
Project Location and Limits:	<p>See Attachment 1 for map of all corridor locations.</p> <p>Group 1 corridors:</p> <ul style="list-style-type: none"> • 1 California - Full Route • 22 Fillmore - Fillmore Street from Marina Boulevard to Hermann Street • T Third - Townsend to Bayshore terminal • 28 19th Avenue - 19th Avenue from Lincoln Way to Junipero Serra Blvd. <p>Group 2 corridors (potential additional corridors to complete if funding allows):</p> <ul style="list-style-type: none"> • 7 Haight-Noriega - Stanyan Street to Lower Great Highway • 8 Bayshore - Geneva Ave and Visitacion Valley segments • 9 San Bruno: Potrero Avenue and Bayshore Boulevard segments • 14 Mission -- south of Randall Street • 30 Stockton - Stockton, Kearny and Columbus streets • 43 Masonic - Full Route • 44 O'Shaughnessy - Full Route <p>Group 1 corridors are part of the SFMTA's immediate work plan for planning. These were prioritized based on ridership, severity of existing transit reliability and travel time issues, input from the Muni Service Equity Strategy, service frequency, overlap with the Vizion Zero High-Injury Network, rider and community feedback, and interagency coordination opportunities.</p>				
Supervisorial District(s):	Citywide				
Is the project located on the 2022 Vision Zero High Injury Network ?	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Yes</td> <td style="width: 50%; text-align: center;">Is the project located in an Equity Priority Community (EPC)?</td> </tr> <tr> <td></td> <td style="text-align: center;">Yes</td> </tr> </table>	Yes	Is the project located in an Equity Priority Community (EPC)?		Yes
Yes	Is the project located in an Equity Priority Community (EPC)?				
	Yes				
Which EPC(s) is the project located in?	Citywide				

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



<p>Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).</p> <p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<p>See Attachment 2 for detailed scope.</p> <hr/> <p>Attachment 1: Muni Forward Five-Minute Network Corridor Planning and Equity Priority Communities Attachment 2: Detailed Scope. Attachment 3: Muni Forward Five-Minute Network Corridor Planning Program - High-Injury Network.</p>
<p>Type of Environmental Clearance Required:</p>	<p>TBD, Categorically Exempt, EIR</p>
<p>Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>Partner agencies are listed below. Specific staff will vary by corridor and are TBD.</p> <p>SFCTA SF Public Works SFPUC SF Planning Dept (Environmental Planning) Caltrans District 4</p>

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering	0%	In-house	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2029/30
Environmental Studies (PA&ED)	0%	TBD				
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2029/30
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2029/30
Notes						
<p>This project is comprised of multiple corridors, which will advance on different timelines based on factors such as outreach, planning complexity, partnering opportunities, construction funding deadlines, etc. The schedule provided above reflects the overall project schedule, but individual corridors may reach these milestones at different times. The core scope includes completion of Planning/Conceptual Engineering for Group 1 projects. Pending cost savings, the scope may also expand to include Planning/Conceptual Engineering for Group 2 projects, as well as Design Engineering (PS&E) for either Group 1 or Group 2 projects.</p>						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: Muni Forward Five-Minute Network Corridor Development

Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 14,038,000	\$ 11,000,000	\$ 3,038,000	Prior Muni Forward work and SFMTA's CIP cost estimating tool
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 14,038,000	\$ 11,000,000	\$ 3,038,000	
Percent of Total		78%	22%	

Note: Some funds may be used for this phase if there are cost savings.

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
MTC Transit Performance Initiatives (TPI) Grant		Planning/Conceptual Engineering	Programmed	2023/24	\$ 3,038,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	01- Muni Reliability and Efficiency Improvements	Planning/Conceptual Engineering	Planned	2023/24	\$ 5,000,000	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 1,000,000	\$ 1,000,000
Prop L	01- Muni Reliability and Efficiency Improvements	Planning/Conceptual Engineering	Planned	2025/26	\$ 6,000,000	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
Total By Fiscal Year					\$ 14,038,000	\$ -	\$ 1,500,000	\$ 1,500,000	\$ 2,500,000	\$ 2,500,000

Notes
The Transportation Authority will work with SFMTA to ensure that each allocation provides flexibility to adjust scope to allow for planning and design for anticipated Group 1 and Group 2 projects.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Muni Forward Five-Minute Network Corridor Development</i>
Relative Level of Need or Urgency (time sensitive)	The project needs to proceed in the the proposed timeline to meet timely use of funds deadlines associated with matching funds (MTC TPI) and to ensure timely delivery of Muni Forward transit reliability enhancements. Completing this work on a timely fashion also ensures that SFMTA can pursue grant funding opportunities for the construction phase of this work. In general, there is also an urgent expectation amongst Muni riders for travel time and reliability enhancements to address frustrating delays that can lead to decreases in ridership.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	See Attachment 2: Detailed Project Description (Public Engagement and Community Support section).
Benefits to Disadvantaged Populations and Equity Priority Communities	The project will improve transit reliability and travel time on lines that serve a large number of the city's Equity Priority Communities (see map in Attachment 1). The project will also provide safety enhancements along many of these corridors, through measures such as installing pedestrian bulbs. When complete, these projects will make it faster and safer to get around by transit throughout San Francisco, particularly in communities that depend on transit as their primary means of travel.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Accountability and Engagement, Environmental Sustainability, Economic Vitality, Safety and Livability
	Equity: Improves transit reliability, travel time and safety on corridors that serve most of the city's Equity Priority Communities. Environmental Sustainability: Makes transit a more attractive option and increases ridership, which reduces GHG emissions from private automobile use. Accountability and Engagement: Supports implementation of the Five-Minute Network, a key piece of the Connect SF strategy, developed in coordination with multiple city and county agencies and the general public. Ensures timely delivery of improvements that make transit more competitive and ensure its operating costs do not increase due to congestion. Economic Vitality: Makes getting around San Francisco faster and more reliable at a reasonable cost by improving transit service throughout the city. Safety and Livability: Improves transit service reliability and travel time, which gives people more options for getting around in a way that is affordable and accessible to most people. Reduces dependency on private automobiles and parking, which cause negative externalities to neighborhoods and can constrain their vitality. Makes it easier to visit all the city's neighborhoods and encourages people in the city to travel in a public space together, instead of isolating in private vehicles, or not traveling at all.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

01- Muni Reliability and Efficiency Improvements

Safety	Many of the corridors overlap with the Vision Zero High-Injury Network, and improvements to address pedestrian and bike safety will be incorporated into the proposals (see map in Attachments). The project will develop proposals to address specific causes of collisions, such as installing pedestrian bulbs or restricting left turns. Muni Forward projects also often address transit-related collisions, e.g. by lengthening bus zones to allow buses to pull out of traffic completely and avoid side swipes, or by providing dedicated transit lanes.
Improves Reliability	This work builds upon the existing Muni Forward program, a proven initiative designed to improve reliability and reduce delay, with about 80 miles of projects delivered since 2014 at a fraction of the time and cost of traditional transit capital projects such as BRT and light rail. These projects address the root causes of delay/poor reliability and passenger frustration such as traffic congestion, stops that are spaced too closely together, narrow travel lanes, frequent stop signs or red-light delays, and slow boarding times. The SFMTA has seen impressive results from past Muni Forward projects, with time savings typically ranging from 10-30%. Project elements draw from a toolkit of transit priority street design improvements such as transit lanes, stop consolidation, transit bulbs and islands, traffic signals with transit priority, turn pockets and restrictions, curb management and more.
Improves Travel Time	This work builds upon the existing Muni Forward program, a proven initiative designed to improve reliability and reduce delay, with about 80 miles of projects delivered since 2014 at a fraction of the time and cost of traditional transit capital projects such as BRT and light rail. These projects address the root causes of delay/poor reliability and passenger frustration such as traffic congestion, stops that are spaced too closely together, narrow travel lanes, frequent stop signs or red-light delays, and slow boarding times. The SFMTA has seen impressive results from past Muni Forward projects, with time savings typically ranging from 10-30%. Project elements draw from a toolkit of transit priority street design improvements such as transit lanes, stop consolidation, transit bulbs and islands, traffic signals with transit priority, turn pockets and restrictions, curb management and more.
Accessibility and Connectivity	This project will not change route alignments, but it will increase access and connectivity by making the existing Muni network faster and more reliable. Trips that would previously take too long to be viable will become shorter and more attractive by transit. Reliability enhancements will also make the system more usable and thus improve accessibility and connectivity by transit.
This cell intentionally left blank.	

Muni Forward Five-Minute Network Corridor Planning Program - Equity Priority Communities

Attachment 1



1 California
Full Route

30 Stockton
North of Market St

22 Fillmore
Fillmore St

Salesforce Transit Center

7 Haight/Stanyan
Route west of Stanyan St

T Third St
Mission Bay, Dogpatch, Bayview

28 19th Avenue
Lincoln Ave to Junipero Serra Blvd

43 Masonic
Full Route

9 San Bruno/9R San Bruno Rapid
Potrero and Bayshore

44 O'Shaughnessy
Full Route

14 Mission/14 Mission Rapid
Outer Mission

8 Bayshore
Geneva Ave and Visitacion Valley

- Group 1 Corridor
- - - Group 1 Full Route
- Group 2 Corridor
- - - Group 2 Full Route
- Plan Bay Area 2050 Equity Priority Communities



Attachment 2. Muni Forward Five-Minute Network Corridor Development Detailed Scope

Detailed Scope

The Five-Minute Network is a core component of prioritizing the SFMTA's next generation of Muni Forward transit priority capital projects. The most intensive Muni Forward improvements going forward will focus on this network of high-ridership corridors with capacity to support combined five-minute headways or better, that serve major regional destinations and transit hubs. Improvements would also be made to routes that provide critical connections to the Five-Minute Network. As funding allows, this capital program will be coupled with transit service expansion (this will be at least 3-4 years in the future, pending additional revenue measures for operating funds). The capital improvements will support faster, more frequent and more reliable transit service systemwide. In most cases, projects will include quick-build components to expedite delivery of benefits in advance of full project construction.

The SFMTA will develop the next generation of Muni Forward corridor projects in support of the Five-Minute Network. This funding would be used for the most critical investments of the Five-Minute Network, collectively listed as Group 1 corridors. Funds would support project development in the planning and preliminary engineering phases, from initial planning through to environmental review and culminating in SFMTA Board approval of the project, including street changes, and environmental review if needed.

Group 1 corridors are the core grant scope. Group 2 corridors could be pursued if there are cost savings that allow for additional planning work within this grant budget.

Funds may also be used for detailed design of any of the corridors listed below if there are cost savings available while still completing Planning and Preliminary Engineering for all Group 1 corridors.

Group 1 corridors:

- 1 California Transit Priority Project – Full Route
- 22 Fillmore Transit Priority Project – Fillmore Street
- T Third Transit Priority Project – Bayview, Dogpatch and Mission Bay
- 28 19th Avenue – 19th Avenue HOV lanes

Group 2 corridors: (potential additional corridors to complete if funding allows)

- 7 Haight-Noriega Transit Priority Project – West of Stanyan
- 8 Bayshore – Geneva Ave and Visitacion Valley
- 9 San Bruno and Bayshore transit lanes
- 14 Mission – Outer Mission
- 30 Stockton – Stockton, Kearny and Columbus Streets
- 43 Masonic – Full Route (key connector route; not Five-Minute Network line)
- 44 O'Shaughnessy – Full Route (key connector route; not Five-Minute Network line)

The SFMTA is fully committed to delivering the Planning/Conceptual Engineering phase of the Group 1 corridors within the proposed grant budget. However, if a Group 1 corridor must be halted due to

unforeseen technical, political, or regulatory factors, the SFMTA would work with the SFCTA to identify a substitute project from Group 2 to advance in its place.

Background and Benefits

This work builds upon the existing Muni Forward program, a proven initiative designed to improve reliability and reduce delay, with about 80 miles of projects delivered since 2014 at a fraction of the time and cost of traditional transit capital projects such as BRT and light rail. These projects address the root causes of delay and passenger frustration such as traffic congestion, stops that are spaced too closely together, narrow travel lanes, frequent stop signs or red-light delays, and slow boarding times.

The SFMTA has seen impressive results from past Muni Forward projects, with time savings typically ranging from 10-30%. Project elements draw from a toolkit of transit priority street design improvements such as transit lanes, stop consolidation, transit bulbs and islands, traffic signals with transit priority, turn pockets and restrictions, curb management and more.

The Five-Minute Network concept was developed as a part of a multiyear, regional planning effort called the ConnectSF Transit Strategy, in partnership with the SFCTA. The Five-Minute Network encompasses a larger vision, where street and transit priority improvements enable a network of bus and rail routes running every five minutes to provide quick, convenient access to all parts of San Francisco, including commercial districts, jobs and housing. Transit priority capital improvements would allow buses and trains to operate efficiently in congested areas and make reliable service possible at five-minute frequencies, which in turn would provide additional capacity to support growth in a cost-effective manner. This approach was vetted by community outreach for the ConnectSF Transit Strategy, and is reaffirmed by the 2021 SFMTA Community Survey, which affirmed that a majority of riders want faster, more reliable service, even if stops are a bit farther away. These improvements would especially benefit riders who depend on public transportation, including in eight communities that are part of SFMTA's Muni Service Equity Strategy. These communities have high concentrations of households with low incomes, low private vehicle ownership rates, and more people of color than the city as a whole.

Public Engagement and Community Support

The SFMTA is committed to involving the people of San Francisco in the decisions that shape the city's transportation system. This commitment is expressed in the Agency's Strategic Plan and through our ongoing investment in the Public Outreach and Engagement Team Strategy (POETS). It is based on an understanding that:

- Those who are affected by government decisions should be informed and have an opportunity to participate in the decision-making process
- The community's trust in the public process directly affects our ability to deliver projects
- The agency's approach to working with the communities we serve is reflected in our core values

Every SFMTA project, including each project under the Five-Minute Network, must develop a Public Outreach and Engagement Plan at the outset of the project, and the project team must evaluate the plan at each subsequent project phase. The POETS plan for each project will include identification of project community-based organizations and partners, community-appropriate language and translations, and measurable outreach objectives for each phase of the project. The plan will include methods for soliciting feedback that engage and are accessible to those who have historically been

underrepresented in the public process, including low-income households, people of color, youth, seniors, and people with disabilities.

The Five-Minute Network concept was identified and vetted through community outreach during the ConnectSF process and was reaffirmed by the 2021 SFMTA Community Survey, which confirmed that most customers want faster, more reliable service. Focusing investment on our most used routes, which carry 80% of Muni riders, including riders who depend on transit, would ensure investments benefit the most people given limited resources. A high-quality citywide network would provide convenient access from communities identified by the Muni Service Equity Strategy to all parts of San Francisco.

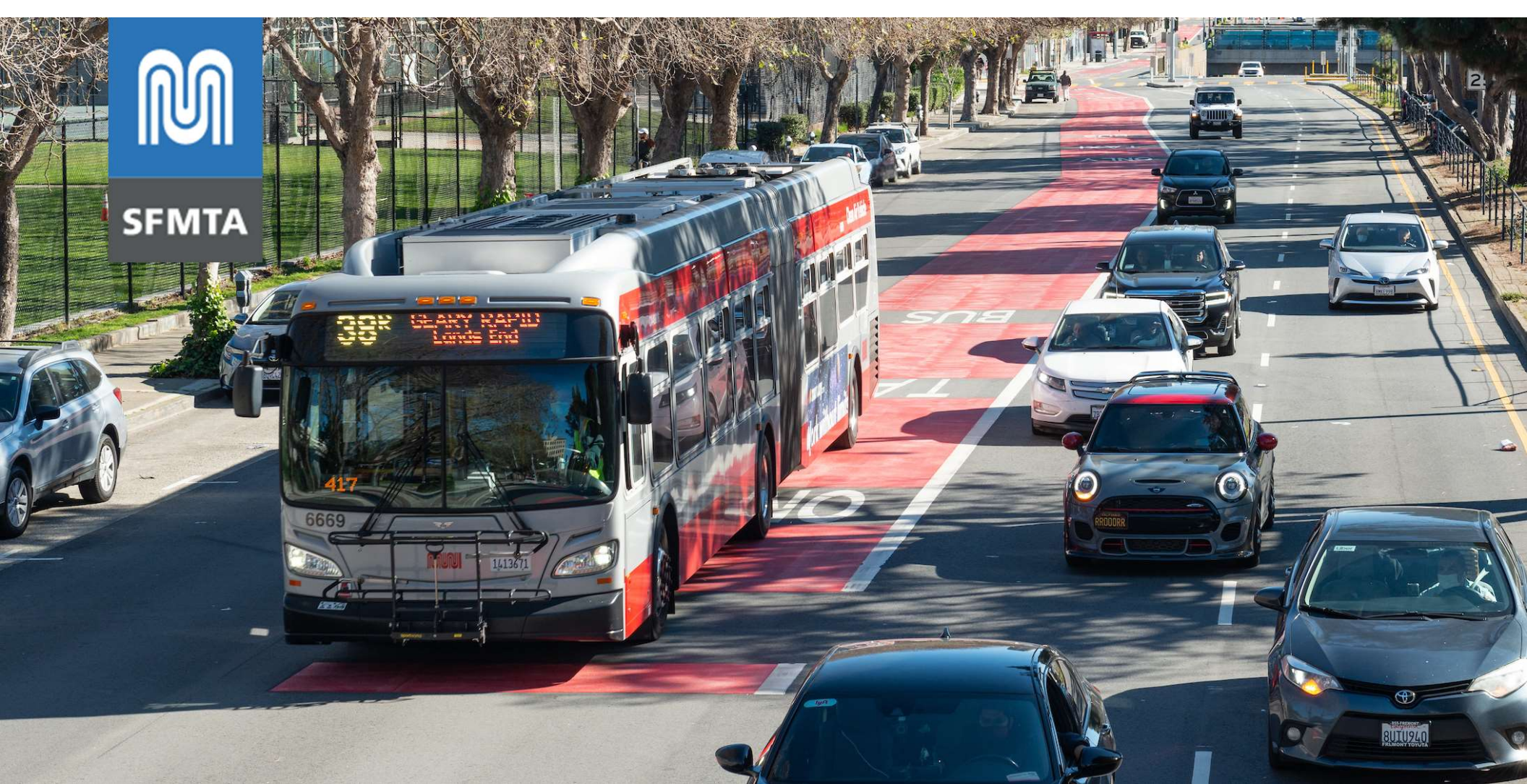
As part of the approved Bayview Community Based Transportation Plan (CBTP), SFMTA heard from riders that the T Third train service is often too slow and unreliable. Policy recommendations from the Bayview CBTP included numerous transit priority improvements to reduce delay on the T Third. This feedback serves as the launching off point for the T Third transit priority improvements proposed in the Muni Forward Five-Minute Network planning process, as well as the improvements proposed in the *Third Street Dynamic Traffic Signal Optimization Project*.

Coordination

Muni Forward projects have a strong focus on partnering, and this will continue with the corridors identified here. Planning and design work for each corridor will coordinate with other efforts wherever there are opportunities to do so. Many of the corridors overlap with the Vision Zero High-Injury Network, and improvements to address pedestrian and bike safety will be incorporated into the proposals. Where there is existing paving, utility, or streetscape work, planning and design will be coordinated so that the improvements may be delivered through a single construction contract or process where feasible.



SFMTA



Appendix B.

Muni Forward Update

SFMTA Board of Directors

November 21, 2023

Transit Challenges in San Francisco







- Over 80% of Muni trips are by bus or surface rail
- Congestion heavily impacts service quality and cost

Congestion increases operating costs

As congestion increases in areas where transit does not have traffic priority measures, transit service becomes slower and more expensive to provide.

EXAMPLE: Cost to Provide 10-Minute Bus Frequency, 6 AM – 12 AM, daily

Travel time and cost increase together

Travel Time	Buses Required	Annual Cost
30 minutes		\$4 million
45		\$6 million
60		\$8 million
75		\$10 million

*Assumes operating cost of \$200/hour per vehicle for example purposes only.
Actual costs vary by mode.*

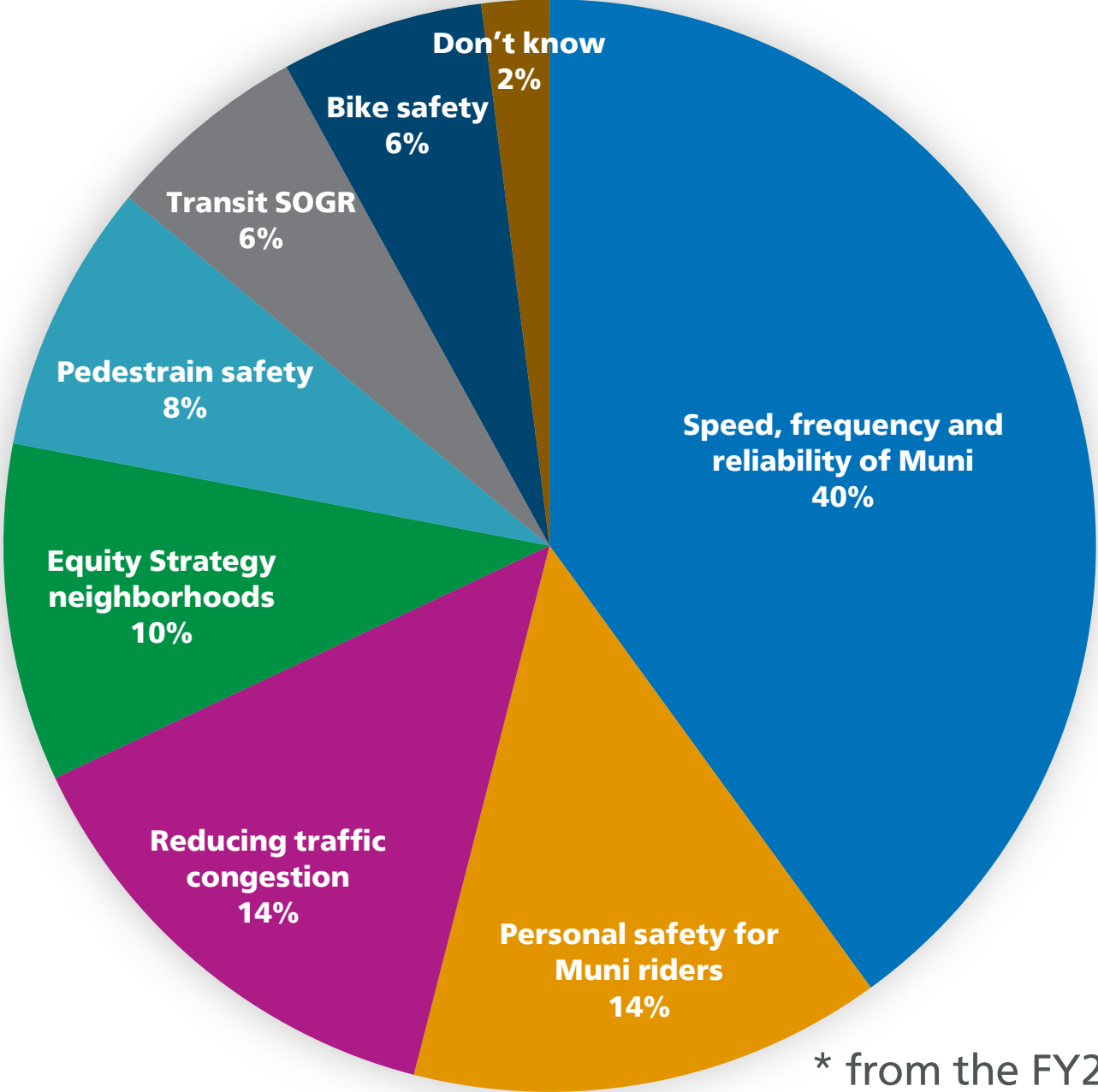
The Solution: Muni Forward

- **Transit priority upgrades** that deliver *fast, reliable* service
- **Integrated improvements** to transit streets, service and transit stops
- Supports **Vision Zero** through **safety upgrades** and **mode shift** from driving to transit
- **Quick-build** and iterative approach
- Focus on **high-ridership** and **equity priority** routes



Transit bulb on
McAllister Street

Community Priorities for SFMTA (FY24-26)*



* from the FY23-24 budget survey

Muni Forward Improvements

Over **100 miles** of reliability upgrades approved or built since 2014

Toolkit of 20+ measures to improve reliability and safety, such as:

- Transit lanes
- Transit signal priority
- Transit bulbs and islands
- Updating transit stop spacing
- Turn pockets and restrictions
- Pedestrian bulbs
- Road diets

Muni Forward Transit Priority Projects

- Approved or built corridor
- Future transit priority corridor
- - - Pilot project (undergoing evaluation)



As of October 23, 2023

Quick Build Approach



Quick-build projects use low-cost materials and deliver improvements even more quickly, such as:

- Transit lanes
- Temporary boarding islands and bulbs
- Transit stop rebalancing
- Turn pockets and restrictions

Quick-build bulb and transit lane on Geary Boulevard

Driving Muni's Recovery

Lines where we've made major transit priority investments are driving our ridership recovery:

- Van Ness (49*): **131%**
- 16th Street (22/55): **102%**
- Mission (14/14R): **92%**
- Geary (38/38R): **75%**
- Haight (6/7): **75%**
- 19th Ave (28/28R): **74%**
- Systemwide : **65%**

Data source: September 2019 versus September 2023 average weekday ridership.

*-The 47 Van Ness also ran on Van Ness Avenue prior to the pandemic but is no longer in service. The ridership recovery rate is 100% when including the entire 49-line and boardings on the 47-line that occurred on Van Ness before the pandemic.



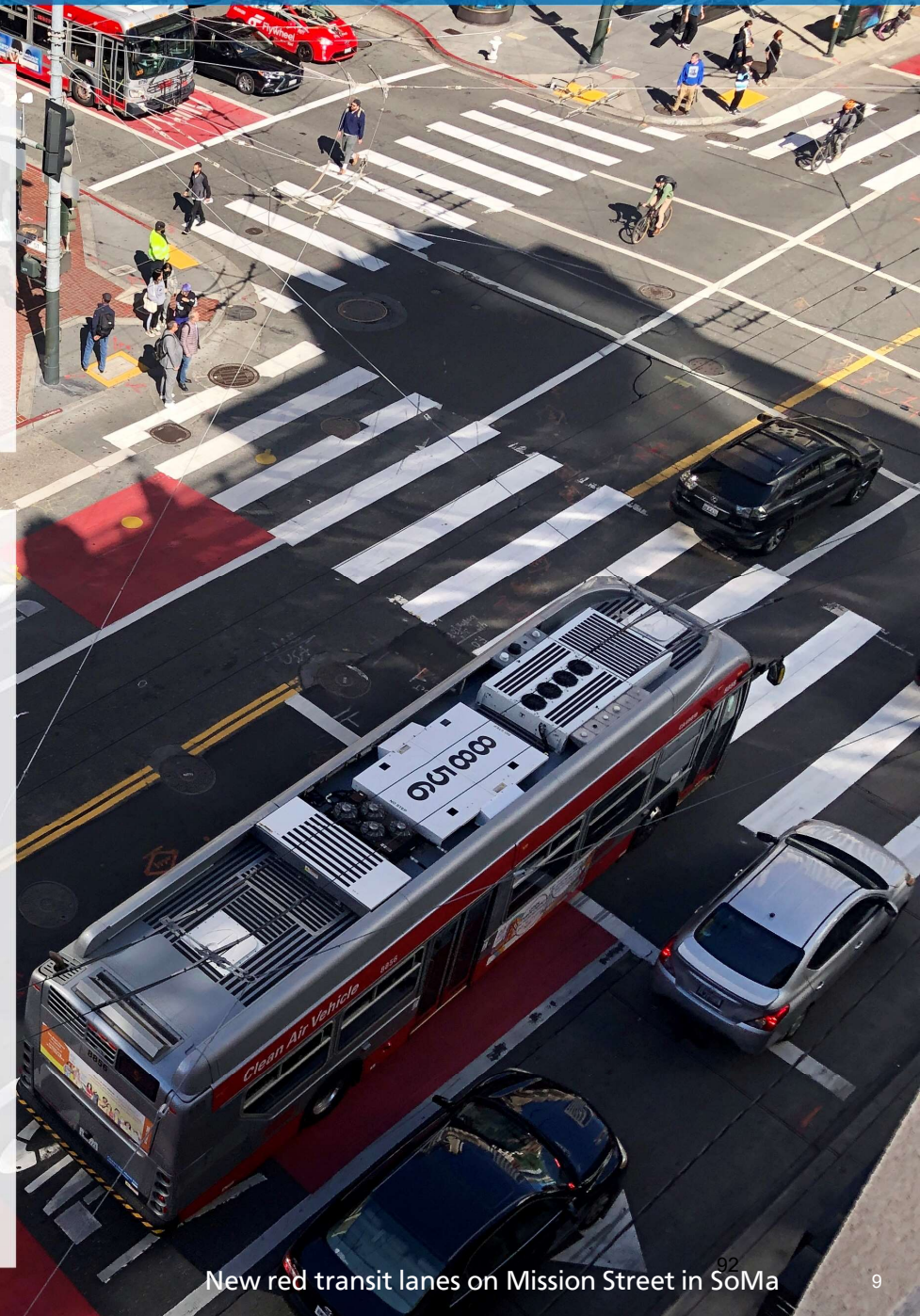
Corridor Highlight: 14R Mission Rapid

Improvements from 2016-2023

- Transit lanes, bus bulbs, signal priority, bus stop spacing changes
- Increased Rapid and local frequency
- Pedestrian safety upgrades

Results

- 19% ridership increase (2015-2019)
- 92% ridership recovery compared to pre-pandemic levels (2019-2023)
- Overall travel time on 14 local reduced 9% (2015-2023)
- Travel time in SoMa reduced up to 31% after bus lane added in 2021
- 33% reduction in pedestrian injury collisions in Inner Mission since 2016



Corridor Highlight: 22 Fillmore

Improvements (2017-2023)

- Extension of 22 Fillmore to Mission Bay and new 55 Dogpatch route
- Bus lanes, bus bulbs/islands, signal priority, bus stop spacing changes
- Pedestrian safety upgrades



New transit island and bus lane on 16th Street

Results

- 102% ridership recovery compared to pre-pandemic on 22/55 (2019-23)
- Travel time savings of 1-2 minutes during quick-build phase; more expected upon project completion

Corridor Highlight: Geary

Improvements from 2018-2023 (ongoing)

- Transit lanes, bus bulbs, signal priority, bus stop spacing changes
- Pedestrian safety and urban design improvements



Results from Geary Rapid Project (first segment, completed 2021)

- Travel time: Up to 18% decrease in 38R travel time
- Reliability: Up to 37% improvement in 38R travel time reliability
- Safety: 70-80% reduction in vehicles going >40 mph
- Equity: By calming the Geary Expressway, the project helps to reconnect the communities harmed by 1960s urban renewal

SFMTA Transit Lanes

- Red transit lanes
- Transit lanes (not red)
- Part-time only

2006



San Francisco has over **75 miles of transit lanes**

We expanded **transit lanes by over 33%** since 2020

Recently Completed Projects



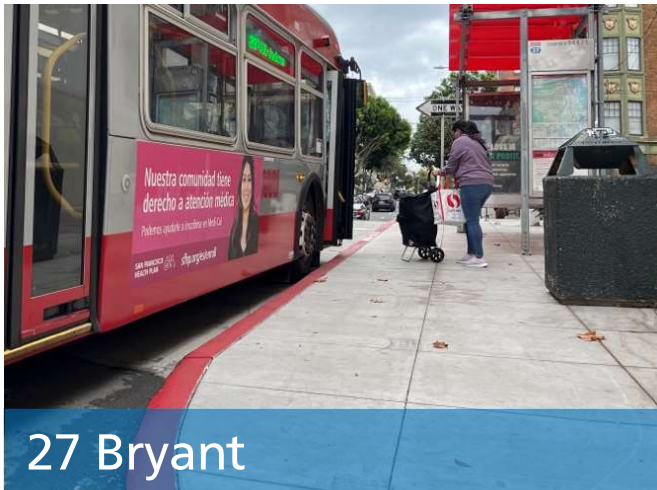
Hyde transit lane



Geary Blvd. quick build



28 19th Avenue



27 Bryant



Townsend queue jump



14 Mission SoMa

...Plus improvements at 7 Transit Delay Hot Spots

Design and Construction Timeline (Approved Projects)

Design Construction

Muni Forward Corridor	2024	2025	2026	2027	2028+
J Church (San Jose)	Design	Construction			
L Taraval	Construction				
5 Fulton (Inner Richmond)	Construction				
14 Mission (Downtown)	Design	Construction			
22 Fillmore: 16 th Street	Construction				
29 Sunset: Phase 1	Design	Construction			
30 Stockton (3 rd Street)	Design	Construction			
38 Geary (GBIP)	Design	Construction			

Note: Timelines are for construction of full capital projects. In many cases, quick build phases are delivered much earlier.

Future Projects

Moving Towards Legislation

- K Ingleside – Ocean Ave
- M Ocean View – OMI

Upcoming Corridors

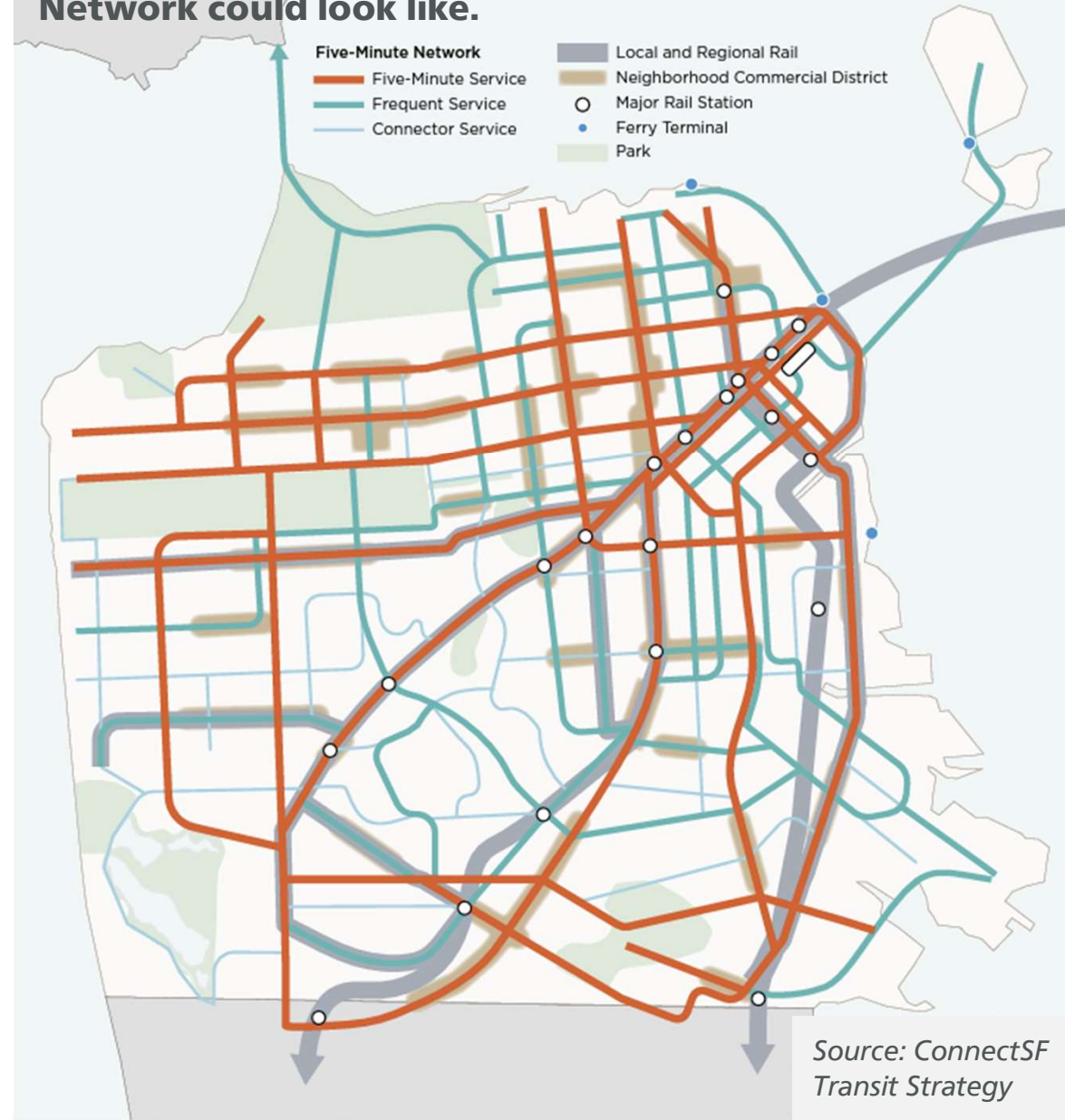
- T Third
- 1 California – California St
- 22 Fillmore – Fillmore St
- 29 Sunset – Phase 2
- J Church – Noe Valley
- N Judah



ConnectSF Five-Minute Network Vision

- Vision identified in ConnectSF Transit Strategy: Five-Minute service on our most heavily used lines – about a dozen corridors that carry two-thirds of all Muni ridership
- Comprehensive citywide Rapid network
- On the Five-Minute Network, only stop at transit stops, with no unnecessary delay

The corridors on this map show what a Five-Minute Network could look like.



Thank you



APPENDIX C: MUNI FORWARD PROJECT STATUS LIST (DECEMBER 2023)

COMPLETED PROJECTS:

- 1 California: Laurel Village
- 1 California: TETL transit lanes
- 1 California: Clay Street (downtown) transit lanes
- 5 Fulton: Market to Stanyan Muni Forward
- 5 Fulton: 25th to La Playa Muni Forward
- 5 Fulton: 5L Fulton limited (Rapid) pilot
- 7 Haight: Upper Haight Muni Forward
- 7 Haight: Lower Haight Muni Forward
- 7 Haight: Haight Street contraflow transit lane
- 8 Bayshore: San Bruno Avenue Multimodal Improvement Project
- 9 San Bruno: 11th Street and Bayshore Boulevard
- 9 San Bruno: Potrero Avenue Streetscape Project
- 10 Townsend: Sansome Street contraflow transit lane
- 14 Mission: Downtown (transit lanes)
- 14 Mission: Inner Mission
- 14 Mission: Mission Excelsior Safety Project (quick-build phase)
- 19 Polk: Hyde Street transit lanes
- 19 Polk: 7th and 8th streets transit lanes
- 22 Fillmore: 16th Street Muni Forward (civil work substantially complete)
- 27 Bryant: Tenderloin and Nob Hill Muni Forward
- 28 19th Avenue: 19th Avenue Muni Forward (combined city project)
- 28 19th Avenue: Lombard Street Safety Project
- 28 19th Avenue: HOV lanes pilot (Park Presidio and Lombard)
- 29 Sunset: Phase 1 (quick build phase)
- 30 Stockton: 3rd Street (quick build phase and Townsend Street queue jump)
- 30 Stockton: 4th Street
- 30 Stockton: Chestnut Street
- 30 Stockton: North Point Street and Columbus Avenue transit bulbs
- 38 Geary Rapid Project
- 38 Geary: Geary Boulevard Improvement Project (quick build phase)
- 43 Masonic: Presidio Ave and Masonic Ave TETL transit lanes
- 44 O'Shaughnessy: Bosworth TETL transit lanes

- 49 Van Ness-Mission: Van Ness BRT
- Beale Street transit lane
- J Church: Church Street transit lanes
- J Church: Church/Market transfer improvements (quick build phase)
- L Taraval: L Taraval Improvement Project (quick build phase and Segment A of permanent project)
- N Judah: Inner Sunset Streetscape Improvement Project
- T Third: 4th Street bridge transit lanes
- Market Street transit lane extensions (Safer Market Street and Car-Free Market Street)

APPROVED PROJECTS (IN CONSTRUCTION):

- L Taraval: L Taraval Improvement Project (Segment B)

APPROVED PROJECTS (IN DETAILED DESIGN):

- 5 Fulton: Arguello to 10th Avenue bulbs (construction of permanent improvements from Arguello to 25th begins 2024)
- 12 Folsom: Folsom Street transit lane
- 14 Mission: SoMa (remaining permanent project scope; construction of remaining elements, i.e. bulbs and bus pads on 14 Mission - Downtown begins 2025)
- 14 Mission: Inner Mission bulbs (nearing completion)
- 29 Sunset: Phase 1 (permanent project scope)
- 30 Stockton: 3rd Street (construction of permanent project scope begins 2026)
- 38 Geary: Geary Boulevard Improvement Project (permanent scope)

PROJECTS IN PLANNING PHASE:

- J Church: Noe Valley segment (starting planning in early 2024; San Jose segment construction to begin mid-2025)
- K Ingleside: Ocean Avenue (SFMTA Board review anticipated February 2024)
- M Ocean View: Ocean View Transit and Safety Project (SFMTA Board review anticipated February 2024)
- 28 19th Avenue HOV lanes (Lombard and Park Presidio Pilot- pilot implemented; evaluation and planning for permanent approval underway)

PROJECTS IN PRE-PLANNING STAGE:

- N Judah (initial pre-planning underway)
- 1 California (planning for improvements along entire route to begin in 1-2 years)
- 7 Haight-Noriega: West of Stanyan Transit Priority Project (timeline TBD)
- 22 Fillmore: Fillmore St. (planning anticipated to begin late 2024)