San Francisco
County Transportation
Authority

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

Agenda

COMMUNITY ADVISORY COMMITTEE
Meeting Notice

DATE: Wednesday, March 27, 2024, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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

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

Remote Access to Information and Participation

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

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

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

1. Call to Order

2. Chair's Report **– INFORMATION**

3. Approve the Minutes of the February 28, 2024 Meeting – **ACTION*** **5**

4. Adopt a Motion of Support to Allocate $1,600,000 in Prop L Funds, with Conditions, and Allocate $1,200,000 in Prop AA Funds for 2 Requests – **ACTION*** **11**

Projects: SFPW: Various Locations Pavement Renovation No. 62 ($1,600,000 Prop L), Oakdale Lighting Improvements Project Phase 1 ($1,200,000 Prop AA).

5. Adopt a Motion of Support to Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed $22,132,978; Authorize an Additional Construction Allotment of $4,541,599, for a Total Construction Allotment Not to Exceed $26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of $750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project – **ACTION*** **43**

6. Adopt a Motion of Support to Adopt I-280 Northbound Geneva Avenue Off-Ramp Study – **ACTION*** **59**

7. Adopt a Motion of Support to Amend the Adopted Fiscal Year 2023/24 Budget to Increase Revenues by $5,104,102, and Decrease Expenditures by $9,414,037 and Decrease Other Financing Sources by $15,000,000 for a Total Net Decrease in Fund Balance of $1,324,367 – **ACTION*** **89**

8. Vision Zero Overview and Quick-Build Program Update – **INFORMATION*** **103**

9. State and Federal Legislation Update – **INFORMATION*** **119**

Other Items

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

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

11. Public Comment

12. Adjournment

*Additional Materials

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Next Meeting: April 24, 2024

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DRAFT MINUTES

Community Advisory Committee

Wednesday, February 28, 2024

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:10 p.m.

CAC members present at Roll: Sara Barz, Rosa Chen, Najuawanda Daniels, Mariko Davidson, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (9)

CAC Members Absent at Roll: Phoebe Ford and Venecia Margarita (2)

2. Chair's Report – INFORMATION

Chair Siegal discussed The Portal (or Downtown Rail Extension), one of the signature projects in the Prop L Expenditure Plan. She announced that the Federal Transit Administration (FTA) completed its formal evaluation of The Portal, resulting in a "Medium-High" rating for the project under requirements of FTA's Capital Investment Grant program. She continued by stating that this positive news set the stage for the anticipated advancement of the project into the FTA "Engineering" phase of the federal grant process through which the project is seeking a multi-billion dollar grant. These milestones are a key outcome of the multi-agency work program of the past 3+ years. In the coming months, the integrated project team would be working to support the lead agency, the Transbay Joint Powers Authority to secure remaining funding, advance procurement activities, and more.

The Chair also flagged public engagement activities underway for the District 1 Multimodal Transportation Study, funded by the Neighborhood Transportation Program, which would be discussed on an item later on the agenda.

Chair Siegal also thanked the Board for approving her reappointment for a two-year term on the CAC representing District 5 and congratulated Venecia Margarita who was appointed to represent District 9. She noted that Member Margaria was unable to attend the February meeting due to a pre-scheduled work commitment but was looking forward to joining the March meeting.

During public comment, Roland Lebrun noted that the remote video was blurry.

3. Election of Vice Chair for 2024 – ACTION*

Chair Siegal opened the floor for nominations for Vice Chair.

Member Daniels nominated herself for Vice Chair, seconded by Member Levine.

There were no other nominations.

There was no public comment.

The nomination was approved by the following vote:

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

Abstain: none (0)

Absent: CAC Members Ford and Margarita (2)

4. Approve the Minutes of the January 24, 2024 Meeting – ACTION

There was no public comment.

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

The item was approved by the following vote:

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

Abstain: none (0)

Absent: CAC Members Ford and Margarita (2)

5. Adopt a Motion of Support to Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management – ACTION

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

During public comment, Edward Mason asked whether Transportation Demand Management would change corporate commuter buses operating from San Francisco to Silicon Valley since electrified Caltrain service would soon be available and noting the proposed north-south SamTrans routes in the District 1 Multimodal Transportation Study. He wondered whether TDM and these transit improvements could encourage people to use public transit in the City and in the south bay into of the corporate commuter buses which were congesting city neighborhoods, such as at 24th and Church streets.

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

The item was approved by the following vote:

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

Abstain: none (0)

Absent: CAC Members Ford and Margarita (2)

6. Adopt a Motion of Support to Allocate $1,440,000 and Appropriate $108,000 in Prop L Funds, with Conditions, for Four Requests – ACTION

Lynda Viray, Transportation Planner, presented the item per the staff memorandum.

Member Daniels commented on the Mission Street SoMa Transit Improvements survey that noted 68% of business owners were impacted by the curb use. She asked if there was any follow-up with the business owners on remedies to lessen the impact or provide resources to support them.

Steve Boland, San Francisco Municipal Transportation Agency (SFMTA) Project Manager for Mission Street SoMa Transit Improvements, confirmed that SFMTA

followed up with five property owners, nonprofit organizations, and business owners along the corridor. He added that the project occurred in stages as SFMTA implemented the Temporary Emergency Transit Lanes and the curb use changes mainly from 1st to 11th streets. He said the process was iterative and the SFMTA worked with the Museum of the African Diaspora and Bayanihan on alternatives to the curb use changes and they had been able to come up with satisfactory solutions. He provided an example of curb use changes in which the SFMTA provided a school between 5th and 6th streets in the South of Market (SoMa) neighborhood with a time limited passenger pickup and drop-off in the transit lane. He said SFMTA was responsive and innovative toward curb use changes to stakeholders along the corridor.

Member Ortega commented on the other notable findings in the Mission Street SoMa Transit Improvements survey section that stated double parking was a large issue and there was a pilot program to post additional parking signage. She added that the SFMTA would need to work with the San Francisco Police Department or another entity that could enforce the double-parking rules. She asked for more information on how SFMTA could achieve the goals of the transit program given all the double parking.

Mr. Boland responded that double-parking in transit lanes was a problem throughout the city. He said that SFMTA had done a lot of analysis on double-parking and that Mission and Downtown districts had challenging corridors. He noted that SFMTA could further enforce double-parking restrictions, but it would involve additional resources and was a matter of priorities. He said there were adjacent lanes and transit could move around double-parked vehicles without obstructing operations. He added double-parking was an ongoing challenge, but there were still project benefits.

Member Ortega commented that she would like to further discuss, at a later time, double-parking enforcement along streetcar routes and what initiatives SFMTA could pursue.

Mr. Boland responded that he understood the frustration and noted that there was more flexibility to move around double-parked vehicles along the Mission bus route as opposed to a rail route.

Member Kim commented that double-parking issues on Geary Boulevard could not be avoided due to deliveries and services activities. He added that enforcement may affect the small business owners who do not have other options available. He requested that SFMTA check on other options for merchants to minimize the impacts as commercial loading zone demands may be different in various neighborhoods.

Mr. Boland responded that double-parking was endemic in San Francisco. He said SFMTA worked to address the issue through an engineered curb use that converted parking spaces to passenger or loading spaces rather than enforcement. He added there was a net increase in yellow commercial loading zones that became full-time due to an assessment with businesses through outreach and surveys. He said this work resulted in legal curb use spaces.

Member Milford Rosales asked about the processes to select the remaining locations for the Vision Zero Left Turn Traffic Calming project.

Uyen Ngo, SFMTA Vision Zero Program Manager, responded that the left turn criteria

would be reviewed from a Quick-Build toolkit scope. She said SFMTA would apply the criteria and update the standards for both left- and right-turn traffic calming treatment and that locations would be selected after.

Member Milford-Rosales asked when the list would be available.

Ms. Ngo responded that it would be available in March and installations would be at the end of the year. She added that SFMTA would provide the locations when available.

Chair Siegal noted the Vision Zero Speed Limit Reduction project corridors that received treatments that did not result in any notable changes in speeds. She requested follow-up analysis to see if the project was beneficial given the limited staff capacity at the Sign Shop.

Ms. Ngo commented that they shared evaluations for nine corridors for the initial findings of the project implementation. She said the majority of the initial corridors had vehicles travelling at 20 miles per hour or below, and the purpose of the signage was to align with the corridor speeds. She added that evaluation work would be done as more corridors were installed and the Sign Shop installed signs on two corridors per month and was staffed to do so.

During public comment, Edward Mason suggested that locations could be set aside for deliveries and conditioned on an appointment basis through an online platform, noting delivery vehicles in the Mission blocked transit lines and that a reservation basis could be a solution to the issue.

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

The item was approved by the following vote:

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

Abstain: none (0)

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

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

Aliza Paz, Principal Transportation Planner, presented the item.

Member Kim thanked staff for the presentation and asked for more transparency around timing for bus shelters on Geary Boulevard, recalling that SFMTA said that San Francisco Public Works (Public Works) had frozen the permit process, which could mean no bus shelter upgrades until 2027 or later, and this could make riders unhappy because they were promised more amenities at these transit stops like real time transit information. He also thanked staff for including North-South Express Bus service, an idea which residents had suggested.

Member Kim urged staff to consider better transit connections in the Mobility Hubs concept, noting the lacking of bus service with SamTrans at the U.S. Veterans Affairs Hospital off Clement Street and the lacking of connections to Daly City BART.

Member Kim raised concerns that some intersections and busy streets like 25th Avenue and Clement Street did not have pedestrian timed countdowns, which posed a safety issue.

Chair Siegal shared that she often went to District 1 and thought it was a great place to get around by bike but found it hard to cross as a pedestrian and asked if more aggressive changes might be considered at unsignalized intersections, such as adding stop signs, adding traffic signals, or lengthening crossing times.

Mx. Paz responded that staff would bring this up with SFMTA to inquire about the feasibility of those recommendations for the study.

During public comment, Edward Mason suggested that signalized intersections could use flashing beacons rather than signals, which had been very effective in San Jose. He expressed concerns about ensuring that bicycles stay on the newly proposed 22nd and Fulton streets bike route to mitigate congestion on 24th Avenue. Mr. Mason also requested a marketing effort to eliminate corporate commuter buses and encourage the use of SamTrans express buses, instead, and suggested pairing mobility hub electric vehicle charging with restaurants or other business destinations to make the hubs more attractive for users.

8. Major Capital Project Update: Caltrain Modernization Program – INFORMATION

Brent Tietjen presented the item per the staff memorandum.

Member Ortega asked how late and how frequent in the evening trains would be running. Mr. Tietjen answered that the plan was to keep the same span of service, with the last train around midnight going to San Jose, and the same 104 trains in service in a day. Member Ortega asked Caltrain staff to consider providing service past midnight because some events finished later than the last train running, and it could help with ridership if services were expanded.

Member Ortega also asked if Caltrain had considered changing the policy for companies to buy passes in smaller amounts, tiered systems, and/or opt-in programs rather than requiring an entity to buy passes for the entire number of employees at a particular location. She continued by stating that the flexibility could benefit both the interested employer and Caltrain by helping attract more interest and ridership. Mr. Tietjen answered that the policy had not changed since the pandemic, but Caltrain had reduced the cost of the GoPass per user and could pass along the suggestion about offering employer purchases in smaller amounts.

Member Ortega noted that she knew of persons who had elected to drive to the South Bay since the cost of gas equated to the cost of riding Caltrain due to a dropped workplace GoPass program. She commented that Caltrain should look at creative ways to attract ridership particularly through employers.

Member Milford-Rosales added he had the same experience with a dropped GoPass program at his employer where there was still interest by some employees in riding Caltrain, but not enough to make it worthwhile to the employer to buy the GoPass for all employees. He also requested that Caltrain revisit that policy.

Member Chen asked about creative ways to make it easier for employers and their workers to use Caltrain like routing commuter shuttles to/from stations rather than directly to offices, and timing the drop-offs accordingly, especially with electrification making the trains run much faster. Mr. Tietjen responded that Caltrain did work with Commute.org in San Mateo County and would contact larger employers to ensure they had the right resources provide shuttles for employee to get to Caltrain stations.

Chair Siegal asked if Caltrain had considered working with local transit agencies to provide express bus service with free transfers to Caltrain stations, particularly for neighborhoods that are farther away from the stations, which could be a long commute. Mr. Tietjen affirmed that Caltrain was working with different transit agencies to ensure the connections to stations were smooth, successful, and quick. He continued that Caltrain was participating in the Metropolitan Transportation Commission's six-month BayPass pilot for region-wide fare.

During public comment, Edward Mason suggested Caltrain work with the Silicon Valley Leadership Group and Bay Area Council to encourage employers to utilize Caltrain, along with smaller van shuttles to get people to Caltrain stations. He also spoke about housing.

Roland Lebrun suggested some changes to help with the fiscal cliff, like counting non-paying passengers as part of ridership statistics and running shorter train configurations.

9. State and Federal Legislation Update – INFORMATION

Amber Crabbe, Senior Public Policy Manager, presented the item.

During public comment, Edward Mason supported transit agency coordination and cautioned that transit agency consolidation may result in loss of local control. He expressed concerns about Assembly Bill 825 (Bryan), allowing bikes on sidewalks. He also expressed safety concerns about electric scooters for riders and pedestrians alike and suggested conducting more research on scooters, describing how scooters are regulated in other cities.

Roland Lebrun requested a transcript of the meeting. He also commented that consolidation of transit agencies would not work but was possible to have the agencies coordinate with one another, describing how transportation systems in other places like London and Hong Kong work.

Other Items

10. Introduction of New Business – INFORMATION

There were no new items introduced.

11. Public Comment

During public comment, Edward Mason expressed concerns about regulation of electric scooter companies, particularly liability over electric scooter related casualties.

Roland Lebrun expressed concerns about potential misappropriation of federal COVID relief funds given to transit operators, particularly Santa Clara Valley Transportation Authority, and requested intervention by the Metropolitan Transportation Commission.

12. Adjournment

The meeting was adjourned at 7:54 p.m.

San Francisco
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Memorandum

AGENDA ITEM 4

DATE: March 21, 2024

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 4/16/2024 Board Meeting: Allocate $1,600,000 in Prop L Funds, with Conditions, and Allocate $1,200,000 in Prop AA Funds for 2 Requests

RECOMMENDATION ☐ **Information** ☒ **Action**	☒ Fund Allocation
Allocate $1,600,000 in Prop L funds to San Francisco Public Works (SFPW), with conditions, for:	☐ Fund Programming
1. Various Locations Pavement Renovation No. 62 ($1,600,000)	☐ Policy/Legislation
Allocate $1,200,000 in Prop AA funds to SFPW for:	☐ Plan/Study
2. Oakdale Lighting Improvements Project Phase 1 ($1,200,000)	☐ Capital Project Oversight/Delivery
SUMMARY	☐ Budget/Finance
Attachment 1 lists the two requests. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. SFPW staff will attend the meeting to answer any questions the Board may have regarding these requests.	☐ Contract/Agreement
	☐ Other: _____

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is

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

FINANCIAL IMPACT

The recommended action would allocate $1,600,00 in Prop L funds, with conditions, and allocate $1,200,000 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

Sufficient funds are included in the proposed Fiscal Year (FY) 2023/24 annual budget amendment. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The CAC will consider this item at its March 27, 2024, meeting.

SUPPLEMENTAL MATERIALS

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category [1]	Project Sponsor [2]	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
Prop L	15	SFPW	Various Locations Pavement Renovation No. 62	$ 1,600,000		$ 7,047,000	95%	77%	Construction	3, 5, 6
Prop AA	Ped	SFPW	Oakdale Lighting Improvements Phase 1		$ 1,200,000	$ 1,200,000	NA	0%	Construction	10
			TOTAL	**$ 1,600,000**	**$ 1,200,000**	**$ 8,247,000**				

Footnotes

[1] "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline including: Street Resurfacing, Rehabilitation, and Maintenance or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

[2] Acronyms: SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
15	SFPW	Various Locations Pavement Renovation No. 62	$ 1,600,000	$ -	Requested Prop L funds will fund the demolition and pavement renovation of 34 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within the project limits. SFPW expects that the full scope of the project will be open for use by March 2026. See the attached Allocation Request Form for the list and map of locations included in this request.
Ped	SFPW	Oakdale Lighting Improvements Phase 1	$ -	$ 1,200,000	The Prop AA funds requested will replace fixtures and arms on 16 existing street lights and install 9 new roadway-scale street lights on Oakdale Avenue between 3rd Street and Phelps Street. The project also includes related work such as electrical conduit, electrical services, and sidewalk restoration. Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan, adopted in 2020. This project will make walking more inviting and safe along this important thoroughfare. SFPW expects that the project will be open for use by June 2025.
		TOTAL	**$1,600,000**	**$1,200,000**	

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
15	SFPW	Various Locations Pavement Renovation No. 62	$ 1,600,000	$ -	**Special Condition:** The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds ($1,600,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).
Ped	SFPW	Oakdale Lighting Improvements Phase 1	$ -	$ 1,200,000	
		TOTAL	**$ 1,600,000**	**$ 1,200,000**	

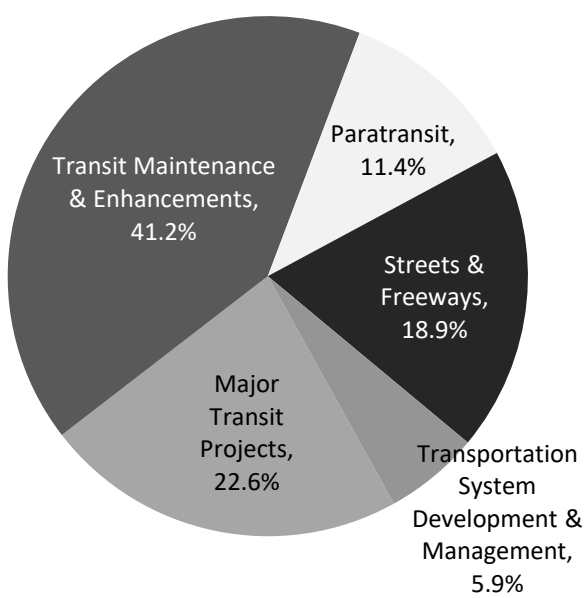
[1] See Attachment 1 for footnotes.

Attachment 4: Prop L Summary - FY2023/24

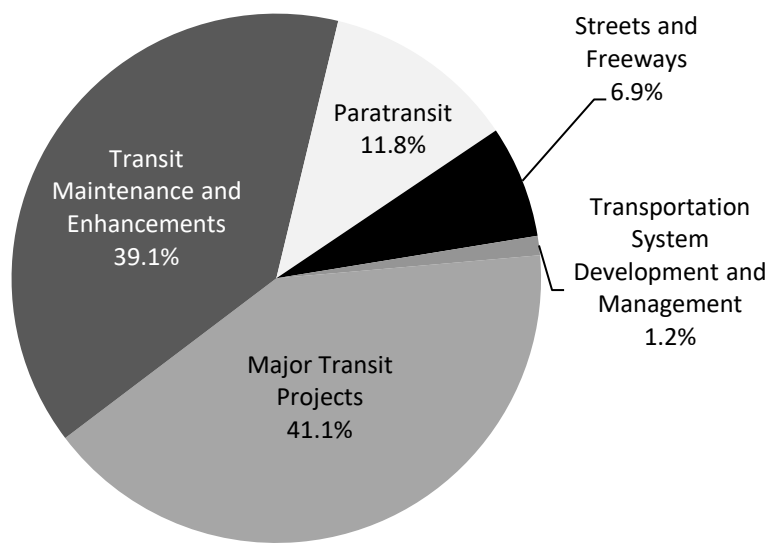
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	$ 87,245,955	$ 14,233,965	$ 21,109,655	$ 32,584,866	$ 15,242,469
Current Request(s)	$ 1,600,000	$ -	$ 1,070,000	$ 530,000	$ -
New Total Allocations	$ 88,845,955	$ 14,233,965	$ 22,179,655	$ 33,114,866	$ 15,242,469

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

Prop L Expenditure Plan



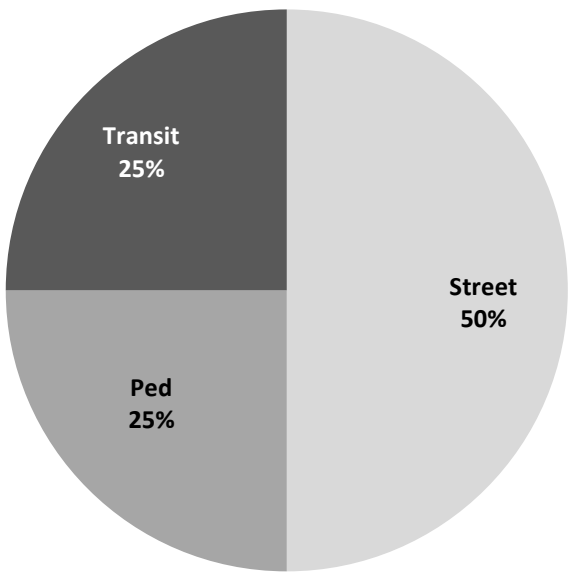
Prop L Investments To Date (Including Pending Allocations)



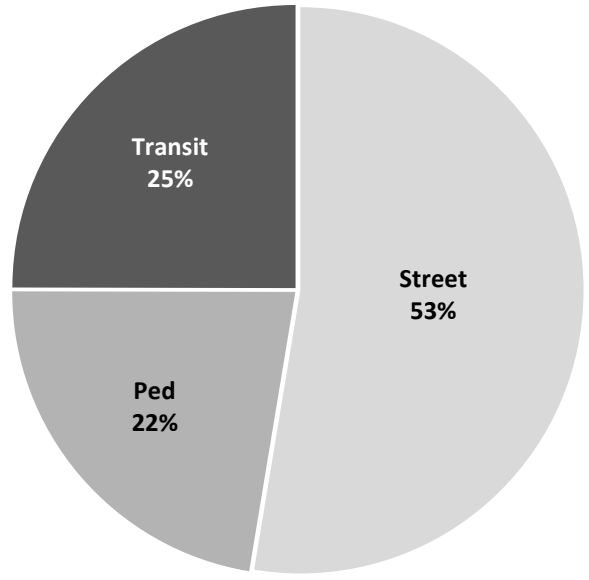
PROP AA VEHICLE REGISTRATION FEE					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	$ 300,000	$ 300,000	$ -	$ -	$ -
Current Request(s)	$ 1,200,000	$ -	$ 900,000	$ 300,000	$ -
New Total Allocations	$ 1,500,000	$ 300,000	$ 900,000	$ 300,000	$ -

The above table shows total cash flow for all FY 2023/24 allocations approved to date, along with the current recommended allocation(s).

Prop AA Expenditure Plan



Prop AA Investments To Date



San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Street Resurfacing
Current PROP L Request:	$1,600,000
Supervisorial Districts	District 03, District 05, District 06

REQUEST

Brief Project Description

The Prop L funds requested will fund the paving scope of work which includes demolition and pavement renovation of 34 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits.

Detailed Scope, Project Benefits and Community Outreach

Public Works (DPW) requests FY 2023/24 Prop L funds for the construction phase of the Various Locations Pavement Renovation No. 62 project. The Prop L funds requested will fund the paving scope of work which includes demolition and pavement renovation of 34 blocks, construction and retrofit of approximately 10 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits.

The project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City.

DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50's.

Project candidates:
1st St from Folsom St to Harrison St - 3 Blocks
Cyril Magnin St from 5th St to Eddy St - 1 Block
Ellis St from Taylor St to Jones St - 1 Block
Grove St from Larkin St to Van Ness Ave - 2 Blocks
Harrison St from 5th St to 6th St, 9th St to 10th St - 6 Blocks
Jessie St from Annie St to 3rd St, Mint Plz to 6th St - 2 Blocks
Larkin St from McAllister St to OFarrell St - 7 Blocks

Main St from Folsom St to Bryant St - 2 Blocks
Mason St from Ellis St to OFarrell St, Sutter St to Bush St - 2 Blocks
Post St from Grant Ave to Stockton St, Taylor St to Leavenworth St - 6 Blocks
Rincon St from Bryant St to Federal St - 1 Block
Stevenson St from Annie St to 3rd St - 1 Block

All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.

Project Location

Project Locations in District 3, 5, and 6 (see details in Scope)

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$1,600,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Through the project's coordination process, there are no other known projects and/or scopes of work other than sewer rehabilitation project with PUC.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-215: Street Resurfacing	$0	$1,600,000	$0	$1,600,000
Certificates of Participation (COP)	$0	$5,447,000	$0	$5,447,000
Phases In Current Request Total:	$0	$7,047,000	$0	$7,047,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$0	$1,600,000	$0	$1,600,000
Certificates of Participation (COP)	$0	$5,447,000	$0	$5,447,000
Highway Users Tax (HUTA)	$0	$0	$550,000	$550,000
Funding Plan for Entire Project Total:	$0	$7,047,000	$550,000	$7,597,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$550,000		SFPW Estimate to Complete
Construction	$7,047,000	$1,600,000	95% Engineer's Estimate
Operations	$0		
Total:	$7,597,000	$1,600,000	

% Complete of Design:	95.0%
As of Date:	11/15/2023
Expected Useful Life:	15 Years

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

MAJOR LINE ITEM BUDGET - VARIOUS LOCATIONS PAVEMENT RENOVATION NO. 62

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**SFPW**	**SFMTA**	**Contractor**
1. Contract					
Traffic Control/Pavement Markings	$ 535,000				$ 535,000
Planing	$ 740,000				$ 740,000
Asphalt Concrete	$ 1,350,000				$ 1,350,000
Concrete Base/Pavement	$ 1,360,000				$ 1,360,000
Concrete Curb and Curb Ramps	$ 370,000				$ 370,000
Concrete Sidewalk	$ 37,000				$ 37,000
Hydrant and Watermain Valve Box	$ 59,000				$ 59,000
Pull Box/Adjust Manhole	$ 1,000				$ 1,000
Culvert and Catch Basin Inlets	$ 35,000				$ 35,000
Tree Guard	$ 3,000				$ 3,000
Mobilization/Demobilization	$ 340,000				$ 340,000
OCS Related Items	$ 350,000				$ 350,000
Allowance for Partnering Req and Fees	$ 40,000				$ 40,000
Subtotal	$ 5,220,000				$ 5,220,000
2. Construction Management/Support	$ 1,305,000	25%	$ 1,050,000	$ 255,000	
3. Contingency	$ 522,000	10%			
TOTAL CONSTRUCTION PHASE	**$ 7,047,000**		**$ 1,050,000**	**$ 255,000**	**$ 5,220,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$1,600,000	**Total PROP L Recommended**	$1,600,000

SGA Project Number:	215-908002	**Name:**	Various Locations Pavement Renovation No. 62
Sponsor:	Department of Public Works	**Expiration Date:**	03/31/2027
Phase:	Construction	**Fundshare:**	22.7%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-215	$1,070,000	$530,000	$1,600,000

Deliverables

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

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

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds ($1,600,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	77.3%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	78.94%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Various Locations Pavement Renovation No. 62
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$1,600,000

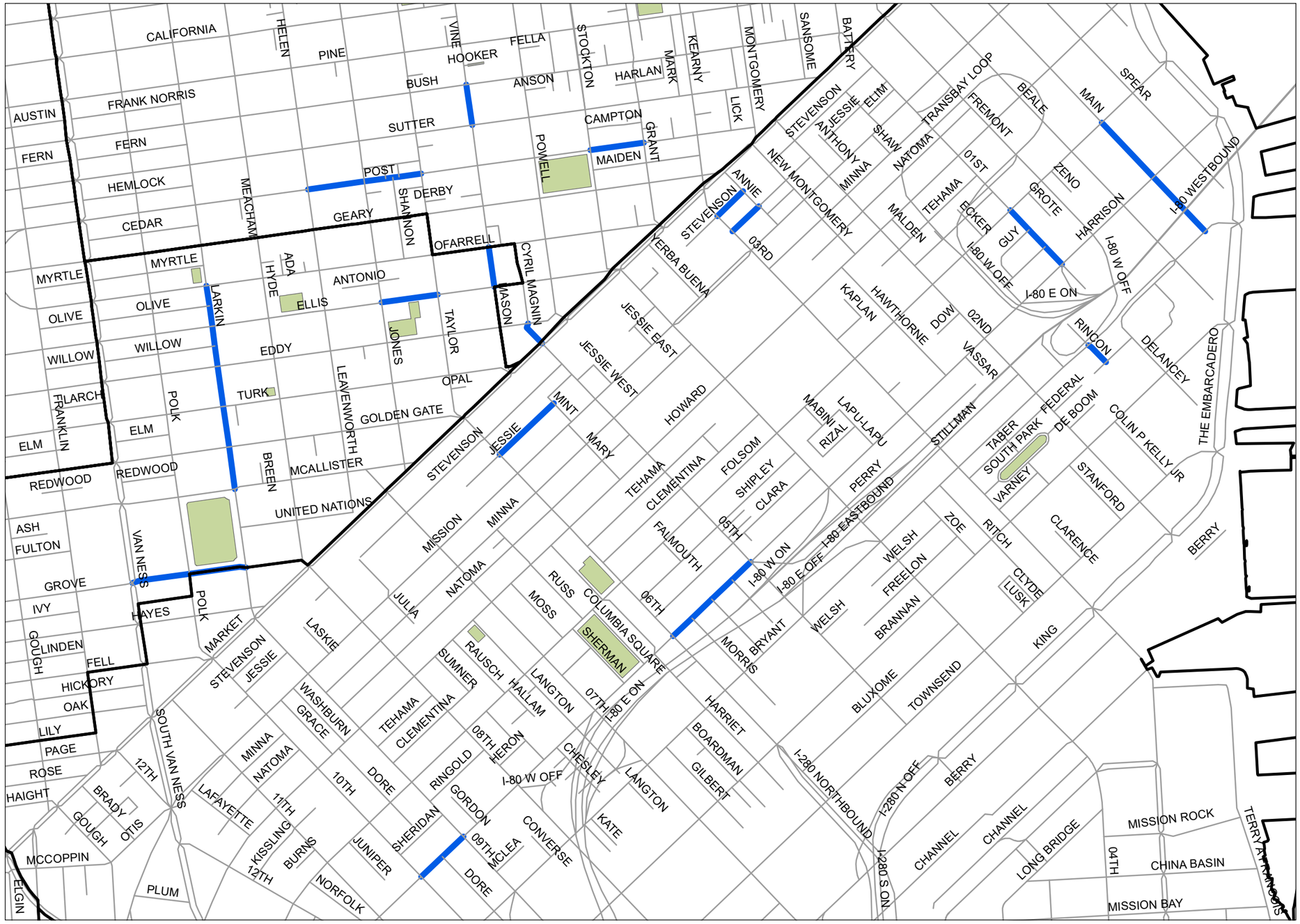
1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Edmund Lee	Victoria Chan
Title:	Project Manager	Principal Administrative Analyst
Phone:	555-5555	(415) 205-6316
Email:	edmund.lee@sfdpw.org	victoria.w.chan@sfdpw.org

Street Resurfacing Program: Various Locations Pavement Renovation No 62



N
W E
S

Legend

Various Locations Pavement Renovation No 62

NOTES:
Information as of October 2023

All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

0 0.075 0.15 0.3 0.45 0.6
Miles

Attachment 2

Various Locations Pavement Renovation No 62
Project Location Candidates

Note: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

On Street	From Street	To Street	BOS
01ST ST	FOLSOM ST	GUY PL	6
01ST ST	GUY PL	LANSING ST	6
01ST ST	LANSING ST	HARRISON ST \ I-80 E ON RAMP	6
CYRIL MAGNIN ST	05TH ST \ MARKET ST	EDDY ST	3
ELLIS ST	TAYLOR ST	JONES ST	5
GROVE ST	LARKIN ST	DR CARLTON B GOODLETT PL \ POLK ST	5
GROVE ST	DR CARLTON B GOODLETT PL \ POLK ST	VAN NESS AVE	5
HARRISON ST	05TH ST \ I-80 W OFF RAMP	MERLIN ST	6
HARRISON ST	MERLIN ST	OAK GROVE ST	6
HARRISON ST	OAK GROVE ST	MORRIS ST	6
HARRISON ST	MORRIS ST	06TH ST	6
HARRISON ST	09TH ST	DORE ST	6
HARRISON ST	DORE ST	10TH ST	6
JESSIE ST	ANNIE ST	03RD ST	6
JESSIE ST	MINT PLZ \ MINT ST	06TH ST	6
LARKIN ST	MCALLISTER ST	GOLDEN GATE AVE	5
LARKIN ST	GOLDEN GATE AVE	TURK ST	5
LARKIN ST	TURK ST	EDDY ST	5
LARKIN ST	EDDY ST	WILLOW ST	5
LARKIN ST	WILLOW ST	ELLIS ST	5
LARKIN ST	ELLIS ST	OLIVE ST	5
LARKIN ST	OLIVE ST	OFARRELL ST	5
MAIN ST	FOLSOM ST	HARRISON ST	6
MAIN ST	HARRISON ST	BRYANT ST	6
MASON ST	ELLIS ST	OFARRELL ST	5
MASON ST	SUTTER ST	BUSH ST	3
POST ST	GRANT AVE	STOCKTON ST	3
POST ST	TAYLOR ST	TRADER VIC ALY	3
POST ST	TRADER VIC ALY	SHANNON ST	3
POST ST	SHANNON ST	OPHIR ALY	3
POST ST	OPHIR ALY	JONES ST	3
POST ST	JONES ST	LEAVENWORTH ST	3
RINCON ST	BRYANT ST	FEDERAL ST	6
STEVENSON ST	ANNIE ST	03RD ST	6

Attachment 5: Allocation Request Forms (2)

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Pedestrian Projects
Current PROP AA Request:	$1,200,000
Supervisorial District	District 10

REQUEST

Brief Project Description

The project will replace fixtures and arms on 16 existing street lights and install 9 new roadway-scale street lights along with appurtenance installation and related work, such as electrical conduit, electrical services, sidewalk restoration on Oakdale Avenue between 3rd Street and Phelps Street. Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan, adopted in 2020. This project will make walking more inviting and safe along this important thoroughfare.

Detailed Scope, Project Benefits and Community Outreach

The project will replace fixtures and arms on 16 existing street lights and install 9 new roadway-scale street lights along with appurtenance installation and related work, such as electrical conduit, electrical services, sidewalk restoration on Oakdale Avenue between 3rd Street and Phelps Street. This is a a busy thoroughfare in the Bayview District.

Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview Community Based Transportation Plan (CBTP), adopted in 2020. The Bayview CBTP engaged over 4,000 residents during a 2-year planning period and worked in paid partnership with five community based organizations to engage residents typically excluded from the planning process. The Bayview CBTP received the “Advancing Diversity and Social Change” national award from the American Planning Association in the summer of 2021.

In 2022, SFCTA programmed $1,650,000 in Prop AA funds for the construction phase of this project to install ~50 new street/pedestrian-scale street lights on Oakdale, between 3rd Street and Phelps St. Through the design phase, which was funded by Prop AA, SFPW conducted a photometric analysis and found it was able to retain the existing light poles with upgraded fixtures and add 9 streetlights to reduce the spacing to bring the lighting level up. Based on the photometric analysis, SFPW concluded that additional pedestrian or roadway scale lighting beyond the current proposed scope may cause some sidewalk/roadway areas overlit. The current proposed scope is estimated to cost $1,200,000 and is the most cost-effective design that complies with the original intent of improving pedestrian lighting, as well as streetlight standards/regulations. Commissioner Walton's office is supportive of

moving forward the proposed construction project.

Project Location

Oakdale Avenue (3rd Street - Phelps Street)

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP AA Amount	$1,650,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Oct-Nov-Dec	2023
Advertise Construction	Apr-May-Jun	2024		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	$0	$1,200,000	$0	$1,200,000
Phases In Current Request Total:	$0	$1,200,000	$0	$1,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	$0	$1,200,000	$324,000	$1,524,000
Funding Plan for Entire Project Total:	$0	$1,200,000	$324,000	$1,524,000

COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$324,000		Actual costs
Construction	$1,200,000	$1,200,000	Engineer's estimate at 100% design
Operations	$0		
Total:	$1,524,000	$1,200,000	

% Complete of Design:	100.0%
As of Date:	01/31/2024
Expected Useful Life:	50 Years

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

MAJOR LINE ITEM BUDGET - OAKDALE LIGHTING IMPROVEMENTS

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	**Totals**	**% of contract**	**SFPW**	**Contractor**
1. Contract				
General Work Items (WI)	$ 180,000			$ 180,000
Sidewalk/Curb Ramp Related WI	$ -			$ -
Sewer Related WI	$ -			$ -
Structural Related WI	$ -			$ -
Electrical Related WI	$ 600,000			$ 600,000
Water Related WI	$ -			$ -
Subtotal	$ 780,000			$ 780,000
3. Construction Management/Support	$ 280,000	36%	$ 280,000	
4. Other Direct Costs (e.g. SFMTA traffic routing support)	$ 25,000	3%	$ 25,000	
5. Contingency	$ 115,000	15%	$ 115,000	
TOTAL CONSTRUCTION PHASE	**$ 1,200,000**		**$ 420,000**	**$ 780,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP AA Requested:	$1,200,000	**Total PROP AA Recommended**	$1,200,000

SGA Project Number:	724-208059	**Name:**	Oakdale Lighting Improvements Phase 1 (Construction)
Sponsor:	Department of Public Works	**Expiration Date:**	06/30/2026
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP AA EP-702	$900,000	$300,000	$1,200,000

Deliverables

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

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

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Oakdale Lighting Improvements Phase 1
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	$1,200,000

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

Initials of sponsor staff member verifying the above statement:
JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Carol Huang	Victoria Chan
Title:	Project Manager	Principal Administrative Analyst
Phone:	(628) 271-2153	(415) 205-6316
Email:	carol.huang@sfdpw.org	victoria.w.chan@sfdpw.org

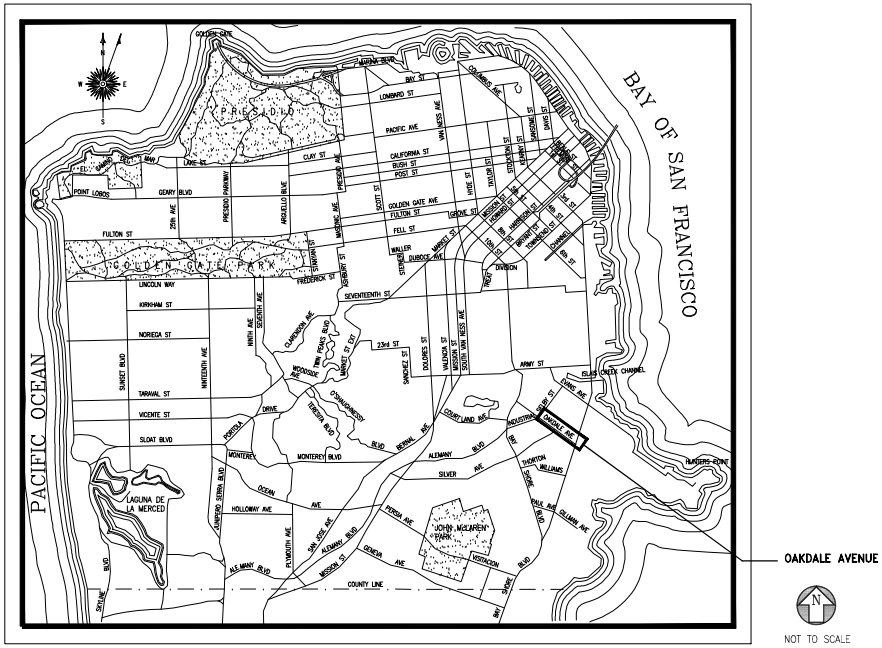
OAKDALE LIGHTING IMPROVEMENTS
SOURCING EVENT ID: 0000008045

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

Public Works
Infrastructure Design & Construction

Albert Ko, PE
City Engineer & Deputy Director

STREET VIEW - OAKDALE AVENUE AND 3RD STREET



LOCATION MAP

REQUIREMENTS TO BIDDERS

1. IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.

2. AT THE TIME OF AWARD, THE CONTRACTOR SHALL POSSESS A VALID CLASS "A" CALIFORNIA GENERAL ENGINEERING CONTRACTOR'S LICENSE OR C-10 ELECTRICAL CONTRACTORS LICENSE.

SIGNAGE REQUIREMENTS

1. REFER TO SPECIFICATION 01 50 00 FOR SIGNAGE REQUIREMENTS

Bid Set: JANUARY, 2024

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
THIS DRAWING WAS LAST MODIFIED: 01/31/24 12:50, BY: Blkpah

REFERENCE INFORMATION & FILE NO. OF SURVEYS

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

		Date:
Section Mgr:	CHI IAO	02/01/2024
Deputy Bureau Mgr:	NIRAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

DESIGNED:	BR/NK	DATE: 01/2024
DRAWN:	BC/NK	DATE: 01/2024
CHECKED:	GL/JS	DATE: 01/2024

SCALE: NONE
SHEET OF SHEETS: 1 OF 9

OAKDALE LIGHTING IMPROVEMENTS
COVER SHEET

SOURCING EVENT ID: 0000008045
DRAWING NO. G-1
FILE NO. 121,706
REV. NO. 0

Xrefs: ..\REF\QE1 TB 22x34.dwg
Drawing Path: V:\2357\ Oakdale Lighting Improvements\2. Design\Working Drawings\CEL\Current\2357\ G-1.0 COVER SHEET.dwg, Login: Blkpah

INDEX OF DRAWINGS

DWG NO.	REV.	FILE NO.	TITLE
GENERAL PLANS			
G-1	0	121,706	COVER PAGE
G-2	0	121,707	INDEX OF DRAWINGS
STREET LIGHTING PLANS			
E-0.1	0	121,708	STREET LIGHT SYMBOLS, ABBREVIATIONS, AND GENERAL NOTES
E-0.2	0	121,709	STREET LIGHT LIGHTING FIXTURE SCHEDULE
E-1.0	0	121,710	STREETLIGHTING PLAN OAKDALE AVENUE PHELPS ST TOWARDS NEWHALL ST
E-2.0	0	121,711	STREETLIGHTING PLAN OAKDALE AVENUE NEWHALL ST TO 3RD ST
E-3.0	0	121,712	STREETLIGHTING PLAN OAKDALE AVENUE 3RD ST TO LANE ST (1 OF 2)
E-4.0	0	121,713	STREETLIGHTING PLAN OAKDALE AVENUE 3RD ST TO LANE ST (2 OF 2)
EXISTING PAVEMENT MARKING PLANS			
T-1.0	0	121,714	EXISTING PAVEMENT MARKINGS OAKDALE AVENUE PHELPS ST TO LANE ST

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:38, BY: Blkpah

REFERENCE INFORMATION & FILE NO. OF SURVEYS

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

		Date:
Section Mgr:	CHI IAO	02/01/2024
Deputy Bureau Mgr:	IQBAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

DESIGNED:	BR/NK	DATE: 01/2024
DRAWN:	BC/NK	DATE: 01/2024
CHECKED:	GL/JS	DATE: 01/2024

SCALE: NONE

SHEET OF SHEETS: 2 OF 9

OAKDALE LIGHTING IMPROVEMENTS

INDEX OF DRAWINGS

SOURCING EVENT ID: 0000008045
DRAWING NO.: G-2
FILE NO.: 121,707
REV. NO.: 0

Drawing Path: V:\2357\ Oakdale Lighting Improvements\2. Design\Working Drawings\EE\Current\2357\ G-2.0 INDEX OF DRAWINGS.dwg, Login: Blkpah

Xrefs: ..\XREF\DE1 TB 22x34.dwg

SYMBOLS

NEW	EXISTING	R/C UON	
———	- - - - - -		CONDUIT HOT DIP GALVANIZED RIGID STEEL CONDUIT UNDERGROUND FOR STREET LIGHTING
—×—			INTERCEPT EXISTING CONDUIT WITH NEW CONDUIT. MATCH EXISTING CONDUIT SIZE AND TYPE. "X" INDICATES PULLBOX OR COUPLING PER PLAN
◉			R/C (E) POLE, R/C (E) FOUNDATION F/I (N) POLE AND FOUNDATION IN PLACE
●	○	◎	STREET LIGHT POLE WITH FOUNDATION
♦	◇	◇	MUNI POLE
◉		◎	R/C (E) MUNI POLE AND FOUNDATION F/I (N) MUNI FOLE AND FOUNDATION IN PLACE
	◔		P. G. & E. SERVICE POLE
	○ WP/ST		UTILITY POLE (WOOD OR STEEL)
			STREETLIGHT WITH 6' LUMINAIRE ARM AND FIXTURE
			PEDESTRIAN LIGHT POLE AND FIXTURE WITH FOUNDATION
SL	SL		PULL BOX TYPE I SL: STREET LIGHT
III SL	III SL		PULL BOX TYPE III SL: STREET LIGHT
S	S		PULL BOX TYPE I S: SERVICE BOX
P	P		PG&E PULL BOX
1T	1T		PULL BOX TYPE I T: TRAFFIC RATED
			BASEMENT PULL BOX
			GROUND ROD–5/8" ø X10'–0" (15.88 mm X 3048 mm)
	Ⓟ		UTILITY MANHOLE, AS SPECIFIED T = AT&T; P = PG&E
	ABC		UTILITY VAULT; OWNER AS SPECIFIED
	HP or LP		FIRE HYDRANT HP = HIGH PRESSURE; LP = LOW PRESSURE
			CURB RAMP (SEE CR–DWGS)
	○ SM		SURVEY MONUMENT
			TREE

SUB–SIDEWALK BASEMENT

A — DETAIL NOTE

P|B — INSTALL NEW PULL BOX IN PLACE OF EXISTING PULL BOX, (R/C EXISTING PULL BOX), OR EXISTING CONTROLLER FOUNDATION (R/C EXISTING FOUNDATION), OR EXISTING POLE FOUNDATION (R/C EXISTING FOUNDATION) MODIFY EXISTING CONDUITS AND WIRING AS NEEDED.

X / ## — LIGHTING FIXTURE TAG "X" INDICATE FIXTURE TYPE
"##" INDICATE LAMP WATTAGE

NOT ALL SYMBOLS USED IN PLANS

ABBREVIATIONS

AT&T	AT&T, INC.
BSCW	BARE STRANDED COPPER WIRE
BLHP	BUREAU OF LIGHT, HEAT, AND POWER
BUF	BUREAU OF URBAN FORESTRY
C	CONDUIT
DWG	DRAWING
(E)	EXISTING
F/I	FURNISH AND INSTALL UNDER THIS CONTRACT
HDPE	HIGH DENSITY POLYETHYLENE
HPS	HIGH DENSITY SODIUM
GND, G	GROUND
GRSC	GALVANIZED RIGID STEEL CONDUIT
I/P	IN PLACE OF
LA	LUMINAIRE ARM
LGT	LIGHT
LUM	LUMINAIRE
mm	MILLIMETER
(N)	NEW
OCS	OVERHEAD CONTACT SYSTEM
OH	OVERHEAD
PED	PEDESTRIAN
PL	PEDESTRIAN LIGHT
PG&E, PGE	PACIFIC GAS AND ELECTRIC COMPANY
PVC	POLYVINYL CHLORIDE
R/C	REMOVE FROM SITE OF WORK AS CONTRACTOR'S PROPERTY
R/R	REMOVE AND RELOCATE, OR REMOVE AND REINSTALL AS APPLICABLE
R/S	REMOVE AND SALVAGE AS CITY'S PROPERTY
SFPUC	SAN FRANCISCO PUBLIC UTILITIES COMMISSION
SFPW	SAN FRANCISCO PUBLIC WORKS
SL	STREET LIGHT
SP	SPARE
SPDPWSF	STANDARD PLANS APRIL 2007, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO
SSDPWSF	STANDARD SPECIFICATIONS, DEPARTMENT OF PUBLIC WORKS, CITY AND COUNTY OF SAN FRANCISCO
STD	STANDARD DRAWING
TS	TRAFFIC SIGNAL
TYP	TYPICAL
U	UTILITY
UON	UNLESS OTHERWISE NOTED
WP	WEATHERPROOF

GENERAL NOTES

1. THESE ELECTRICAL PLANS ARE DIAGRAMMATIC AND ARE CORRECT FOR GENERAL DESIGN ONLY. THE EXACT LOCATIONS OF EQUIPMENT & APPURTENANCES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER AND LANDSCAPE ARCHITECT.
2. THIS IS A GENERAL LEGEND. NOT ALL SYMBOLS ARE USED.
3. RESTORE SIDEWALK TO MATCH EXISTING SIDEWALK THAT ARE AFFECTED BY THIS PROJECT.
4. ALL UTILITY PULL BOXES AND VAULTS WITHIN THE SIDEWALK THAT ARE AFFECTED BY THIS PROJECT SHALL BE ADJUSTED TO NEW GRADE.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR WORKING AROUND AND PROTECTING ALL EXISTING TELEPHONE, CATV, TRAFFIC SIGNALS AND INTERCONNECT CONDUITS, AND FACILITIES ADJACENT TO WORK AREA. THESE FACILITIES INCLUDE BUT NOT LIMITED TO THE FOLLOWING: TREES, LANDSCAPING, HYDRANTS, UTILITY POLES.
6. VERIFY LIMITS OF SUB–SIDEWALK BASEMENTS BEFORE SAWCUTTING AND EXCAVATION WORK. VERIFICATION OF SUB–SIDEWALK BASEMENT AND ITS LIMITS ARE INCIDENTAL WORK.
7. PROVIDE 1/4" PULL ROPE AND CAP FOR ALL EMPTY PVC OR GRSC FIELD CONDUITS.
8. CONTACT THE FOLLOWING FOR CITY AGENCY COORDINATION:
STREET LIGHTS: STREETLIGHTS@SFWATER.ORG
STREET TREES: URBANFORESTRY@SFDPW.ORG
DAS SITES: DAS@SFWATER.ORG (INCLUDE TO: PANISA POLPATTANA AT PPOLPATTANA@SFWATER.ORG
9. REPLACE ALL EXISTING BROKEN PULL BOX AND COVER WITHIN LIMITS OF WORK.
10. ALL SL CONDUITS SHALL BE GRSC AND IN SIDEWALK, UON.
11. ALL NEW AND EXISTING BOXES IMPACTED BY THIS CONTRACT SHALL BE CLEAN OF DEBRIS.
12. EXISTING CONDUIT IS TO BE ABANDONED, THE CONDUIT SHALL BE R/C IF IT IS EXPOSED, OTHERWISE R/C CONDUIT 3' BELOW GRADE AND CAP THE ENDS.
13. CONDUITS EXTENDING THROUGH THE PULL BOX THAT ARE TO BE ABANDONED, THE CONDUIT SHALL CUT OFF SO THAT IT WILL NOT PROTRUDE BEYOND THE PULL BOX; AND THE CONDUIT ENDS SHALL BE CAPPED.
14. NO EXPOSED CONDUITS. U.O.N.
15. COORDINATE WITH RESIDENT ENGINEER TO LAYOUT CONTRACT CURB LOCATIONS PRIOR TO POLE, PULL BOX, AND FOUNDATION CONSTRUCTION.
16. PROTECT EXISTING CURB RAMPS NOT SHOWN ON THE PLANS BY RUNNING CONDUITS AROUND THEM. EXISTING CURB RAMPS DAMAGED DURING CONSTRUCTION SHALL BE RESTORE BY THE CONTRACTOR AT THEIR EXPENSE.
17. PROVIDE TEMPORARY POLE BASE MOUNTED LIGHTING FOR PEDESTRIAN AND VEHICULAR SAFETY IF THERE IS CONFLICT WITH EXISTING AND/OR NEW LIGHTING IN THE LIMIT OF WORK. TEMPORARY LIGHTING SOURCE SHALL BE TAP FROM THE NEAREST EXISTING SOURCE.
18. ALL EXISTING STREETLIGHT TO BE MAINTAINED THROUGHOUT THE PROJECT DURATION. EXISTING STREETLIGHTS TO BE REMOVED AFTER THE NEW STREETLIGHT ARE TESTED AND APPROVED.
19. ANY FIXTURE OR POLE THAT ARE R/C OR R/S, THE WIRING SHALL BE R/C BACK TO THE STREETLIGHT BOX, UON. AND MAINTAIN EXISTING CONTINUITY OF CIRCUIT TO ADJACENT FIXTURE.
20. EXISTING ELECTRICAL WIRING WHICH WILL NOT BE MADE OBSOLETE AND WILL BE DISTURBED DUE TO CONSTRUCTION CHANGES REQUIRED BY THIS CONTRACT SHALL BE RESTORED TO OPERATING CONDITION AS REQUIRED AND/OR DIRECTED. WHERE REQUIRED, SHOWN AND/OR DIRECTED, CONDUIT RUNS SHALL BE RELOCATED. IN SOME CASES, IT MAY BE NECESSARY TO EXTEND CONDUITS AND PULL IN NEW WIRING OR INSTALL JUNCTION BOXES AND SPLICE IN NEW WIRING OR REPLACE OLD WIRING WITH NEW.
21. COORDINATE WITH OTHER DISCIPLINES DRAWINGS TO RESOLVE ALL CONFLICTS PRIOR TO INSTALLING ANY ELECTRICAL WORK.
23. PRIOR TO START OF ELECTRICAL WORK, CONTRACTOR TO FIELD INVESTIGATE THE EXISTING ELECTRICAL CIRCUIT. RECONNECT ALL EXISTING TRAFFIC SIGNAL AND STREETLIGHT SERVICES WHICH MAY HAVE BEEN INTERRUPTED DUE TO RENOVATION. RESTORE ALL ELECTRICAL SERVICES AND WIRING TO EXISTING CONDITIONS. INCLUDING THE ADJACENT FIXTURE OUTSIDE LIMIT OF WORK AS INCIDENTAL COST.
24. ALL STREETLIGHTS SHALL HAVE 10A FUSE AND STREETLIGHT SERVICE SHALL HAVE 40A FUSE.
25. R/C ALL FOUNDATION 36" BELOW GRADE, POLE, FIXTURE, AND LUMINAIRE ARM UNLESS OTHERWISE NOTED.
26. REFER TO STRUCTURAL DRAWINGS FOR STREETLIGHT POLE FOUNDATIONS.
27. STREETLIGHT POLES INSTALLED ON TRUNCATED DOME SHALL HAVE 1" CONCRETE FLAG AROUND THE BASE COVER OR BASE PLATE.
28. STREETLIGHT PULL BOXES SHALL HAVE CONCRETE BOLT DOWN LID WITH TAMPER PROOF BOLTS AND BE WITHIN 5 FEET OF STREETLIGHT POLE U.O.N.
29. TOUCH UP ANY NEW POLES AND/OR EQUIPMENT MOUNTING THAT IS EXPOSED/RUSTED WITH RUST–OLEUM PAINT OR APPROVED EQUAL TO PREVENT CORROSION.
30. STREETLIGHTS INSTALLED IN SPECIAL PAVER AREA SHALL HAVE 3X3' CONCRETE FLAG AROUND POLE BASE AND STREETLIGHT PULL BOX. ANY EXCEPTION WILL NEED TO BE COORDINATED WITH SFPUC.

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Blkpah

REFERENCE INFORMATION & FILE NO. OF SURVEYS

THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

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

		Date:
Section Mgr:	CHI LAO	02/01/2024
Deputy Bureau Mgr:	IQBAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

DESIGNED:	BR/NK	DATE: 01/2024
DRAWN:	BC/NK	DATE: 01/2024
CHECKED:	GL/JS	DATE: 01/2024

LICENSED PROFESSIONAL ENGINEER — No. 1120478 — ELECTRICAL — STATE OF CALIFORNIA — 02/01/2024

SCALE: NONE

SHEET OF SHEETS: 3 OF 9

OAKDALE LIGHTING IMPROVEMENTS

STREET LIGHT SYMBOLS, ABBREVIATIONS, AND GENERAL NOTES

SOURCING EVENT ID: 0000008045
DRAWING NO. E–0.1
FILE NO. 121,708
REV. NO. 0

Drawing Path: V:\2357_Oakdale Lighting Improvements\2. Design\Working Drawings\CEL\Current\2357_E–0.1 LEGEND, ABB & GEN NOTES.dwg, Login: Blkpah

Xrefs: ..\REF\QE1 TB 22x34.dwg

LIGHTING FIXTURE SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	LAMPS	VOLT	SYMBOL
A 72	LUMINAIRE: LED FIXTURE, DIE CAST A360 0.1" THICK ALUMINUM ALLOY HOUSING, TENON MOUNTED BRACKETS, RoHS COMPLIANT LED LIGHT ENGINE, 32LED 72W LAMP WITH BACKLIGHT CONTROL, 3000°K, TYPE III, 90% POWER FACTOR DIMMABLE DRIVER, UNIVERSAL VOLTAGE, PHOTOCELL, BIRD GUARD, AND PROVISION FOR FUTURE WIRELESS CONTROL. COLOR TO MATCH POLE. POLE AND ARM: 28.5' STEEL STREET LIGHT POLE W/ 6' LUMINAIRE ARM	FIXTURE: LUMEC ROADFOCUS CAT#: RFS-72W32LED3K-G2-R3M-UNIV-DMG-[API-226]-API2011-RCD7-GY3 OR APPROVED EQUAL POLE: KW RTSU30-8.0-11-G-16S2 OR APPROVED EQUAL	72W 32LED 3000°K	MULTI TAP VOLT 120-277V	
A1 108	LUMINAIRE: LED FIXTURE, DIE CAST A360 0.1" THICK ALUMINUM ALLOY HOUSING, TENON MOUNTED BRACKETS, RoHS COMPLIANT LED LIGHT ENGINE, 48LED 108W LAMP WITH BACKLIGHT CONTROL, 3000°K, TYPE III, 90% POWER FACTOR DIMMABLE DRIVER, UNIVERSAL VOLTAGE, PHOTOCELL, BIRD GUARD, AND PROVISION FOR FUTURE WIRELESS CONTROL. COLOR TO MATCH POLE. POLE AND ARM: 28.5' STEEL STREET LIGHT POLE W/ 6' LUMINAIRE ARM	FIXTURE: LUMEC ROADFOCUS CAT#: RFM-108W48LED3K-G2-R3M-UNIV-DMG-[API-226]-API2011-RCD7-GY3 OR APPROVED EQUAL POLE: KW RTSU30-8.0-11-G-16S2 OR APPROVED EQUAL	108W 48LED 3000°K	MULTI TAP VOLT 120-277V	

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 01/31/24 14:06, BY: Blkpoh

REFERENCE INFORMATION & FILE NO. OF SURVEYS

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

		Date:
Section Mgr:	CHI IAO	02/01/2024
Deputy Bureau Mgr:	IQBAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

DESIGNED:	BR/NK	DATE: 01/2024
DRAWN:	BC/NK	DATE: 01/2024
CHECKED:	GL/JS	DATE: 01/2024

SCALE: NONE

SHEET OF SHEETS: 4 OF 9

OAKDALE LIGHTING IMPROVEMENTS

STREET LIGHT
LIGHTING FIXTURE SCHEDULE

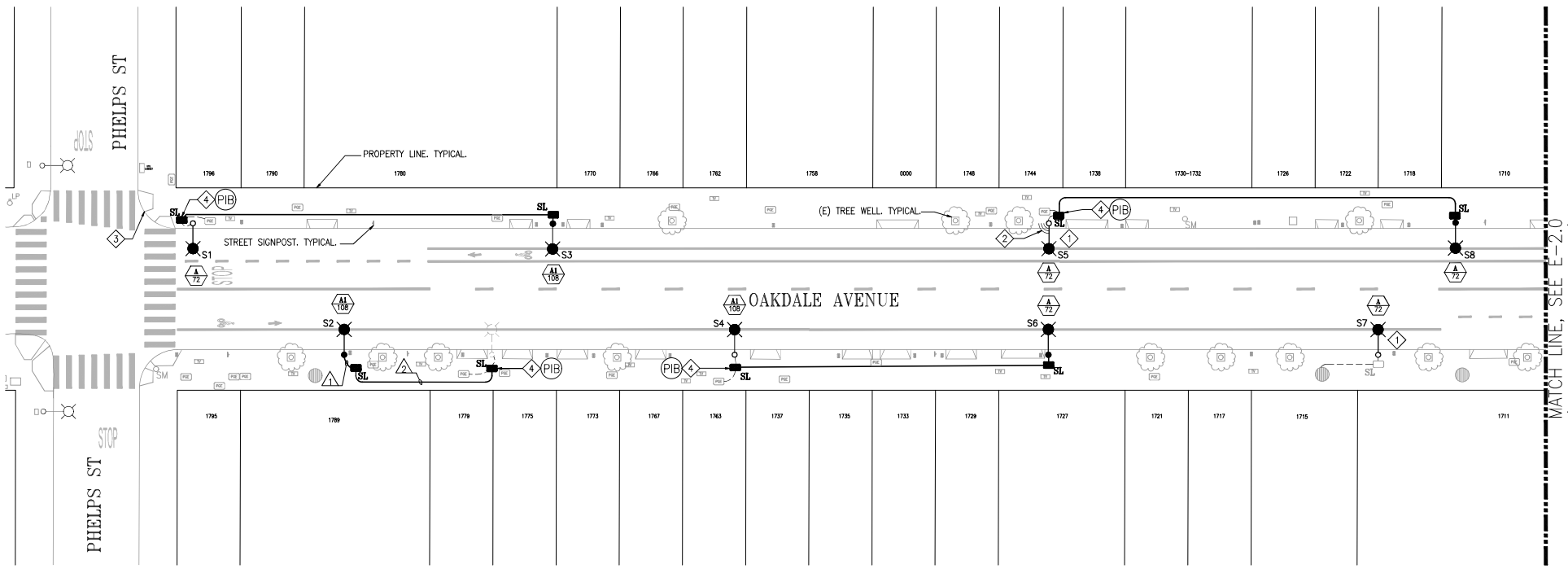
SOURCING EVENT ID: 0000008045
DRAWING NO.: E-0.2
FILE NO.: 121,709
REV. NO.: 0

Drawing Path: V:\2357_Oakdale_Lighting_Improvements\2_Design\Working_Drawings\EEL\Current\2357_E-0.2 LIGHTING FIXTURE SCHEDULE.dwg, Login: Blkpoh

Xrefs: \\REF\DE1 TB 22x34.dwg

SHEET NOTES:

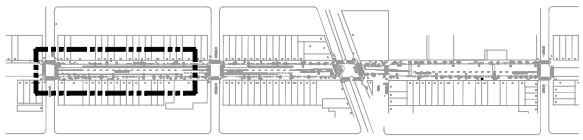
1. REPLACE STREETLIGHT LUMINAIRE AND ARM ON (E) POLE. R/C (E) LUMINAIRE AND ARM.
2. AT LEAST EIGHT (8) WEEKS IN ADVANCE OF CONSTRUCTION, COORDINATE WITH SFPUC AT DAS@SFWATER.ORG FOR TEMPORARY REMOVAL OF DAS EQUIPMENT.
3. (E) CURB RAMP TO REMAIN. TYPICAL.
4. SPLICE INTO EXISTING STREETLIGHT CIRCUIT. MAINTAIN INTEGRITY OF EXISTING CIRCUIT.



STREETLIGHTING PLAN: 1 OF 4 (1/-)

SCALE: 1"=20'

20 0 20 40
HORIZONTAL SCALE IN FEET



KEY PLAN (2/-)

SCALE: 1"=250'

CONDUIT SCHEDULE:

1. F/I 1-1.5" GRS -2#10 FROM SL BOX TO SL. TYPICAL.
2. F/I 1-1.5" GRS - 2#8 FROM SL BOX TO SL BOX. TYPICAL.

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Blkpah

REFERENCE INFORMATION & FILE NO. OF SURVEYS

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

		Date:
Section Mgr:	CHI IAO	02/01/2024
Deputy Bureau Mgr:	IQBAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

DESIGNED:	BR/NK	DATE: 01/2024
DRAWN:	BC/NK	DATE: 01/2024
CHECKED:	GL/JS	DATE: 01/2024

SCALE: AS SHOWN

SHEET OF SHEETS: 5 OF 9

OAKDALE LIGHTING IMPROVEMENTS

STREETLIGHTING PLAN
OAKDALE AVENUE
PHELPS ST TOWARDS NEWHALL ST

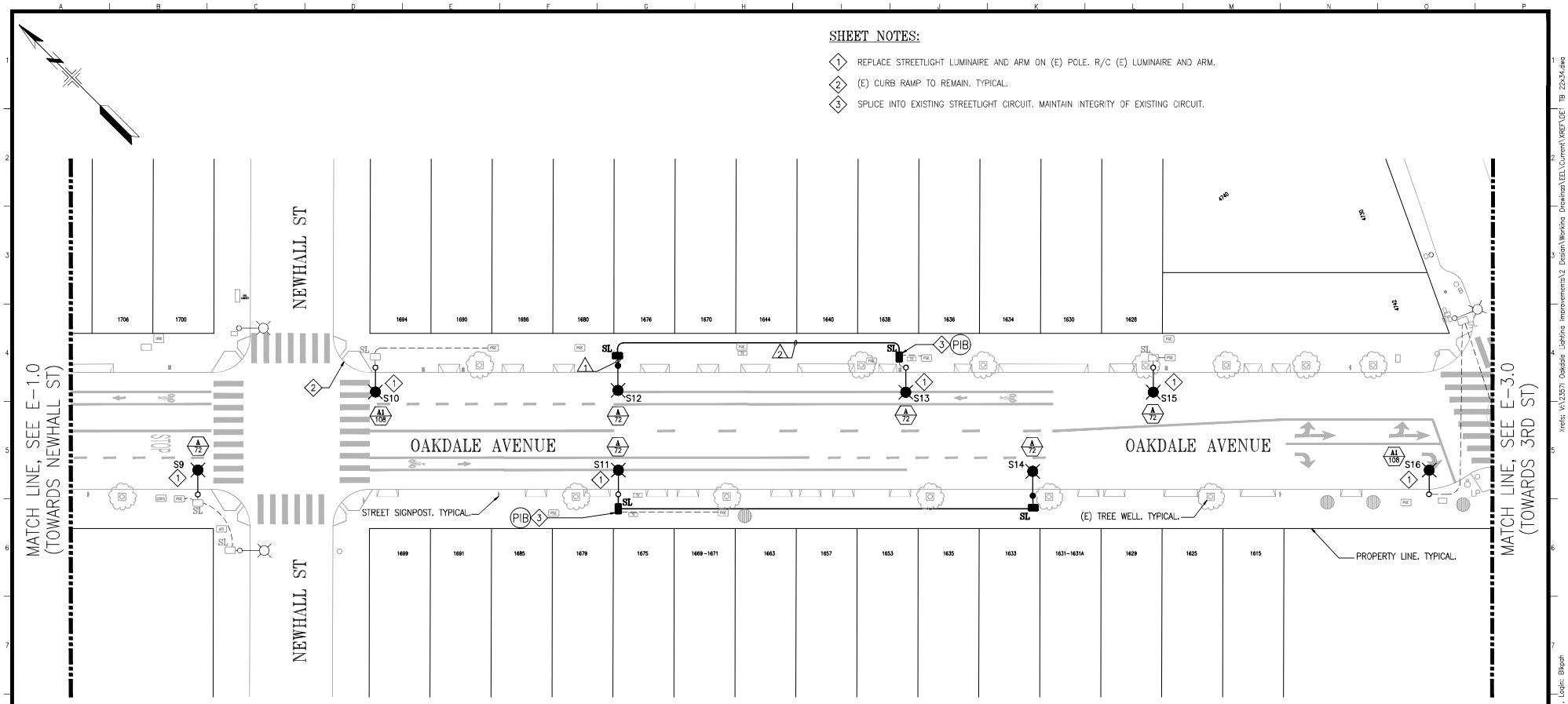
SOURCING EVENT ID: 0000008045
DRAWING NO.: E-1.0
FILE NO.: 121,710
REV. NO.: 0

Drawing Path: C:\Users\BKPA\appdata\local\temp\AcPublish_2387\2\2357I_STREETLIGHTS.dwg, Login: Blkpah

Xrefs: W:\2357I Oakdale Lighting Improvements\2 Design\Working Drawings\EEL\Current\XREF\DE_TB 22x34.dwg

SHEET NOTES:

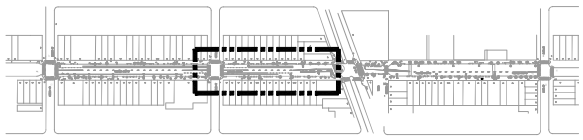
1. REPLACE STREETLIGHT LUMINAIRE AND ARM ON (E) POLE. R/C (E) LUMINAIRE AND ARM.
2. (E) CURB RAMP TO REMAIN. TYPICAL.
3. SPLICE INTO EXISTING STREETLIGHT CIRCUIT. MAINTAIN INTEGRITY OF EXISTING CIRCUIT.



STREETLIGHTING PLAN: 2 OF 4

SCALE: 1"=20'

HORIZONTAL SCALE IN FEET: 20 0 20 40



KEY PLAN

SCALE: 1"=250'

CONDUIT SCHEDULE:

1. F/I 1-1.5" GRS -2#10 FROM SL BOX TO SL. TYPICAL.
2. F/I 1-1.5" GRS - 2#8 FROM SL BOX TO SL BOX. TYPICAL.

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Blkpah

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

		Date:
Section Mgr:	CHI IAO	02/01/2024
Deputy Bureau Mgr:	IQBAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

DESIGNED:	BR/NK	DATE: 01/2024
DRAWN:	BC/NK	DATE: 01/2024
CHECKED:	GL/JS	DATE: 01/2024

02/01/2024

SCALE: AS SHOWN

SHEET OF SHEETS: 6 OF 9

OAKDALE LIGHTING IMPROVEMENTS

STREETLIGHTING PLAN
OAKDALE AVENUE
NEWHALL ST TO 3RD ST

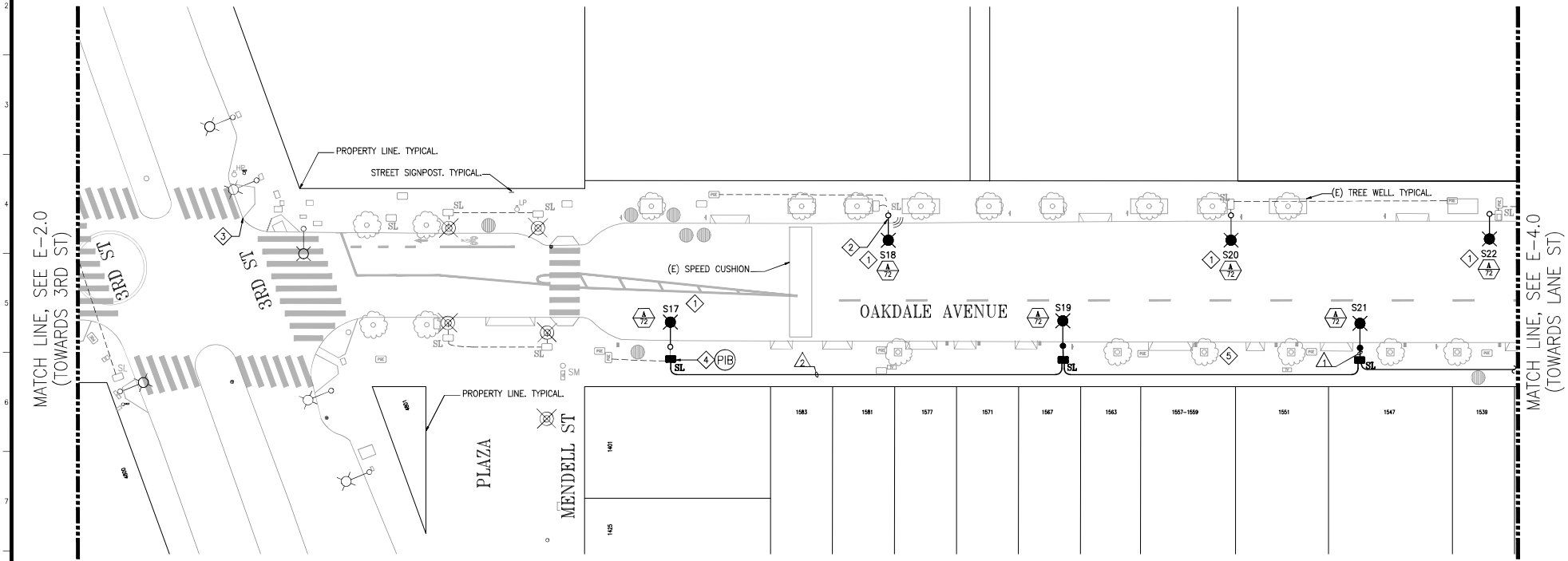
SOURCING EVENT ID: 0000008045
DRAWING NO.: E-2.0
FILE NO.: 121,711
REV. NO.: 0

Drawing Path: C:\Users\BKPA\\appdata\local\temp\AcPublish_2387\2\2357I_STREETLIGHTS.dwg, Login: Blkpah

Xrefs: X\2357I Oakdale Lighting Improvements\2 Design\Working Drawings\EEL\Current\XREF.DE' TB 22x34.dwg

SHEET NOTES:

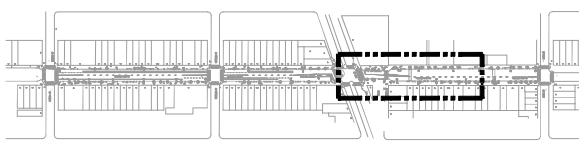
1. REPLACE STREETLIGHT LUMINAIRE AND ARM ON (E) POLE. R/C (E) LUMINAIRE AND ARM.
2. AT LEAST EIGHT (8) WEEKS IN ADVANCE OF CONSTRUCTION, COORDINATE WITH SFPUC AT DAS@SFWATER.ORG FOR TEMPORARY REMOVAL OF DAS EQUIPMENT.
3. (E) CURB RAMP TO REMAIN. TYPICAL.
4. SPLICE INTO EXISTING STREETLIGHT CIRCUIT. MAINTAIN INTEGRITY OF EXISTING CIRCUIT.



STREETLIGHTING PLAN: 3 OF 4

SCALE: 1"=20'

20 0 20 40
HORIZONTAL SCALE IN FEET



KEY PLAN

SCALE: 1"=250'

CONDUIT SCHEDULE:

1. F/I 1-1.5" GRS -2#10 FROM SL BOX TO SL. TYPICAL.
2. F/I 1-1.5" GRS - 2#8 FROM SL BOX TO SL BOX. TYPICAL.

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Blkpah

REFERENCE INFORMATION & FILE NO. OF SURVEYS

THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

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

		Date:
Section Mgr:	CHI IAO	02/01/2024
Deputy Bureau Mgr:	IQBAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

DESIGNED:	DATE:
BR/NK	01/2024
DRAWN:	DATE:
BC/NK	01/2024
CHECKED:	DATE:
GL/JS	01/2024

SCALE: AS SHOWN

SHEET OF SHEETS: 7 OF 9

OAKDALE LIGHTING IMPROVEMENTS

STREETLIGHTING PLAN
OAKDALE AVENUE
3RD ST TO LANE ST (1 OF 2)

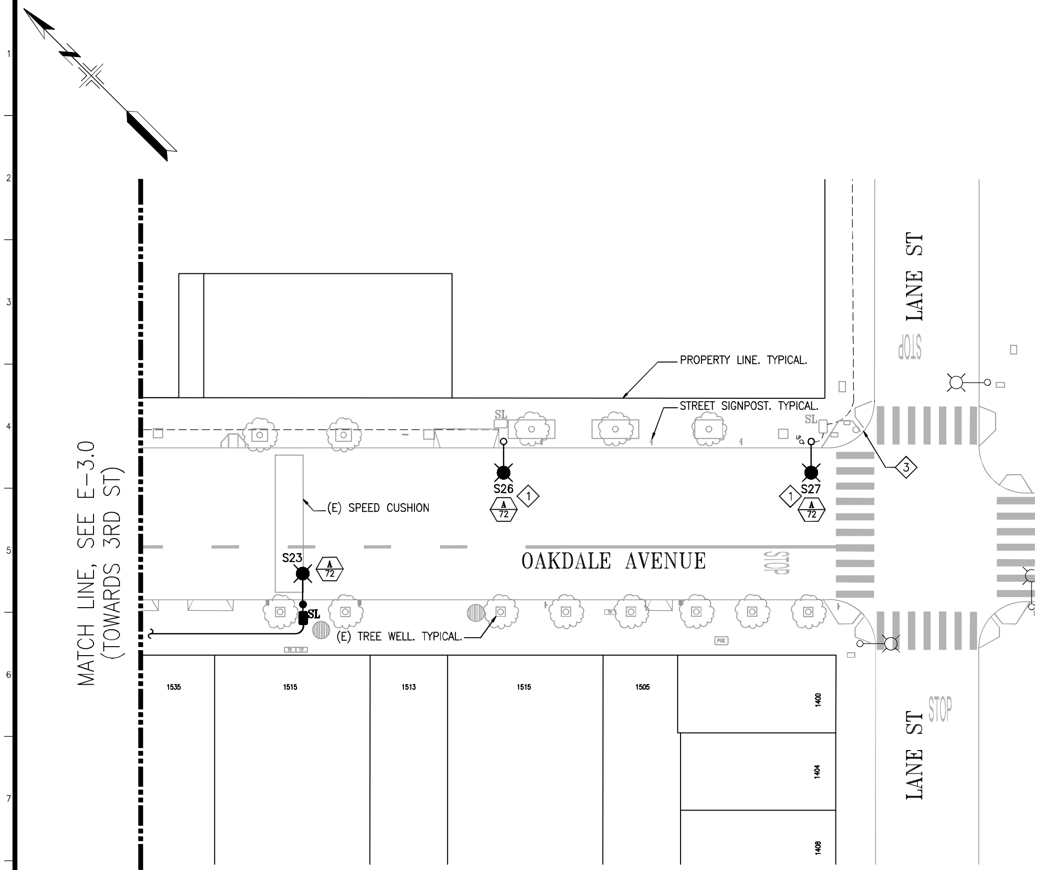
SOURCING EVENT ID: 0000008045
DRAWING NO. E-3.0
FILE NO. 121,712
REV. NO. 0

Drawing Path: C:\Users\BKPA\appdata\local\temp\AcPublish_2387\2x2357L_STREETLIGHTS.dwg, Login: Blkpah

Xrefs: X:\2357 Oakdale Lighting Improvements\2 Design\Working Drawings\EEL\Current\XREF.DE TB 22x34.dwg

SHEET NOTES:

1. REPLACE STREETLIGHT LUMINAIRE AND ARM ON (E) POLE. R/C (E) LUMINAIRE AND ARM.



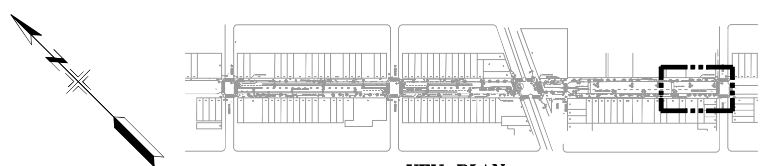
STREETLIGHTING PLAN: 4 OF 4 (1)

SCALE: 1"=20'

20 0 20 40
HORIZONTAL SCALE IN FEET

CONDUIT SCHEDULE:

1. F/I 1-1.5" GRS -2#10 FROM SL BOX TO SL. TYPICAL.
2. F/I 1-1.5" GRS - 2#8 FROM SL BOX TO SL BOX. TYPICAL.



KEY PLAN (2)

SCALE: 1"=250'

NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS

THIS DRAWING WAS LAST MODIFIED: 01/31/24 16:37, BY: Blkpah

REFERENCE INFORMATION & FILE NO. OF SURVEYS

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

		Date:
Section Mgr:	CHI IAO	02/01/2024
Deputy Bureau Mgr:	IQBAL DHAPA	02/02/2024
Bureau Mgr:	PATRICK RIVERA	02/02/2024

	DATE:
DESIGNED: BR/NK	01/2024
DRAWN: BC/NK	01/2024
CHECKED: GL/JS	01/2024

SCALE: AS SHOWN

SHEET OF SHEETS: 8 OF 9

OAKDALE LIGHTING IMPROVEMENTS

STREETLIGHTING PLAN
OAKDALE AVENUE
3RD ST TO LANE ST (2 OF 2)

SOURCING EVENT ID: 0000008045
DRAWING NO. E-4.0
FILE NO. 121,713
REV. NO. 0

Xrefs: V:\23571 Oakdale Lighting Improvements\2 Design\Working Drawings\EEL\Current\XREF\DE1 TB 22x34.dwg

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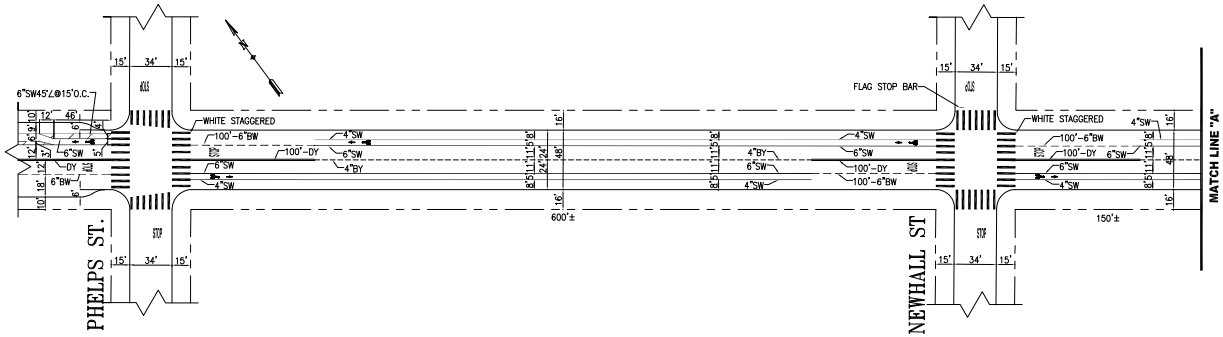
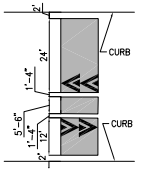
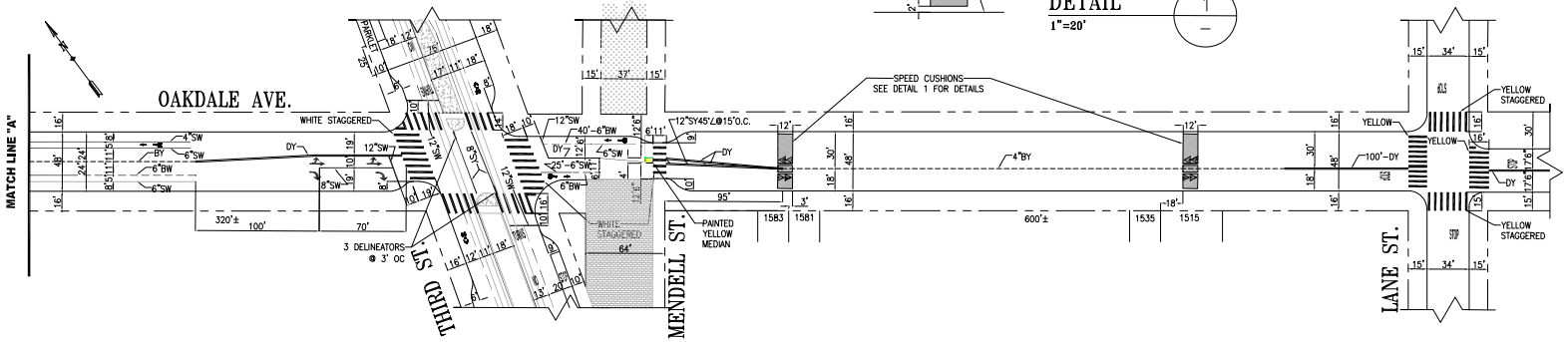


GENERAL NOTES:

1. THE CONTRACTOR MUST USE THIS DRAWING TO PREPARE TRAFFIC CONTROL PLANS.
2. THE CONTRACTOR SHALL VERIFY ALL MEASUREMENTS AND MARKINGS IN THE FIELD.
3. STOP LINES AND TRANSVERSE CROSSWALKS DEPICTED ON THIS DRAWING ARE 12" WIDE & WHITE IN COLOR AND CONTINENTAL CROSSWALKS ARE 24" WIDE & WHITE IN COLOR, UNLESS OTHERWISE NOTED.
4. FOR GUIDANCE ON USING TEMPORARY TAPE, REFER TO SECTION 01 55 26 SUBSECTION 3.6 TEMPORARY PAVEMENT MARKINGS.
5. FOR WORK THAT MAY IMPACT SHARED SPACES, REFER TO SECTION 01 55 26 SUBSECTION 3.29 SHARED SPACES.



SPEED CUSHIONS
DETAIL 1
1"=20'



50' 0 50' 100'
SCALE: 1" = 50'

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

REGISTERED PROFESSIONAL ENGINEER DANIEL R. PADILLA C 80593 CIVIL STATE OF CALIFORNIA

DRAWN: J.YUEN DATE: 1/25/2024
CHECKED: D.PADILLA DATE: 1/25/2024

APPROVED
SENIOR ENGINEER DATE: 01/29/2024
for Ricardo Olea 01/29/2024
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'
SHEET/SHEETS: 1 OF 1

OAKDALE LIGHTING IMPROVEMENTS PROJECT

EXISTING PAVEMENT MARKINGS
OAKDALE AVENUE
PHELPS STREET TO LANE STREET

CONTRACT NO. 23571
DRAWING NO. T-1
FILE NO.
REV. NO.

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San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 5

DATE: March 21, 2024

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 04/16/24 Board Meeting: Award a Construction Contract to the Lowest Responsible and Responsive Bidder, Thompson Builders Corporation, in an Amount Not to Exceed $22,132,978; Authorize an Additional Construction Allotment of $4,541,599, for a Total Construction Allotment Not to Exceed $26,674,577; Approve a Contract Amendment with WMH Corporation in the Amount of $750,000; and Authorize the Executive Director to Execute All Other Related Supporting and Supplemental Agreements for the Yerba Buena Island Hillcrest Road Improvement Project

RECOMMENDATION ☐ **Information** ☒ **Action**

- Award a construction contract to the lowest responsible and responsive bidder, Thompson Builders Corporation, in an amount not to exceed $22,132,978
- Authorize an additional construction allotment of $4,541,599, for a total construction allotment not to exceed $26,674,577, for the Yerba Buena Island (YBI) Hillcrest Road Improvement Project
- Approve a contract amendment with WMH Corporation (WMH) to increase the contract by $750,000, to a total amount not to exceed $3,800,000, to provide design support during construction
- Authorize the Executive Director to negotiate contract payment terms and non-material contract terms and conditions
- Authorize the Executive Director to execute all other related supporting and supplemental agreements

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☒ Contract/Agreement
☐ Other: _____

SUMMARY

We are delivering the YBI Hillcrest Road Improvement Project (Project) on behalf of the Treasure Island Development Authority (TIDA). The Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvements Project on the east side. With a total project budget valued at $37,950,000, the Project will upgrade the road to modern standards and increase the safety and usability of Hillcrest Road by providing two travel lanes and a Class II bicycle lane. In addition, it will provide accommodations for a future Class 1 multi-use path along Hillcrest and Treasure Island Road.

We advertised the construction contract on January 29, 2024, and received 2 electronic bids on March 14, 2024. After reviewing submitted bids, we determined that the lowest responsive and responsible bidder is Thompson Builders Corporation with a bid of $22,132,978. We are also recommending an additional construction allotment of $4,541,599 for supplemental funds, agency furnished materials, contingency and finance costs, included in Attachment 2. Additionally, now that the construction contract is being awarded for the Project, it is an appropriate time to reassess the level of design support required to complete the Project during the construction phase. Thus, we are seeking approval to increase the amount of the WMH Corporation contract as described above.

BACKGROUND

The California Department of Housing and Community Development awarded a $30,000,000 Infill Infrastructure Grant (IIG) to the Treasure Island Development Authority in the Spring of 2020 to upgrade the roadway to modern standards and provide additional space for pedestrians and bicyclists. TIDA requested that we lead the design and construction effort for the Project because of our expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit

Project. In December 2021, TIDA and the State executed the standard agreement which allowed work to start on the Project.

The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Project will improve Hillcrest Road by providing two travel lanes and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. We are delivering the project in close coordination and consultation with all stakeholders including the TIDA, California Department of Transportation (Caltrans), Bay Area Toll Authority (BATA), San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), and the United States Coast Guard.

The Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvements Project on the east side. The Project connects these two projects and will provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The existing Hillcrest Road is 28-feet wide throughout the project limits and has a lane in each direction but limited shoulder widths. The project will improve Hillcrest Road to achieve current safety standards and accommodate a Class II bike path to enhance the bicycle circulation network on YBI. We are also coordinating with BATA efforts to build a future Class I multi-use path along Hillcrest Road and Treasure Island Road. This future Class 1 multi-use path will also connect to another future Class 1 bicycle facility planned by BATA on the western span of the SFOBB connecting commuters, cyclists, and pedestrians to/from downtown San Francisco.

Working closely with the Metropolitan Transportation Commission and TIDA, we secured $6,700,000 million in additional funds needed to incorporate the YBI Multi-Use Pathway Segment 2 accommodations into the Hillcrest construction phase, as well as provide an additional $750,000 to the Hillcrest project to complete design of the Multi-Use Pathway accommodations. In November 2023, through Resolution 24-19, we programmed $2,600,000 in Senate Bill 1 (SB1) Local Partnership Program (LPP) formula funds and appropriated $4,875,000 in Prop K exchange funds for design and construction of the Project.

DISCUSSION

Bid Process and Results. On January 29, 2024, we issued an Invitation to Bid (ITB) for construction services for the Project through an electronic bid website.

We conducted active outreach to the contractor community to ensure that robust competition for this procurement opportunity took place. In particular, we coordinated with multiple trade and contractor industry organizations to distribute the appropriate notifications of plan availability for this construction bid opportunity. We prioritized providing access to contract documents and conducting active outreach to the contractor community to encourage participation from DBE and/or SBE firms through the following means:

- Contract announcement placed in six local/ethnic publications: San Francisco Chronicle, San Francisco Examiner, El Reportero, Nichi Bei, Sing Tao, and Small Business Exchange; and
- Announcements posted on the Transportation Authority's website, the electronic bid website and distributed via email.

On February 21, 2024, we held a virtual non-mandatory, pre-bid meeting and networking session, which provided opportunities for interested disadvantaged and small businesses to meet potential prime contractors and form partnerships. Representatives from 17 firms attended this event, including disadvantaged and small business enterprises and potential prime contractors, along with a representative from the United States Coast Guard.

We also held site tours at Hillcrest Road on February 23, 2024 and February 26, 2024.

On the bid-opening date of March 14, 2024, we received and opened 2 bids in response to the ITB. We and our construction management consultant, WSP USA Inc., reviewed and evaluated the bids. The verified bid results are listed below in Table 1.

Table 1. Bid Results

BIDDER	AMOUNT
Engineers Estimate	$21,099,755.00
Thompson Builders Corporation	$22,132,978.00
Golden State Bridge, Inc.	$23,966,340.00

We have determined that Thompson Builders Corporation is the lowest responsible and responsive bidder, bidding $22,132,978. A detailed bid item list is included in Attachment 1 and is approximately 4.9% over the Engineer's Estimate for the Project's construction cost of $21,099,755.

Consistent with State of California requirements, since this project does not include federal funds, we established an aspirational 17% Disadvantaged Business Enterprise (DBE) / Small Business Enterprise (SBE) goal for the construction contract. to encourage the utilization of small, disadvantaged, and minority business

participation. Regular reporting on utilization of small, disadvantaged and minority businesses as well as the participation of labor force groups is required under the contract.

The lowest responsible and responsive bidder, Thompson Builders Corporation, has established a performance plan of 9.73% DBE/SBE/Minority Firm participation. The second bidder, Golden State Bridge, Inc., included 4.21% DBE/SBE/Minority Firm participation.

Schedule. The Project schedule is projected as follows:

- Award Construction Contract – April 2024
- Begin Construction – May 2024
- Construction Completion – Spring 2027

Additional Construction Allotment. In order to construct the project, we will need to enter into agreements, permits, or certifications with other agencies/entities, including but not limited to the Caltrans, TIDA, the California Highway Patrol, the San Francisco Public Utilities Commission, SFMTA, and SFPW, to provide final funding, perform utility tie-in's, purchase agency furnished materials and for these agencies/entities to oversee select portions of the construction contractor's work. The construction phase budget includes $1,812,500 for supplemental funds, $500,000 eligible for finance costs (see Financial Impact section) or contingency, and $535,000 for agency furnished materials. A list of supplemental work items, and cost estimates for agency furnished materials are included in Attachment 2. We also recommend an additional contingency of $1,694,099, or 8% of total anticipated construction costs, for a total construction allotment of $26,928,526.

WMH Contract Amendment. In May 2022, through Resolution 22-52, we awarded a two-year contract in the amount of $2,700,000 to WMH Corporation to provide design services up to 95% preliminary and final design plans for the Project. In September 2023, through Resolution 24-10, we increased the amount by $350,000, to a not to exceed $3,050,000, to WMH Corporation to complete 100% final design plans.

Concurrent with the recommendation to award a contract for the construction contract, we are seeking approval to amend the WMH Corporation contract to provide design support services during construction for the Project. The proposed amendment would allow capacity for WMH Corporation to coordinate design services with the construction team, including reviewing any required submittals from the Construction Contractor, responding to any unknown conditions discovered in

the field, and completing As-Built documents upon the successful completion of construction of the project.

The proposed amendment to the WMH Corporation contract would increase the existing contract amount by $750,000, to a total amount not to exceed $3,800,000, and extend the contract through December 31, 2027. The proposed contract amendment scope of services is included as Attachment 1.

The DBE/SBE goal for this contract is 15% and WMH Corporation has achieved 95% DBE/SBE participation to date from WMH Corporation (SBE), and two subconsultants: Associated Right of Way Services, Inc. (SBE) and MGE Engineering, Inc. (DBE and SBE).

Funding. The construction contract, additional construction allotment for supplemental work items and contingency, and the WMH contract amendment for Design Services During Construction will be funded with State IIG grant funds awarded to TIDA; SB1 LPP formula funds allocated to the Transportation Authority; Prop K exchange funds (Resolution 24-19), and additional funds from TIDA.

Table 2. YBI Hillcrest Improvement Project Funding Plan

Phase	State IIG	SB1 LPP Formula Funds	Prop K Sales Tax Exchange Funds	TIDA	TOTAL
Preliminary Engineering & Plans Specs and Estimate	$3,210,000		$750,000		$3,960,000
Right of Way Capital	$0	$0	$0		$0
Construction Administration	$615,423	$2,600,000	$4,100,000		$7,315,423
Construction Capital	$26,174,577	$0	$0	$500,000	$26,674,577
TOTALS	**$30,000,000**	**$2,600,000**	**$4,875,000**	**$500,000**	**$37,950,000**

FUNDING RISKS

A portion of the project construction occurs on State of California right of way, approximately 6.6% of the estimated cost. Caltrans is processing an Encroachment Permit allowing that work to be conducted on their right of way. We expect to receive

that permit by end of March 2024. To date, Caltrans has approved all plans and specifications associated with that work. The City and County of San Francisco, TIDA, and the United States Coast Guard have all granted permission to access their lands in order to conduct the work. Work on the project cannot begin until the Caltrans Encroachment Permit is received.

To access SB1 LPP Formula funds allocated by the California Transportation Commission, Caltrans requires a Cooperative Agreement be executed with the Transportation Authority. The SB1 LPP Formula funds represent 7.8% percent of the total Construction Budget. We are finalizing the Cooperative Agreement with Caltrans and anticipate execution in early April 2024. Work on the project could begin by utilizing other fund sources, until the Cooperative Agreement is executed.

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by the various state and local funding sources, including Prop K exchange funds, discussed above. In addition, we estimated $500,000 in financing costs for the construction phase of the Project due to the advancement of sales tax funds to pay for Project costs. Interest will accrue on all outstanding unreimbursed Project costs until we receive reimbursements from the various funding sources noted above. Interest will be covered by TIDA. We have a Memorandum of Agreement with TIDA for the reimbursement of the IIG and TIDA funds, a majority portion of the construction budget.

The first year's activities are included in the proposed Fiscal Year 2023/24 budget amendment, and sufficient funds will be included in future budgets.

CAC POSITION

The CAC will consider this item at its March 27, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Hillcrest Road Improvement Project Bid Item List
- Attachment 2 – Hillcrest Road Improvement Project - Supplemental Work Items and State/Agency Furnished Materials – Estimated Costs
- Attachment 3 - Scope of Services for WMH Contract Amendment

Attachment 1

HILLCREST ROAD IMPROVEMENT PROJECT

BID ITEM LIST

Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
1		LEAD COMPLIANCE PLAN/HEALTH AND SAFETY PLAN	LS	1	$ 8,460.00	$ 8,460.00
2		PROGRESS SCHEDULE (CRITICAL PATH METHOD)	LS	1	$ 39,710.00	$ 39,710.00
3		DEVELOP WATER SUPPLY	LS	1	$ 45,550.00	$ 45,550.00
4		CONSTRUCTION AREA SIGNS	LS	1	$ 4,940.00	$ 4,940.00
5		TRAFFIC CONTROL SYSTEM	LS	1	$ 82,140.00	$ 82,140.00
6		TYPE III BARRICADE	EA	4	$ 490.00	$ 1,960.00
7		TEMPORARY PAVEMENT MARKING (PAINT)	SQFT	40	$ 45.00	$ 1,800.00
8		TEMPORARY TRAFFIC STRIPE (PAINT)	LF	1,900	$ 8.50	$ 16,150.00
9		TEMPORARY PAVEMENT MARKER	EA	50	$ 14.00	$ 700.00
10		TEMPORARY RAILING (TYPE K)	LF	940	$ 64.00	$ 60,160.00
11		TEMPORARY CRASH CUSHION	EA	4	$ 9,170.00	$ 36,680.00
12		STORM WATER ANNUAL REPORT	EA	2	$ 850.00	$ 1,700.00
13		JOB SITE MANAGEMENT	LS	1	$ 43,980.00	$ 43,980.00
14		PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	1	$ 3,530.00	$ 3,530.00
15		TEMPORARY EROSION CONTROL BLANKET	SQYD	730	$ 8.00	$ 5,840.00
16		MOVE-IN/MOVE-OUT (TEMPORARY EROSION CONTROL)	EA	2	$ 1,130.00	$ 2,260.00
17		TEMPORARY HYDRAULIC MULCH (BONDED FIBER MATRIX)	SQYD	10,400	$ 0.99	$ 10,296.00
18		TEMPORARY HYDROSEED	SQYD	10,400	$ 1.10	$ 11,440.00
19		TEMPORARY CHECK DAM	LF	500	$ 5.50	$ 2,750.00
20		TEMPORARY DRAINAGE INLET PROTECTION	EA	11	$ 270.00	$ 2,970.00
21		TEMPORARY FIBER ROLL	LF	5,300	$ 4.60	$ 24,380.00
22		TEMPORARY REINFORCED SILT FENCE	LF	1,210	$ 13.00	$ 15,730.00
23		TEMPORARY CONSTRUCTION ENTRANCE	EA	1	$ 13,960.00	$ 13,960.00
24		STREET SWEEPING	LS	1	$ 141,000.00	$ 141,000.00
25		TEMPORARY CONCRETE WASHOUT	LS	1	$ 10,580.00	$ 10,580.00
26		REMOVE YELLOW THERMOPLASTIC TRAFFIC STRIPE (HAZARDOUS WASTE)	LF	1,200	$ 17.00	$ 20,400.00
27		CONTRACTOR-SUPPLIED BIOLOGIST	DAYS	84	$ 1,340.00	$ 112,560.00
28		VIBRATION MONITORING	LS	1	$ 79,530.00	$ 79,530.00
29		CRACK SURVEY AND MONITORING	LS	1	$ 40,470.00	$ 40,470.00
30		STRUCTURE AND GROUND DISPLACEMENT MONITORING	LS	1	$ 276,900.00	$ 276,900.00
31		CLEARING AND GRUBBING (LS)	LS	1	$ 105,000.00	$ 105,000.00
32		ROADWAY EXCAVATION (PORTAL)	CY	1,040	$ 240.00	$ 249,600.00
33		ROADWAY EXCAVATION	CY	7,690	$ 188.00	$ 1,445,720.00
34		ROADWAY EXCAVATION (TYPE Z-2) (AERIALLY DEPOSITED LEAD) (PORTAL)	CY	150	$ 620.00	$ 93,000.00
35		ROADWAY EXCAVATION (TYPE Z-2) (AERIALLY DEPOSITED LEAD)	CY	950	$ 340.00	$ 323,000.00
36		ROADWAY EXCAVATION (TYPE COM) (AERIALLY DEPOSITED LEAD)	CY	1,190	$ 179.00	$ 213,010.00
37	F	STRUCTURE EXCAVATION (SOIL NAIL WALL) (PORTAL)	CY	267	$ 530.00	$ 141,510.00
38	F	STRUCTURE EXCAVATION (SOIL NAIL WALL)	CY	816	$ 550.00	$ 448,800.00
39	F	STRUCTURE BACKFILL (SLURRY CEMENT)	CY	121	$ 2,580.00	$ 312,180.00
40	F	STRUCTURE BACKFILL (SOIL NAIL WALL) (PORTAL)	CY	20	$ 2,580.00	$ 51,600.00
41	F	STRUCTURE BACKFILL (SOIL NAIL WALL)	CY	61	$ 2,580.00	$ 157,380.00
42		PLANT (GROUP A)	LS	1	$ 23.00	$ 23.00
43		MOVE-IN/MOVE-OUT (EROSION CONTROL)	EA	1	$ 1,130.00	$ 1,130.00
44		ROLLED EROSION CONTROL PRODUCT (NETTING)	SQFT	20,000	$ 0.79	$ 15,800.00
45		HYDROMULCH	SQFT	2,500	$ 0.36	$ 900.00
46		FIBER ROLLS	LF	3,900	$ 4.60	$ 17,940.00
47		STRAW	SQFT	25,000	$ 0.11	$ 2,750.00
48		HYDROSEED	SQFT	25,000	$ 0.24	$ 6,000.00
49		COMPOST (CY)	CY	80	$ 113.00	$ 9,040.00
50		PERMANENT EROSION CONTROL ESTABLISHMENT WORK	LS	1	$ 30,740.00	$ 30,740.00
51		CLASS 2 AGGREGATE BASE (CY)	CY	50	$ 560.00	$ 28,000.00
52		CONCRETE BASE	CY	1,410	$ 900.00	$ 1,269,000.00
53		HOT MIX ASPHALT (TYPE A)	TON	1,470	$ 270.00	$ 396,900.00
54		COLD PLANE ASPHALT CONCRETE PAVEMENT	SQYD	300	$ 49.00	$ 14,700.00
55		SOIL NAIL (PORTAL)	LF	10,420	$ 129.00	$ 1,344,180.00
56		SOIL NAIL	LF	18,840	$ 100.00	$ 1,884,000.00
57		TEMPORARY DEBRIS CONTAINMENT SYSTEM	LS	1	$ 185,100.00	$ 185,100.00
58		30" CAST-IN-DRILLED-HOLE CONCRETE PILING	LF	140	$ 1,120.00	$ 156,800.00
59	F	STRUCTURAL CONCRETE, DRAINAGE INLET	CY	16	$ 4,650.00	$ 74,400.00
60	F	MINOR CONCRETE (DRAINAGE CHANNEL)	CY	81	$ 4,460.00	$ 361,260.00

ATTACHMENT 1
HILLCREST ROAD IMPROVEMENT PROJECT
BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
61		DRILL & BOND DOWEL	LF	580	$ 123.00	$ 71,340.00
62	F	BAR REINFORCING STEEL (RETAINING WALL) (PORTAL)	LB	36,208	$ 3.00	$ 108,624.00
63	F	BAR REINFORCING STEEL (RETAINING WALL)	LB	88,836	$ 2.50	$ 222,090.00
64		ARCHITECTURAL TREATMENT	SQFT	15,700	$ 7.00	$ 109,900.00
65	F	STRUCTURAL SHOTCRETE (PORTAL)	CY	371	$ 2,590.00	$ 960,890.00
66	F	STRUCTURAL SHOTCRETE	CY	880	$ 2,080.00	$ 1,830,400.00
67		REMOVE RETAINING WALL	LF	30	$ 350.00	$ 10,500.00
68		REMOVE CRIB WALL (PORTAL)	LF	90	$ 1,410.00	$ 126,900.00
69		REMOVE CRIB WALL	LF	140	$ 670.00	$ 93,800.00
70		TEMPORARY CULVERT	LF	70	$ 490.00	$ 34,300.00
71		12" PLASTIC PIPE	LF	100	$ 111.00	$ 11,100.00
72		18" PLASTIC PIPE	LF	720	$ 85.00	$ 61,200.00
73		CITY CULVERT TRENCH	LF	810	$ 192.00	$ 155,520.00
74		DRAINAGE INLET MARKER	EA	8	$ 460.00	$ 3,680.00
75		INLET DEPRESSION	EA	4	$ 2,120.00	$ 8,480.00
76		ABANDON CULVERT (EA)	EA	2	$ 9,590.00	$ 19,180.00
77		REMOVE CULVERT (LF)	LF	220	$ 64.00	$ 14,080.00
78		REMOVE INLET	EA	3	$ 3,530.00	$ 10,590.00
79		REMOVE MANHOLE	EA	1	$ 11,100.00	$ 11,100.00
80		CONCRETE (DITCH LINING)	CY	12	$ 1,930.00	$ 23,160.00
81		MINOR CONCRETE (8" CITY CURB) (LF)	LF	150	$ 290.00	$ 43,500.00
82		MINOR CONCRETE (MISCELLANEOUS CONSTRUCTION)	CY	5	$ 3,330.00	$ 16,650.00
83		REMOVE CONCRETE CURB (LF)	LF	42	$ 35.00	$ 1,470.00
84		REMOVE CONCRETE (CURB AND GUTTER) (LF)	LF	1,160	$ 56.00	$ 64,960.00
85		REMOVE CONCRETE (DITCH)	LF	42	$ 92.00	$ 3,864.00
86	F	MISCELLANEOUS IRON AND STEEL	LB	3,800	$ 20.00	$ 76,000.00
87	F	MISCELLANEOUS METAL (BRIDGE)	LB	499	$ 23.00	$ 11,477.00
88		CITY MANHOLE	EA	6	$ 23,490.00	$ 140,940.00
89		REMOVE WATERLINE	LF	330	$ 74.00	$ 24,420.00
90		JOINT UTILITY TRENCH	LF	1,240	$ 530.00	$ 657,200.00
91		LIGHTING (CITY STREET)	LS	1	$ 471,900.00	$ 471,900.00
92		STREETLIGHT SERVICE POINT (SECONDARY POWER)	LS	1	$ 14,300.00	$ 14,300.00
93		12KV CABLE AND DEVICES (PRIMARY POWER)	LS	1	$ 423,200.00	$ 423,200.00
94		SURVEY MONUMENT (TYPE D)	EA	3	$ 3,420.00	$ 10,260.00
95		ADJUST MANHOLE FRAME AND COVER (UTILITY)	EA	2	$ 8,150.00	$ 16,300.00
96		REMOVE CONDUIT AND CABLE	LF	180	$ 40.00	$ 7,200.00
97		REMOVE QUARTERS 9 UTILITY YARD FACILITIES	LS	1	$ 102,000.00	$ 102,000.00
98		RELOCATE CONDUIT AND CONDUCTORS	LS	1	$ 14,300.00	$ 14,300.00
99		ARCHITECTURAL TREATMENT (STAINING)	SQFT	15,700	$ 10.00	$ 157,000.00
100		CHAIN LINK FENCE (TYPE CL-4, VINYL-CLAD)	LF	1,960	$ 170.00	$ 333,200.00
101		CHAIN LINK FENCE (TYPE CL-5)	LF	130	$ 290.00	$ 37,700.00
102		CHAIN LINK FENCE (TYPE CL-6, VINYL-CLAD, BLACK SLATS AND BARBED WIRE)	LF	192	$ 430.00	$ 82,560.00
103		CHAIN LINK FENCE (TYPE CL-8, VINYL-CLAD, BLACK SLATS AND BARBED WIRE)	LF	400	$ 540.00	$ 216,000.00
104		6' CHAIN LINK GATE (TYPE CL-4)	EA	1	$ 2,830.00	$ 2,830.00
105		4' CHAIN LINK GATE (TYPE CL-6) WITH EXIT BAR	EA	1	$ 9,040.00	$ 9,040.00
106		REMOVE FENCE	LF	1,800	$ 18.00	$ 32,400.00
107		REMOVE PAVEMENT MARKER	EA	160	$ 14.00	$ 2,240.00
108		DELINEATOR (CLASS 1)	EA	40	$ 148.00	$ 5,920.00
109		PAVEMENT MARKER (RETROREFLECTIVE)	EA	83	$ 28.00	$ 2,324.00
110		OBJECT MARKER	EA	2	$ 200.00	$ 400.00
111		REMOVE ROADSIDE SIGN	EA	6	$ 390.00	$ 2,340.00
112		REMOVE ROADSIDE SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	5	$ 250.00	$ 1,250.00
113		FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-UNFRAMED)	SQFT	10	$ 54.00	$ 540.00
114		METAL (BARRIER MOUNTED SIGN)	LB	260	$ 68.00	$ 17,680.00
115		ROADSIDE SIGN - ONE POST	EA	1	$ 600.00	$ 600.00
116		ROADSIDE SIGN - TWO POST	EA	1	$ 1,050.00	$ 1,050.00
117		INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	EA	13	$ 280.00	$ 3,640.00
118		CRASH CUSHION (SCI-70GM)	EA	1	$ 73,330.00	$ 73,330.00
119		CONCRETE BARRIER (TYPE 60MC)	LF	280	$ 1,070.00	$ 299,600.00

ATTACHMENT 1
HILLCREST ROAD IMPROVEMENT PROJECT
BID ITEM LIST
Thompson Builders Corporation

Item No	Final Pay	Item Description	Units	Total Quantity	Unit Price	Total Cost
120		CONCRETE BARRIER (TYPE 60MD)	LF	1,090	$ 220.00	$ 239,800.00
121		CONCRETE BARRIER (TYPE 60MSC)	LF	790	$ 610.00	$ 481,900.00
122		CONCRETE BARRIER (TYPE 60MSC Mod)	LF	280	$ 850.00	$ 238,000.00
123		REMOVE GUARDRAIL	LF	1,040	$ 25.00	$ 26,000.00
124		RELOCATE CRASH CUSHION	EA	1	$ 29,470.00	$ 29,470.00
125		REMOVE CONCRETE BARRIER	LF	260	$ 41.00	$ 10,660.00
126		REMOVE RAILING	LF	20	$ 350.00	$ 7,000.00
127		4" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	130	$ 4.20	$ 546.00
128		6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	4,400	$ 8.50	$ 37,400.00
129		8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	LF	700	$ 11.00	$ 7,700.00
130		THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING (ENHANCED WET N	SQFT	1,370	$ 14.00	$ 19,180.00
131		REMOVE THERMOPLASTIC TRAFFIC STRIPE	LF	4,400	$ 4.20	$ 18,480.00
132		REMOVE THERMOPLASTIC PAVEMENT MARKING	SQFT	950	$ 7.00	$ 6,650.00
133		TEMPORARY LIGHTING SYSTEM (CITY)	LS	1	$ 20,020.00	$ 20,020.00
134		REMOVE ELECTROLIER	EA	8	$ 710.00	$ 5,680.00
135		REMOVING LIGHTING SYSTEMS (CITY)	LS	1	$ 50,050.00	$ 50,050.00
136		MOBILIZATION (10%)	LS	1	$ 2,200,000.00	$ 2,200,000.00
137	F	STRUCTURE BACKFILL (SLURRY CEMENT) (CRIB WALL)	CY	60	$ 3,540.00	$ 212,400.00
138		MODIFYING ELECTRICAL SYSTEMS (QUARTERS 9)	LS	1	$ 51,480.00	$ 51,480.00
139		RELOCATE FENCE	LF	26	$ 134.00	$ 3,484.00
140		CONCRETE BARRIER (TYPE K)	LF	460	$ 87.00	$ 40,020.00
141		CRASH CUSHION (ABSORB 350)	EA	1	$ 49,350.00	$ 49,350.00
142		PERMEATION GROUTING (ZONE 1)	LS	1	$ 214,700.00	$ 214,700.00
143		PERMEATION GROUTING (ZONE 2)	LS	1	$ 436,600.00	$ 436,600.00
					Total Bid	$ 22,132,978.00

Attachment 2
Hillcrest Road Improvement Project
Supplemental Work Items and State/Agency Furnished Materials – Estimated Costs

	Supplemental Work Funding Included in Construction Budget	Amount
1	PROTECT EXISTING UNDERGROUND FACILITIES	$100,000
2	ADDITIONAL UNDERGROUND FACILITIES	$100,000
3	BIRD PROTECTION	$20,000
4	MAINTAIN TRAFFIC	$62,500
5	ADDITIONAL MONITORING	$50,000
6	REMOVE UNSUITABLE MATERIAL	$60,000
7	REMOVE BURIED MANMADE OBJECTS	$100,000
8	UNFORSEEN SITE CONDITIONS	$100,000
9	ADDITIONAL EXCAVATION AND/OR BACKFILL	$50,000
10	ADDITIONAL EXCAVATION (HAZARDOUS MATERIAL) (ADL)	$80,000
11	ADDITIONAL PAVING ASPHALT	$50,000
12	SOIL NAIL OVERBREAK	$100,000
13	ACCESS LIMITATION AND WORK OVER THE PORTAL	$500,000
14	ADDITIONAL ARCHITECTURAL TREATMENT	$100,000
15	ADDITIONAL WATER POLLUTION CONTROL	$125,000
16	STORM WATER SAMPLING AND ANALYSIS	$20,000
17	ADDITIONAL STRUCTURE REMOVAL	$60,000
18	PARTNERING	$25,000
19	ADDITIONAL US COAST GUARD REQUIREMENTS	$50,000
20	ADDITIONAL CITY REQUIREMENTS	$10,000
21	ADDITIONAL FENCE	$50,000
	SUBTOTAL SUPPLEMENTAL WORK ITEMS	**$1,812,500**

	Agency Furnished Materials & Expenses Funding Included in Construction Budget	
1	COZEEP CONTRACT	$10,000
2	TRAFFIC MANAGEMENT PLAN PUBLIC INFORMATION	$10,000
3	MONUMENT DISC	$15,000
4	CONTRACTOR YARD	$500,000
	SUBTOTAL AGENCY FURNISHED MATERIALS AND EXPENSES	**$535,000**

TOTAL SUPPLEMENTAL WORK ITEMS AND AGENCY FURNISHED MATERIALS AND EXPENSES	$ 2,347,500
CONTINGENCY (8%)	$ 1,694,099
ESTIMATED FINANCE COSTS	$ 500,000
ADDITIONAL CONSTRUCTION ALLOTMENT SUBTOTAL	**$ 4,541,599**
CONSTRUCTION CONTRACT	$ 22,132,978
TOTAL CONSTRUCTION ALLOTMENT	**$ 26,674,577**

Attachment 3
YBI HILLCREST ROAD IMPROVEMENT PROJECT
DESIGN SERVICES DURING CONSTRUCTION

SCOPE OF WORK

Task 5 – Design Services During Construction (DSDC)

WMH Corporation (CONTRACTOR) and its subcontractors shall perform the following construction phase services as required up to the not-to-exceed contract limit for this Scope of Work.

5.1. Project Management and Administration

CONTRACTOR shall provide continued overall project management and administrative services in support of the construction phase work. Construction duration is assumed to be 36 months. This may include the following effort:

a. Project organization and technical oversight. This will be based upon the contractor's construction schedule - provided to CONTRACTOR by San Francisco County Transportation Authority (Transportation Authority)'s Resident Engineer (RE).
b. Direct and coordinate the work of associated firms and subconsultants to ensure timely provision of staff, resources, and responses.
c. Prepare and submit monthly progress reports to Transportation Authority as part of each invoice submittal.
d. Prepare and submit monthly invoices to Transportation Authority.
e. Periodic visits to the construction site.
f. Route construction related technical correspondence utilizing the RE's SharePoint site. Record all written incoming and outgoing construction correspondence. Maintain technical project files.

5.2. Meetings

Prepare for and attend construction meetings, stakeholder agency meetings, technical meetings, and weekly coordination meetings with the construction management team.

5.3. Requests For Information

CONTRACTOR shall review and respond to written Requests-for-Information (RFIs), as defined below, and as requested by Transportation Authority's RE per the RE's Project SharePoint site.

RFI definition:
RFIs may only be submitted by the Prime Contractor. RFIs may not come directly from a contractor's subcontractor. RFIs must be in writing and may only be submitted on a RFI form, which is pre-approved by the Transportation Authority's Project Manager. The contractor shall clearly and concisely set forth the issue for which clarification or interpretation is sought and why a response is needed. In the RFI, the contractor shall set forth their own interpretation or understanding of the requirement along with reasons why they have reached such an understanding.

The CONTRACTOR will utilize the RE's SharePoint site to respond to RFIs as follows:

- The RE shall send an e-mail notification to the CONTRACTOR of a new RFI that is located on the Project SharePoint site.
- CONTRACTOR will evaluate the request and engage the appropriate Design Team members to respond.
- The Design Team will prepare and submit a Response to the RE for the RFI, including any necessary attachments, calculations, etc.
- The RE will review the Design Team response. If the RE concurs with the response, the Design Team will sign the Response, and then the RE will forward it to the contractor via SharePoint.
- If the RE has further comments, the Design Team will reevaluate and revise the response, and resubmit to the RE.
- This process will repeat until a satisfactory response is agreed upon by the RE and Design Team.

The CONTRACTOR shall respond to each RFI within 5 working days of receipt of notification. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

CONTRACTOR shall utilize the RE's SharePoint site to communicate, route and respond to all RFIs.

CONTRACTOR shall provide design clarifications and technical support to RE, as required.

All RFI review comments shall be tracked within the RE's SharePoint Project site.

5.4. Construction Submittals

CONTRACTOR shall review and respond to construction submittals as provided by the RE. The CONTRACTOR shall respond to each submittal within 5 working days of receipt, unless otherwise stated. If the CONTRACTOR requires additional time for review, then such need will be identified in the response. All Submittal review comments shall be tracked within the RE's SharePoint Project site. The revise and concurrence process will be similar to the RFI process described above.

Submittals may include but not limited to:

- Material samples
- Mock-up samples
- Catalog cuts
- Storage handling plans
- Operation plans
- Schedules
- Shop drawings
- Temporary structure plans

5.5. Geotechnical Engineering / Hazardous Materials Support

CONTRACTOR shall provide geotechnical engineering technical support during construction. Technical support will be provided as necessary for large excavations and backfill, and retaining walls, Loading Analysis vicinity I-80 Portal and Tunnel.

CONTRACTOR shall provide hazardous materials technical support as necessary for excavated soil that may be placed or processed on Treasure Island, or hauled off-site, and any coordination with Department of Toxic Substances Control, TIDA, and State/Regional Water Boards.

5.6. Contract Change Orders

The CONTRACTOR shall review and respond to contract change order proposals as provided by the RE, and agreed to by the Transportation Authority project manager.

The CONTRACTOR shall respond to each proposal within 5 working days of receipt. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

If the RE directs the CONTRACTOR to proceed with the contract change order, and it is also approved in advance by the Transportation Authority Project Manager, CONTRACTOR shall assist with the preparation of contract change order packages, including revisions to contract plans, quantities, and technical specifications.

CONTRACTOR may be asked by the RE or the Transportation Authority Project Manager to review a Cost Reduction Incentive Proposal (a.k.a. Value Engineering Change Proposal) generated by the construction contractor. The CONTRACTOR shall respond to each such proposal within 10 working days of receipt. If the CONTRACTOR requires additional time for review then the need will be identified in the response.

CONTRACTOR shall prepare Contract Change Orders to incorporate relevant review comments and responses - as part of the approved City Permit design package or the Caltrans Encroachment Permit. The CONTRACTOR requires 15 days to provide these contact change order packages following request by RE and Transportation Authority Project Manager to proceed.

5.7. As-Built Plans (Record Drawings)

CONTRACTOR shall prepare final As-Built Plans electronically based upon the red-line drawings provided by the RE, in accordance with Caltrans and the City and County of San Francisco drafting format and standards.

5.8. Closeout Activities

CONTRACTOR shall assist in performing closeout activities so that the Project may be completed in its entirety.

5.9 Miscellaneous Additional Services

The CONTRACTOR shall assist in permit, agreement, and certification coordination and compliance activities with various agencies, including but not limited to City of San Francisco, Caltrans, TIDA, Department of

Toxic Substances Control, US Coast Guard, State Water Resources Control Board.

The CONTRACTOR shall perform additional construction support services as directed by SFCTA. This may include the review of alternative construction methods, additional meetings, Treasure Island Community Development (TICD) coordination for adjacent projects, Westside Bridges, Multi-use Pathway project coordination, toll system integrator support, and/or assistance with Caltrans and City Agencies.

San Francisco
County Transportation
Authority

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

Memorandum

AGENDA ITEM 6

DATE: March 18, 2024

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 3/27/24 Committee Meeting: Adopt I-280 Northbound Geneva Avenue Off-Ramp Study

RECOMMENDATION ☐ **Information** ☒ **Action** Adopt I-280 Northbound Geneva Avenue Off-Ramp Study **SUMMARY** The I-280 Northbound Geneva Avenue Off-Ramp Study (Study) explores potential safety improvements at the freeway ramps intersection with Geneva Avenue next to the Balboa Park Bay Area Rapid Transit (BART) station. The station also serves multiple Muni light rail and bus lines. As a result, the Geneva Avenue off-ramps experience high traffic volume at rush hours which can lead to vehicle queues extending to the mainline freeway that causes collisions. This safety improvement study analyzed the on- and off- ramp intersections to improve multimodal safety for pedestrians and vehicles, and address vehicle queuing, without negatively impacting BART and Muni facilities. The Transportation Authority-led project team developed the study in coordination with key stakeholders including Caltrans and the San Francisco Municipal Transportation Agency (SFMTA). The project team has already implemented near-term signal phasing and timing change recommendations from the report. The team later collected traffic counts which showed improvements at the northbound Geneva Ave off-ramp.	☐ Fund Allocation ☐ Fund Programming ☐ Policy/Legislation ☒ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other:

BACKGROUND

The I-280 Northbound Geneva Avenue off-ramp is located next to the Balboa Park BART/Muni Station, the busiest station in San Francisco outside of the downtown area with morning and afternoon commuters. The multimodal facility is a major transfer point between BART, Muni light rail train (LRT) lines J, K, and M, and Muni bus lines 8,

29,43, 49 and 54. The station area also experiences a high number of passenger drop-offs and pick-ups because of proximity to the I-280 freeway. The City College of San Francisco, Ocean Avenue business corridor, Lick Wilmerding High School, and Balboa High School are major trip attractors nearby, creating an environment with significant vehicle traffic and overall transportation demand (bus/rail transit, pedestrian, bicycle) at peak hours at the northbound Geneva Avenue off-ramp. This high travel demand often leads to traffic queues backing up to the mainline I-280 freeway causing rear-end collisions, traffic blocking ramp intersections, vehicle-pedestrian crossing conflicts, and other safety issues. Balboa Park Station's current drop off and pick up area also lacks the capacity to handle the current traffic volume during rush hour periods which exacerbates the queue for freeway vehicular traffic exiting northbound Geneva Ave off-ramp.

DISCUSSION

Off-ramp Constraints and Safety Issues: The existing I-280 Geneva Avenue ramp intersection is a tight diamond interchange with the Geneva Avenue bridge at only 150 feet long. This interchange is bordered by BART train tracks and Balboa Park Station on the east side and Lick Wilmerding High School on the west side with no room to expand the interchange. The short overpass bridge and nearby light-rail K line at San Jose Avenue limits capacity along eastbound Geneva Avenue which results in vehicle queues spilling back onto the mainline I-280 freeway. However, the short off-ramp has physical constraints which limit storage capacity and causes non-standard design features including no auxiliary lane and a shorter paved gore section. The San Jose Avenue bridge just south of the off-ramp also acts as a bottleneck, and a freeway horizontal curve prior to the bridge limits sight distance for vehicles exiting at high speed.

Between 2016 and 2021, there were 89 total crashes on northbound I-280 freeway within a quarter mile south of the Geneva Avenue overcrossing and 31 crashes associated with the northbound off-ramp. The collisions include 54 injury crashes and one fatal crash. Unsafe speed (58%) and unsafe lane changes (29%) were the main primary collision factors. Rear-end crashes (66%) and sideswipes (21%) comprised most types of collisions.

Geneva Avenue also experienced a high collision rate. Between 2016 and 2021, there were 44 crashes in total between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections. These crashes include 11 pedestrian-involved collisions including one severe injury, seven visible

injury, and 27 complaints of pain crashes. The main collision factors involve drivers failing to observe traffic signals (34%), driving at an unsafe speed (16%), and failing to observe pedestrian right of way (14%).

The project team also observed various multimodal conflicts while developing this safety study. This congested condition often results in aggressive driver behavior. Balboa Park Station passengers at times use the off-ramp as a drop-off and pick-up area. The northbound off-ramp right-turn lane queues tended to form after light rail train preemption events at the Geneva Avenue / San Jose Avenue intersection or people crossing at the off-ramp intersection crosswalk. The northbound off-ramp left-turning vehicles were occasionally blocked by vehicles queued at the westbound left turn lane to I-280 southbound on-ramp. This left turn queue also includes vehicles using the diamond interchange as a U-turn from northbound I-280 freeway to southbound I-280 freeway. There have also been community complaints and concerns about the safety of the southern crosswalk across the southbound I-280 on-ramp for pedestrians contending with traffic from a permissive left turn from westbound Geneva Avenue and right turns from eastbound Geneva Avenue.

The project team also conducted a traffic count at this intersection and observed that the northbound off-ramp at PM peak hour averages 11.5 vehicles per cycle making a right turn when there are no pedestrians crossing Geneva and no congestion along Geneva. This number drops to about 8 vehicles per cycle when there is a pedestrian crossing in one direction and about 5 vehicles per cycle when there are pedestrians crossing both directions. The northbound left turn lane averages about 9.2 vehicles per cycle. Geneva Avenue averages about 16.3 vehicles per cycle in the westbound direction and 17.7 vehicles per cycle in the eastbound direction.

Improvement Measures: After analyzing the traffic circulation, the project team developed potential improvement measures that can be considered in the near-term to mid-term to address the operational and physical deficiencies of the project study area. These measures also vary in terms of implementation cost, approval time, right-of-way issues, and possible construction impacts. Caltrans operates the traffic signals at the ramp intersections while SFMTA operates traffic signals at the San Jose Avenue intersection to the east and the Howth Street intersection to the west. Any improvement implementation would need to be closely coordinated with both Caltrans and SFMTA.

A near-term improvement measure is modifying the signal phasing and timing at both Geneva ramp intersections. Programming a longer cycle time will increase the share

of effective green-light time and enable more throughput to clear the northbound off-ramp and reduce queue lengths backing up to the mainline. However, this also needs to be balanced with Geneva Avenue traffic flow and Muni bus performance as well as pedestrian safety. Modifying the traffic configuration to clear the Geneva Avenue overcrossing traffic and then simultaneously enacting a green-light phase for both northbound and southbound off-ramps traffic may be more promising in terms of efficiency, while accommodating pedestrian movements. Modifying the left-turn signal to I-280 southbound on-ramp from a permissive leading left to a lagging left can also correct a pedestrian crossing conflict at that location. Near-term implementation measures will require modifying nearby traffic signal controllers by both Caltrans and SFMTA. They can be implemented faster, improve traffic circulation, but will not resolve all traffic issues.

A mid-term implementation recommended measure is upgrading the existing ramp intersections traffic signal system to add longer mast arms on existing mast arm poles for improved visibility, improve lighting levels for drivers particularly at night, and installing vehicle detection equipment to adjust traffic signals to vehicle demand. New traffic signals may include elements of Intelligent Transportation Systems (ITS) that allow the signal controller to adjust the phase times to respond to traffic demand. These mid-term recommended measures will also require the project team to initiate a Caltrans project study report to environmentally clear the measures to get Caltrans approval. A detailed design process that produces plans, specifications, and cost estimates (PS&E) and construction would follow.

Another mid-term recommended measure is to conduct a new study on the possibility of lengthening of the I-280 northbound off-ramp to improve storage capacity to reduce collisions. This study will explore the feasibility of lengthening and other design changes to improve safety and scope any potential solution with Caltrans, followed by preliminary engineering and environmental document approval process if warranted. Caltrans project approval may lead to design and construction phases.

Recommendations: The study has 3 main recommendations. A near-term recommendation to modify the traffic signal phasing and timing to improve traffic circulation and safety has been piloted and is undergoing refinement. In the mid-term, the study recommends modernizing the traffic signal system to replace the existing aging system as it reaches the end of its life cycle and to upgrade lighting and potentially add adaptive signaling capabilities to optimize signal timings. A final mid-term recommendation is to initiate a study of lengthening the off-ramp to accommodate the traffic queue spillback onto the I-280 mainline These mid-term

measures will also include close cooperation with City departments, including SFMTA and San Francisco Public Works, as well as Caltrans on program funding and project approvals.

Near-term Implementation: The project team, with the assistance of Caltrans and SFMTA, was able to implement near-term signal phasing and timing changes along Geneva Avenue in August 2023. These changes focused on improving signal progression through the ramps intersection to clear more vehicles through both ramps intersections in a single cycle, clearing the queue on the Geneva Avenue bridge to free up capacity for turn movements from the off-ramps, increasing total cycle time during peak period to 95 seconds to reduce queue on the northbound off-ramp, and correcting a pedestrian conflict from vehicles running the red light at a permissive left turn from Geneva Avenue to the southbound on-ramp.

The project team followed-up on the implementation with a new round of traffic counts in November 2023. Based on the results, it appears that the traffic signal and phasing changes implemented were successful in improving the capacity of the I-280 northbound off-ramp. Traffic flow rates in terms of vehicles per second (veh/s) improved during peak periods. For the PM peak period, the northbound left lane improved from .23 veh/s to .28 veh/s, an improvement of 22%. The northbound right lane improved from .29 veh/s to .35 veh/s, an improvement of 21%. In terms of vehicles flowing through the intersection per traffic cycle, the right lane improved from 11.5 vehicles per cycle to 13.5 vehicles per cycle, and the left lane improved from 9.2 vehicles per cycle to 10.8 vehicles per cycle. The off-ramp AM peak period also showed improvements, 36% for the northbound left lane and 11% for the northbound right lane.

The overall traffic circulation and safety appear to improve with smoother traffic flows, shorter ramp queues and the pedestrian crossing conflict at the southbound on-ramp addressed.

COST AND FUNDING

The table below shows the estimated cost and potential funding sources for the recommended improvement measures. The Board approved programming of $500,000 in Prop L funds to implement recommendations to this study as part of the Vision Zero Ramps 5-Year Prioritization Program.

Improvement Measures	Estimated Cost	Potential Funding Sources
Near-term signal timing and phase changes	$300,000	Completed as part of feasibility study
Mid-term signal upgrades and lighting improvement	$4 -$5.5 million	- Caltrans State Highway Operation and Protection Program (SHOPP) - SB 1 Local Partnership Program formula - California Highway Safety Improvement Program (HSIP) - California Office of Traffic Safety (OTS) - Prop L, Prop AA - SFPUC
Mid-term lane lengthening study and PSR/PDS	$425,000	

FINANCIAL IMPACT

There is no impact on the adopted FY 2023/24 budget associated with the recommended action.

CAC POSITION

The CAC will consider this item at its March 27, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – I-280 Northbound Geneva Avenue Off-Ramp Study

I-280 Northbound Geneva Avenue Off-Ramp Study

San Francisco County Transportation Authority

Draft Report: March 2024

Acknowledgments

PROJECT TEAM

San Francisco County Transportation Authority
Carl Holmes, Deputy Director for Capital Projects
Yana Waldman, Assistant Deputy Director for Capital Projects
Mike Tan, Senior Engineer

San Francisco Municipal Transportation Agency
Manito Velasco, Senior Engineer

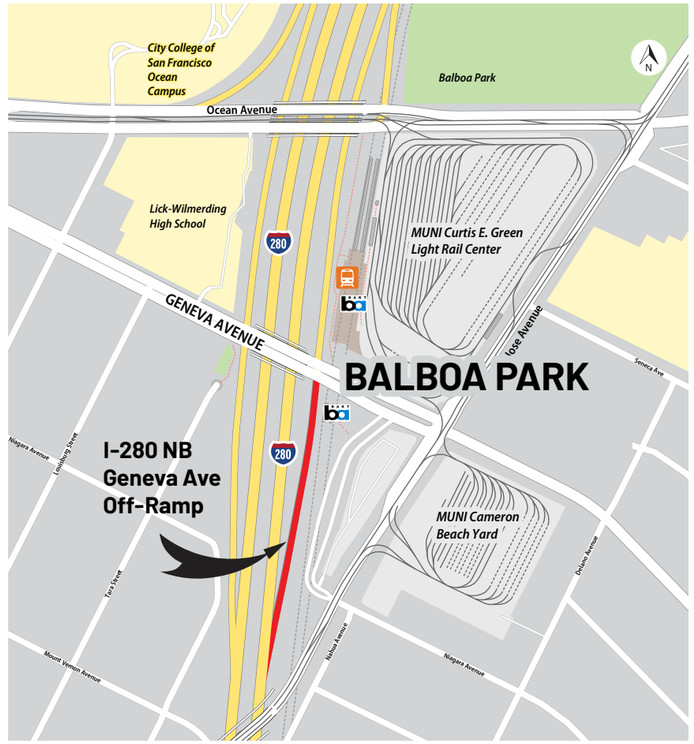
California Department of Transportation (Caltrans)
Min Y Lee, Branch Chief for Transportation Management System Support
Elizabeth Pham, Transportation Engineer, Electrical
Sonjia Duong, Transportation Engineer, Electrical

Parametrix
David Parisi, Principal
Andrew Lee, Managing Consultant
Maclean Grosel, Consultant
Jeremy Thornton, Graphic Design

Table of Contents

Project Location Map

Map data from OpenStreetMap.



Project Vicinity Map

1. Introduction

Geneva Avenue is one of the Balboa Park neighborhood's principal east-west transportation corridors and the Balboa Park Station area is a major transportation hub for the City and County of San Francisco. The objective of this study was to find opportunities to improve multimodal safety and address vehicle queuing at the I-280 northbound off-ramp at Geneva Avenue, inclusive of the ramp intersections and freeway mainline, while maintaining essential transit and pedestrian movements in the area. This study was requested by District 11 Board member Ahsha Safaí.

The combined BART/Muni Balboa Park Station is one of the busiest transit facilities in San Francisco and region. Intermodal facilities in this area include the Balboa Park BART station, the Muni Curtis E. Green light rail station (Green Yard), the Muni Cameron Beach Yard, several Muni bus lines, and the I-280 interchange. The station area experiences a high number of passenger drop-offs and pick-ups because of close proximity to the I-280 freeway. City College of San Francisco and Lick Wilmerding High School are two major trip attractors in the area and the Kapuso housing project just opened at the Balboa Park Station Upper Yard site.

Issues that should be addressed, as expressed by the community and discovered during this study, include:

1. I-280 northbound ramp queuing extending back onto mainline I-280 and related collisions.
2. Congested conditions and aggressive driver behavior at ramp intersections and their adverse effect on pedestrian safety.
3. Passenger drop-off and pick-up in prohibited locations, e.g., the freeway ramp shoulder and at bus stop areas.
4. Limited sight distance for motorists
5. Limited vehicle storage capacity as a result of terrain and high density location
6. Need for better coordination between Caltrans and local traffic signals

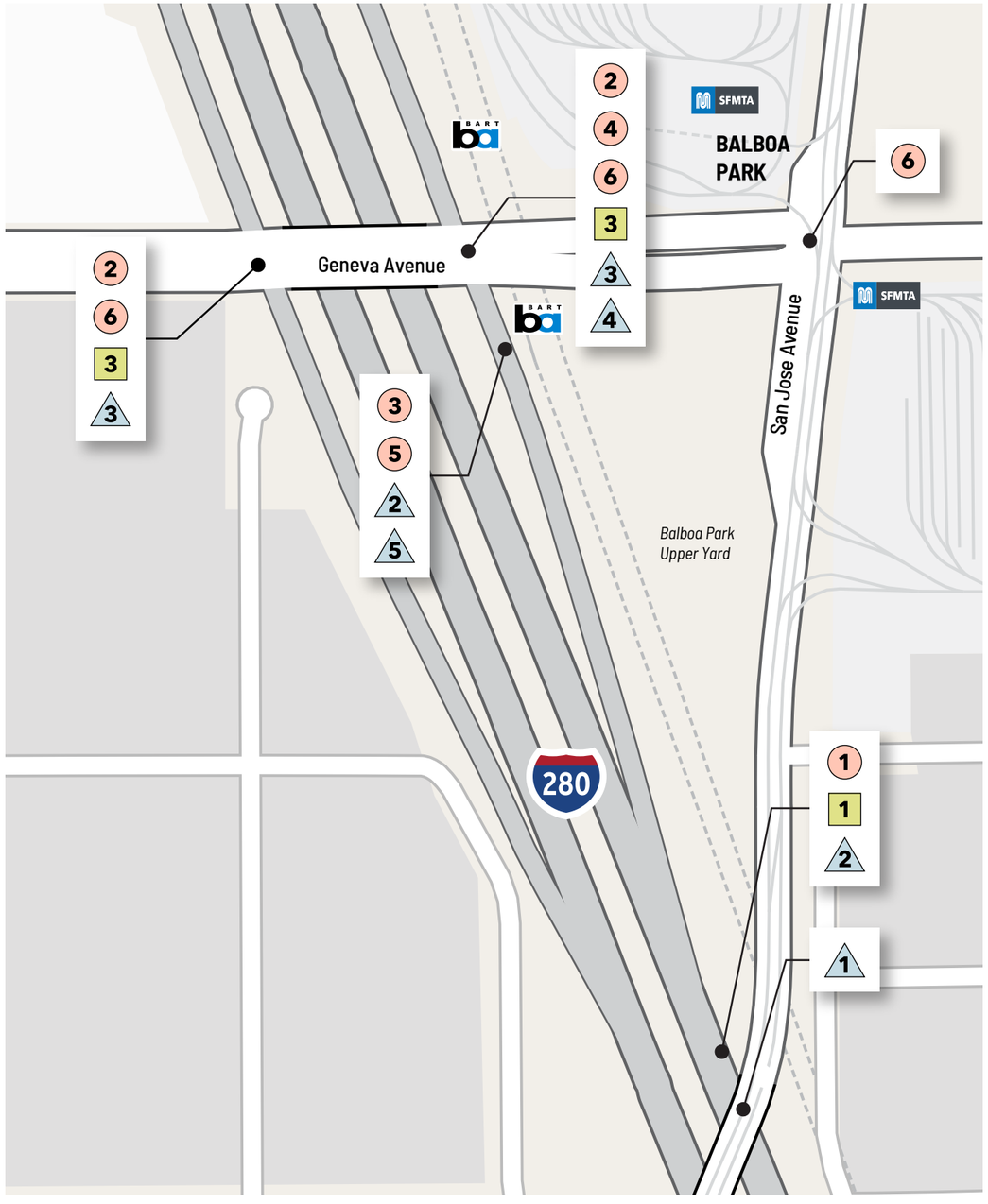
The desired outcomes of this study include:

1. Traffic operations and efficiency, including reducing ramp queuing and queue spillback on to US101 mainline.
2. Traffic safety, including reducing collisions at I-280 mainline.
3. Enhance pedestrian safety.

The primary physical and capital constraints in this area are:

1. The I-280 northbound mainline is width constrained by the San Jose Avenue overcrossing.
2. The northbound off-ramp to Geneva Avenue is constrained to the east by the BART station.
3. Existing traffic signal operations are limited by the existing equipment and need to coordinate with light rail vehicle movements at the Geneva Avenue – San Jose Avenue intersection.
4. The current design provides a single lane allowed to right turn to east-bound (EB) Geneva. SFMTA indicates that dual right turns lanes are discouraged at crosswalks. The non-perpendicular intersection alignment also makes potential dual right turns challenging.
5. The area does not have pick up/drop off areas for BART/Muni station near the freeway ramps.

Figure 1. Project Study Area Issues, Objectives and Constraints.



Map data from OpenStreetMap.

2. Background

2.1 PRIOR STUDIES

The following reports concerning the project study area have been completed in the last 10 years.

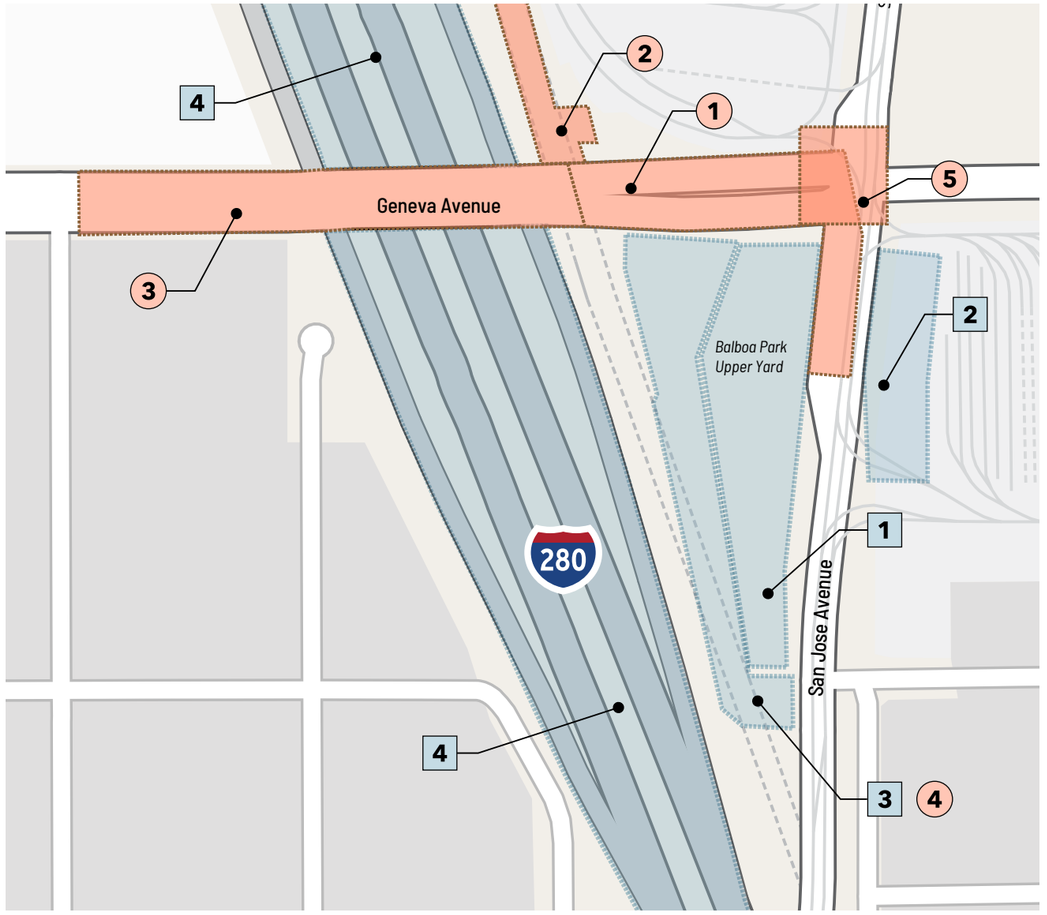
1. **The Balboa Park Station Capacity and Conceptual Engineering Study (October 2012)** developed designs for M Line boarding improvements and the reconfiguration of Geneva Avenue, in front of Balboa Park Station. These improvements included new directional curb ramps at all four corners and a realigned east crosswalk and pedestrian refuge, which were completed in 2016.
2. **The Balboa Park Circulation Study (April 2014)** evaluated multimodal transportation circulation in the Muni and BART Station Area and explored ways to improve freeway access, passenger loading areas and transit access. The study developed a concept that would close the northbound on-ramp from Geneva Avenue and replace it with a new northbound frontage road and BART kiss and ride area on the east side of I-280 between Geneva Avenue to Ocean Avenue. This concept is not currently an active project.
3. **The Ocean and Geneva Corridor Design Plan (March 2015)** developed a framework for public realm improvements along the Ocean Avenue corridor and a portion of Geneva Avenue.
4. **The Balboa Park Station Modernization Kiss-and-Ride Study (March 2017)** was developed by BART in parallel with the adjacent Kapuso housing project and BART Station Modernization projects. This concept developed in this study constructs a plaza fronting Geneva Avenue and moves the BART Patron/Passenger loading area to a cul de sac loop accessed from San Jose Avenue and Niagara Avenue; the project is currently under construction.
5. **The Geneva Avenue – San Jose Avenue Intersection Study (2020)** prepared conceptual designs for transit stop improvements at the San Jose Avenue – Niagara Avenue intersection to improve Muni M Line access. The study noted that the Geneva Avenue/San Jose Avenue intersection traffic signal is one of the more complicated signals in the City, serving multiple light rail vehicle (LRV) train movements and heavy pedestrian, bus and private vehicle traffic. SFMTA staff noted that many possible enhancements have been completed; further enhancements would require major equipment reconfiguration that would impact transit facilities. Staff noted that the Geneva Avenue/ San Jose Avenue intersection does not fit the criteria for a pedestrian scramble phase due to the LRV movements through the intersection.

2.2 CONCURRENT PROJECTS

The Balboa Park station area has several projects in various stages of development.

1. **The Mayor's Office of Housing and Community Development's (MOHCD) Kapuso housing project** completed construction and resulted in 131 units.
2. **The San Francisco Recreation and Parks Department** completed Geneva Car Barn & Powerhouse Phase I Improvements.
3. **BART** completed patron drop-off loop to create a new plaza (see Balboa Park Station Modernization Kiss-and-Ride Study).Subject to available funding, BART has plans to modernize and renovate the existing elevator at the station.
4. **Caltrans's State Highway Operation and Protection Program (SHOPP)** has programmed $105M for pavement repair and roadside safety projects on I-280 (EA #0Q120). The project initiated in March 2020, is scheduled for design through late 2023, and would initiate construction in mid-2024.
5. **The San Francisco Municipal Transportation Agency's Muni Forward** will improve M-line transit and safety between Junipero Serra Blvd and Balboa Park Station.

Figure 2. Project Study Area Issues, Objectives and Constraints. Map data from OpenStreetMap.



3. Existing Conditions & Issues

Geneva Avenue experiences heavy traffic congestion, and the congestion negatively impacts automobile movements, Muni bus operations, bicycle travel, and pedestrian activity. Occasionally congestion on Geneva Avenue results in backups on the NB off-ramp that extend back onto the freeway mainline. Due to the hilly topography adjacent to Geneva Avenue, it is the only primary east-west corridor in the region with few alternatives for parallel travel.

3.1 MULTIMODAL TRAFFIC DEMAND

Weekday AM and PM peak hour traffic counts were taken on December 1st and 2nd of 2021. The volumes shown in Figure 3 and Table 1 are the two-day averages. On average, approximately 13 cars arrive at the northbound off-ramp every minute or 20 vehicles arrive every 90-second signal cycle. Vehicle traffic tends to be heavier approaching the ramp intersections from the east, along westbound Geneva Avenue. The crosswalks are busier along the south side of Geneva in the morning and busier crossing Geneva at the Balboa Park station area in the afternoon.

Traffic volumes and traffic patterns appear to show lingering effects from the COVID-19 pandemic, particularly revolving around commute traffic and school trips, which may not be consistent over the long term. In comparison to 2017 counts at the San Jose Ave intersection, the 2021 traffic volumes recorded a higher amount of traffic westbound on Geneva, slightly less eastbound traffic, and slightly less northbound off-ramp traffic. There are also several Muni routes that are not active due to the pandemic.

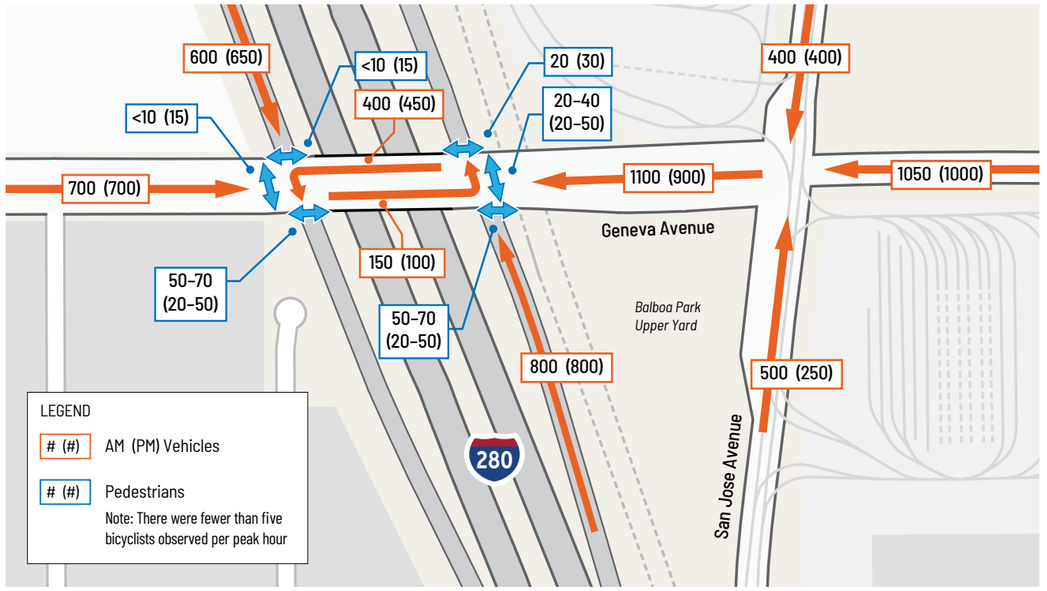
Based on the combined Muni bus frequency, (Table 2 and Figure 4) there is currently one bus every two to four minutes in each direction on average. The M Line Light Rail Transit (LRT) route passes through the Geneva Avenue / San Jose Avenue while the J and KT lines serve stops within the Green Yard. Trains serving other routes also move between yards for maintenance and storage purposes and enter/exit the yard at the beginning/end of service.

Table 1. Nov/Dec. 2021 Two-Day Average Peak Hour Counts

I-280 SB RAMPS / GENEVA AVENUE			I-280 NB RAMPS / GENEVA AVENUE		
MOVEMENT	VEHICLES	AVG VEH / CYCLE	MOVEMENT	VEHICLES	AVG VEH / CYCLE
AM Peak Hour					
EBT	339	8.5	EBL	168	4.2
EBR	395	9.9	EBT	515	12.9
WBL	421	10.5	WBT	694	17.4
WBT	662	16.6	WBR	363	9.1
SBL	345	8.6	NBL	394	9.9
SBR	283	7.1	NBR	429	10.7
PM Peak Hour					
EBT	380	9.5	EBL	84	2.1
EBR	330	8.3	EBT	707	17.7
WBL	438	11.0	WBT	650	16.3
WBT	575	14.4	WBR	283	7.1
SBL	435	10.9	NBL	367	9.2
SBR	224	5.6	NBR	459	11.5

Note: Volumes do not balance between ramp intersections due to residual queues. | 2021 Signal Cycles = 90s

Figure 3. Project Study Area Multimodal Traffic Counts: Geneva & I-280 Ramps, 2-day peak hour counts in Nov./Dec. 2021.



Map data from OpenStreetMap.

Table 2. Weekday Muni Service Frequencies

ROUTE	SERVICE FREQUENCIES (MINS)		
	MORNING	MIDDAY	EVENING
Geneva Avenue Routes			
8 Bayshore	8	8	12
8BX Bayshore Exp.	8	--	8
43 Masonic	12	12	15
54 Felton	20	20	30
LRT Routes			
J*	15	15	17
KT*	10	10	15
M**	10	10	15

Figure 4. Muni Service Map, Balboa Park Station Area

* J and KT routes do not require LRT preemption through the Geneva / San Jose intersection but do travel along San Jose Avenue into and out of the Green Yard.

** M Line Vehicles require signal preemption at the Geneva / San Jose intersection.

3.2 EXISTING VEHICLE QUEUING OBSERVATIONS

The presence and magnitude of vehicle queuing in the Geneva Avenue / I-280 interchange area reflects the asymmetrical design of the roadway network and the operations of signals and LRT stations.

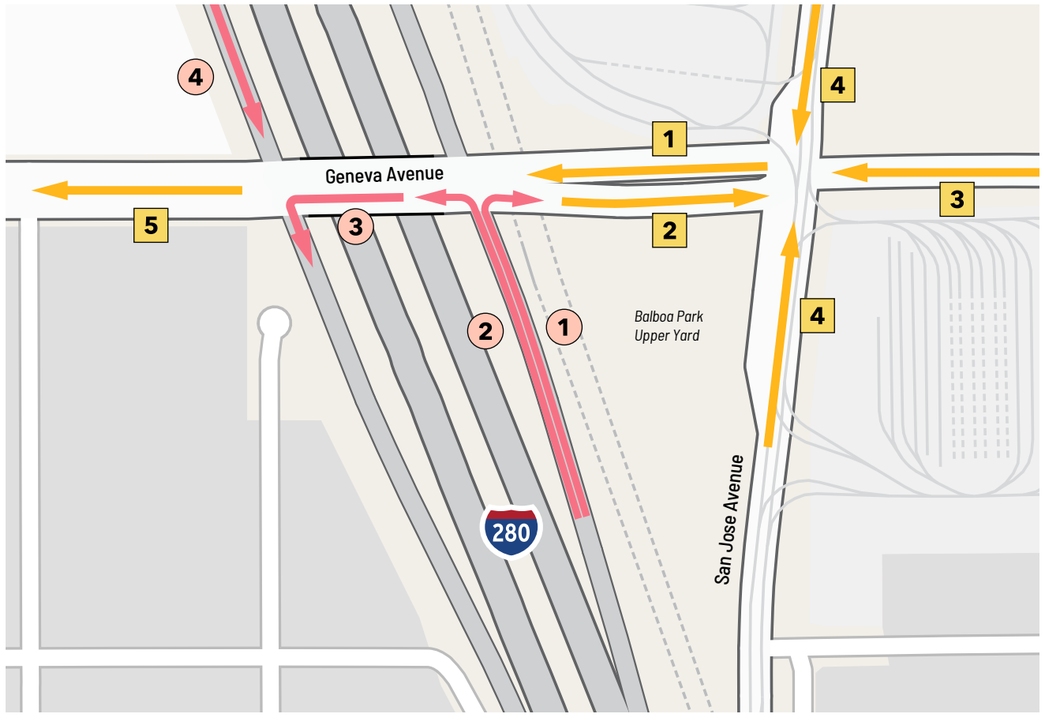
Freeway Queues

1. Queues were observed on the northbound off ramp right lane. This queue would reach the mainline I-280 during rush hours and block the rightmost lane, causing slow-downs in adjacent northbound freeway lanes. These queues tended to form after LRT preemption events at the Geneva Avenue / San Jose Avenue intersection and people crossing at the Geneva Avenue / northbound 280 ramp crosswalk (Section 3.3, Geneva Ave / I-280 Northbound Ramps).
2. Northbound left-turning vehicles were occasionally blocked by vehicles queued at the westbound left turn lane.
3. Queues at the westbound Geneva Ave left turn lane onto the southbound ramp intersection occasionally spill back to the northbound ramp intersection, which delays northbound off ramp left turn traffic. These queues were more frequent with a leading westbound left turn phase at the Geneva Avenue / southbound 280 ramp intersection (Section 3.3, Geneva Ave / I-280 Southbound Ramps).
4. Southbound off-ramp queues at Geneva Avenue rarely exceeded the storage capacity because of the longer ramp storage and second exit to Ocean Avenue.

Local Street Queues

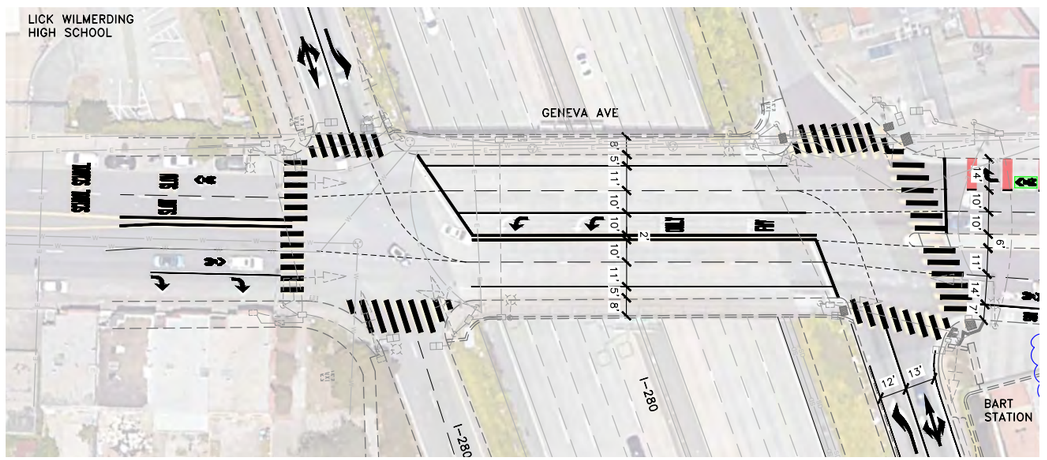
1. Queues on Geneva Avenue were more frequent approaching from the east. Westbound queues to enter southbound I-280 frequently extended back to San Jose Avenue. Passenger vehicles queued to enter northbound I-280 frequently conflicted with Muni buses at the right bus-only lane at the northbound ramp intersection.
2. Eastbound queues tended to occur following an LRT preemption event at the Geneva Avenue / San Jose Avenue intersection. During peak commute hours, LRT preemption events occurred between four to six times per hour.
3. Queues extending back from the Geneva Avenue / San Jose Avenue intersection are primarily a product of spillback queues from the I-280 northbound ramp intersection and, to a lesser extent, LRT preemption events.
4. Muni buses are able to bypass some queues on westbound Geneva Avenue using the bus-taxi-only lane. Queues on San Jose Avenue negatively affect Muni LRTs.
5. Westbound queues to the west of the I-280 ramps were occasionally observed at the Geneva Avenue / Howth Street intersection and may have been due to pick-up at Lick Wilmerding High School. These queues rarely extended back into the ramp intersections.

Figure 5. Vehicle Queuing Observations.



Map data from OpenStreetMap.

Figure 6. Traffic Striping



Source: Parisi, 2021

3.3 OBSERVED MULTIMODAL CONFLICTS

There are several locations and movements that represent the bulk of the intermodal conflict and safety issues in the Geneva Avenue interchange area.

Geneva Avenue / Southbound I-280 On-Ramp (Figure 7)

There have been community complaints and concerns about the safety of the southern crosswalk across the southbound I-280 on-ramp for pedestrians contending with permissive left and right turns. The safety issues concern the traffic signal operations that are in effect outside of the afternoon commute peak (See Section 4.5).

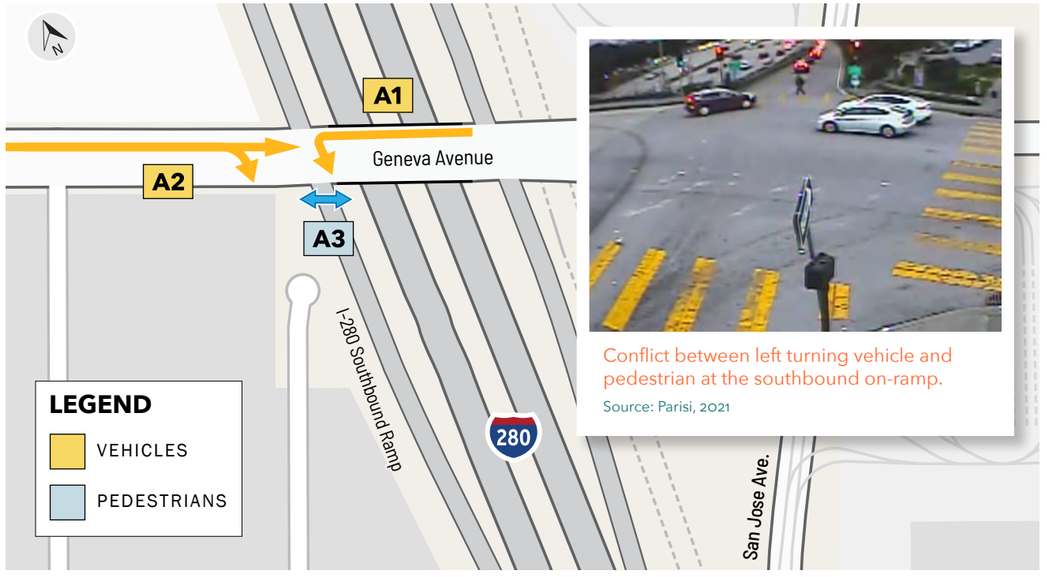
- Westbound left turning drivers [A1] receive a protected left turn (green arrow) phase simultaneous with westbound through traffic. When left turns receive priority before the through movements, this is referred to as a "leading" left turn. When the protected phase terminates, many left turning drivers continue to enter the intersection on the red light, tailgating the left-turning vehicle ahead to prevent eastbound drivers [A2] from initiating their movement.
- Left turning drivers [A1] entering the intersection on red also violate the right of way of pedestrians in the south crosswalk [A3] that have the Walk signal phase that is typically concurrent with eastbound through traffic [A2].
- After the protected left turn (green arrow) ends, westbound left turning drivers [A1] are allowed to make the turn on the permissive (green ball) phase; they are required to yield to eastbound vehicle traffic [A2] and people in the crosswalk [A3]. However, left-turning drivers were observed turning against oncoming traffic and not being aware of pedestrians when initiating the turn.
- Eastbound right turning drivers [A2] were observed failing to yield to pedestrians crossing in the south crosswalk [A3].

Geneva Avenue / Northbound I-280 Ramps & San Jose Avenue (Figure 8)

The right turn queues at the northbound I-280 off-ramp reflect downstream congestion that are associated with or that manifest as several issues:

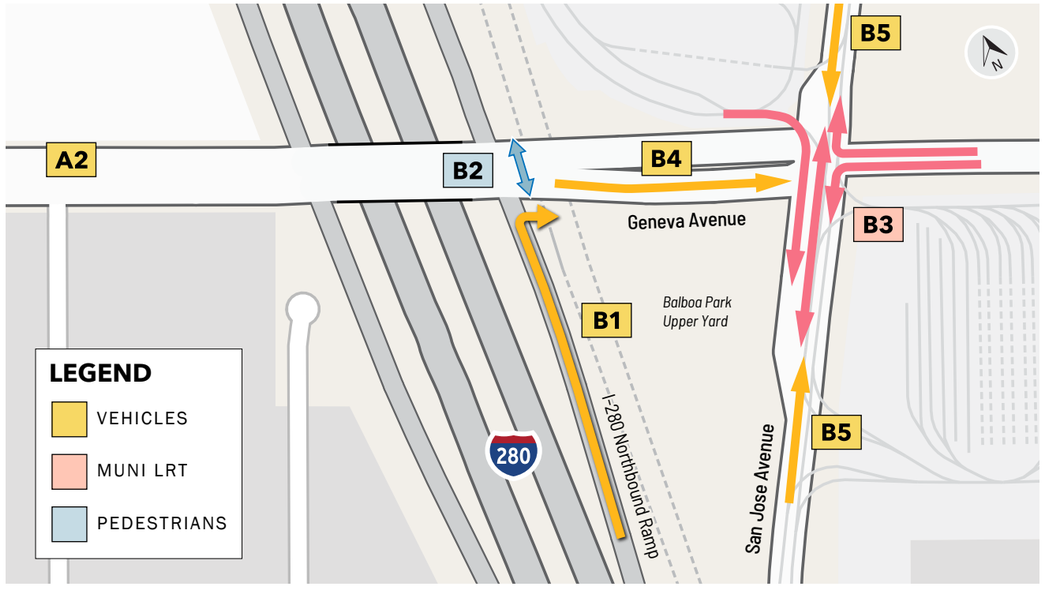
- Approximately 12 drivers can make the right turn [B1] every northbound green phase when there are no people crossing Geneva Avenue [B2] and no downstream congestion; this drops to 8 to 10 cars, and fewer trucks, every phase when there is a person crossing in one direction and even fewer when there are people crossing in both directions. There is usually at least one person on foot crossing Geneva Avenue every other cycle during the commute peak hours.
- Muni LRT preemption events [B3] , where all vehicle traffic is stopped, occur 4 to 6 times during the commute peak hour. The LRT preemption typically follows the end of eastbound Geneva Avenue vehicle phase [B4] and lasts around 30 seconds each. LRT preemption is followed by the San Jose Avenue phase [B5], which services several Muni bus and LRT lines.
- Some drivers drop off passengers on the off-ramp [B1] when queued at a red light and then drive back onto northbound I-280 to avoid exiting onto Geneva Avenue. Some drivers drop off passengers on Geneva Avenue at the BART station [B4].

Figure 7. Westbound Left Turns.



Map data from OpenStreetMap.

Figure 8. Northbound Right Turns.



Map data from OpenStreetMap.

3.4 CRASH RECORDS

There were a total of 164 crashes in the project study that were recorded between 2016 and 2021.

Northbound I-280 Crashes

Between 2016 and 2021, there were 120 total northbound I-280 crashes near the Geneva Avenue interchange. Specifically, there were 89 total crashes on northbound I-280 within a quarter mile south of the Geneva Avenue overcrossing (PM R1.4 – R1.65) and 31 crashes associated with the northbound off-ramp.

Among the significant crash factors, there were:

- One fatal crash and 54 injury crashes
- Unsafe speed (58%) and unsafe lane changes (29%) were the main primary collision factors (PCFs).
- Rear-end crashes (66%) and sideswipes (21%) comprised most types of collisions.

The table below summarizes the calculated collisions rates against the statewide average for similar facilities. For both the mainline and ramp, the project study area has a fatal / injury collision rate higher than the statewide average but a total collision rate approximately 10% lower than the statewide average.

Table 3. TASAS Table B Crash Rates (January 1, 2016 – December 31, 2021)

LOCATION	TOTAL NO. OF CRASHES	ACTUAL I-280 RATES (PER MVM)			AVERAGE CALIFORNIA RATES (PER MVM)		
		FATAL	FAT. + INJURY	TOTAL	FATAL	FAT. + INJURY	TOTAL
SF-280-PM R1.4/R1.65 NNorthbound Mainline	89	0.01	0.46	1.0	0.004	0.35	1.09
Northbound Off-ramp to Geneva Avenue. PM R1.556	31	0.0	0.43	0.96	0.003	0.38	1.04

Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS), report generated 10/3/2022.

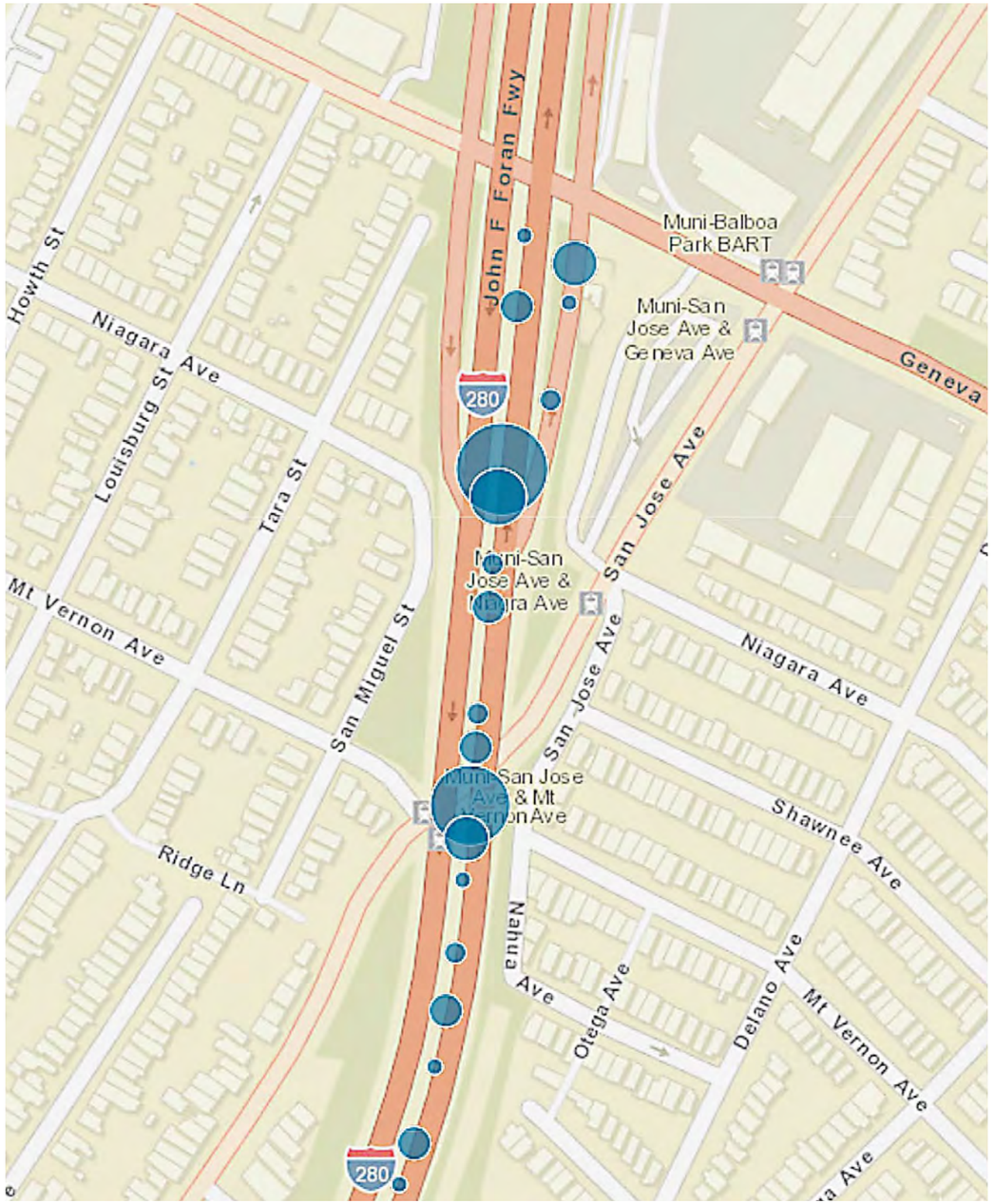
Geneva Avenue Crashes

Between 2016 and 2021, there were 44 crashes in total Geneva Avenue between the I-280 ramp intersections and San Jose Avenue. There were 26 crashes associated with the I-280 ramp intersections and 18 crashes west of or within the San Jose Avenue intersection.

Among the significant crash factors, there were:

- Eleven (11) pedestrian-involved collisions. Nine out of 11 crashes occurred when the pedestrian was in the crosswalk.
- One severe injury, seven visible injury, and 27 complaint of pain crashes.
- Drivers failing to observe traffic signals (34%), driving at an unsafe speed (16%), and failing to observe pedestrian right of way (14%) were the main PCFs.
- Broadside (41%), vehicle-pedestrian (20%), sideswipe (16%) and rear-end (14%) crashes were the most common collision types.

Figure 9. I-280 Northbound Collision Map, 2016 – 2021



Source; UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS)

4. Project Area Deficiencies

This section summarizes some of the existing physical deficiencies leading to the operational and safety issues discussed in the prior section and references to current design standards in the current California Highway Design Manual (CA HDM 2020).

4.1 NORTHBOUND I-280 RAMP-INTERSECTION LAYOUT & CROSS-SECTION

The northbound off-ramp has northboundwo lanes, a left turn lane and a shared left-through-right lane. To the right of the off-ramp, a BART station wall is between 5 feet and 7.5 feet away from the curb. To the left of the off-ramp, there is a 5-foot level embankment that transitions into a steep slope down to meet the mainline freeway.

BART tunnels are assumed to run under the off ramp, with BART having a sub-surface easement reaching the middle of the off ramp. Height of cover between the ramp and the tunnels is assumed at minimum 20 feet according to BART standards, with variance along the length of the ramp.

Among the issues identified during this analysis, the existing design is inconsistent with current CA HDM standards for:

Lane & Shoulder Widths

A The existing ramp lanes meet the CA HDM boldface standard of 12 feet width (504.3(1)(b)). However, the right and left ramp shoulders are not marked and when accounting for a 12-foot-wide lane, the resulting differences in some sections fall below the typical ramp shoulder width of 4 feet on the left and 8 feet on the right (CA HDM 504.3(1)(c)).

Curbs

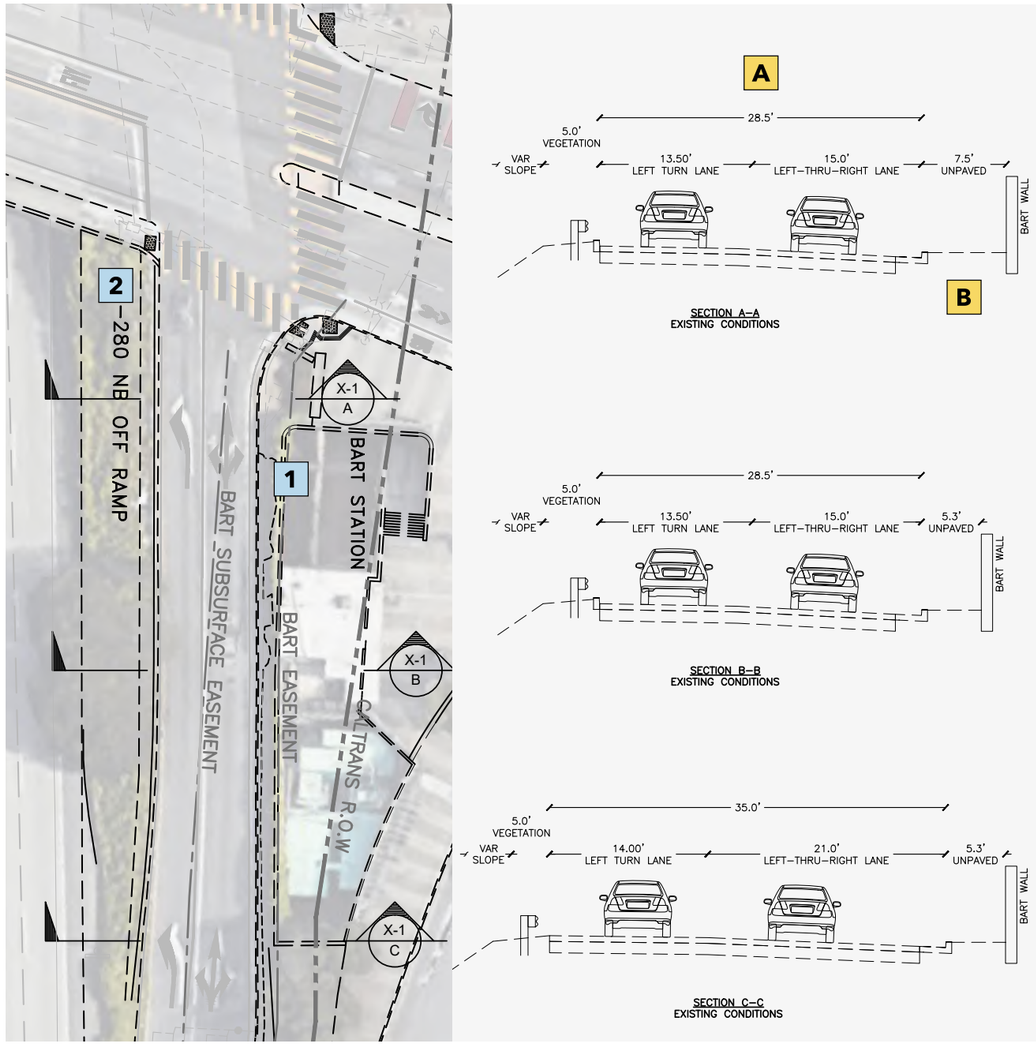
B Curbs are generally discouraged at freeway ramps, with exceptions granted to provide separations from parallel local roads and to control drainage (504.3.(11). The existing ramp curbs provide some protection from the crash barrier on the left and the BART station wall on the right.

Operational and behavioral issues associated with the existing design include:

1 The unpaved area between the curb and wall is regularly used by motorists dropping passengers off on the ramp.

2 The setback of the right lane at the Geneva Avenue approach combined with the bridge railing and overgrown ivy obstructs the visibility between eastbound vehicles and northbound right turning drivers, which reduces the efficiency of NB right turns on red. The SFCTA and SFMTA have reached out to Caltrans for landscape maintenance.

Figure 10. Existing Northbound I-280 Off-Ramp to Geneva Avenue Layout and Cross-Sections



Source: Parisi Transportation Consulting, 2022

4.2 NORTHBOUND I-280 MAINLINE-RAMP LAYOUT

The CA HDM recommends providing two-lane off-ramps when the estimated vehicle demand exceeds 1500 vehicles per hour (Section 504.3(6)). The existing northbound ramp vol is between 800 and 900 vehicles per hour (Figure 3), which suggests that there are design deficiencies and/or downstream impedances (e.g., congestion) that are resulting in the poor performance of the freeway ramp.

Among the issues identified during this analysis, the existing design does not meet the current CA HDM standards. Other ramps in San Francisco on I-280 similarly do not meet the current HDM standard due to the hilly terrain that results in compact designs like at Geneva Avenue.

Ramp Auxiliary Lanes

A According to CA HDM Section 504.3(6), two lane exits should be provided with an auxiliary lane approximately 1,300 feet long. The existing northbound I-280 / Geneva Avenue has no auxiliary lane (Figure 11). Instead, the ramp lanes transition directly into the I-280 northbound maline lanes beneath the San Jose Avenue overcrossing where there are width and visibility constraints adjacent to the existing bridge abutment/wall.

As shown in Figure 12, CA HDM Figure 504.3K, the auxiliary lane allows for off-ramp queueing on a section parallel to the mainline highway. Drivers are afforded a distance to transition into the auxiliary lane if they wish to exit and traffic on the mainline lanes are able to recognize the queue and slow down to accommodate drivers making lane changes.

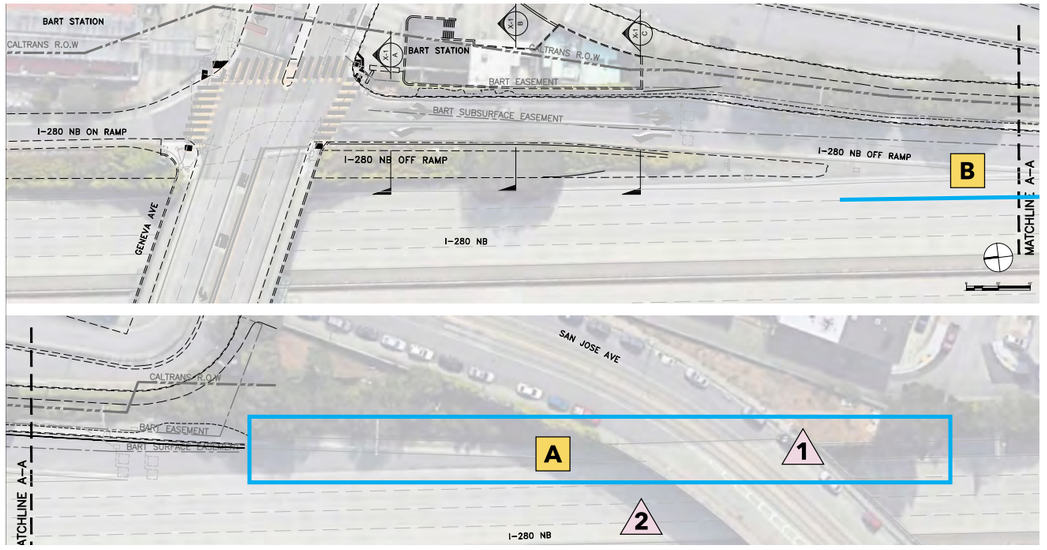
Under existing conditions without the auxiliary lane (Figure 11), the queue would extend directly into the mainline lanes and the likelihood of vehicle crashes would increase due to the abrupt change in vehicle speed and drivers needing to maneuver onto the ramp or away from the queue. The high share of rear-end crashes and sideswipe crashes in the ramp area appears to confirm this hypothesis (Section 3).

Ramp Diverge Length

B According to the CA HDM two-lane off-ramps should provide a paved gore section that is 270'long (Figure 12). The existing I-280 northbound off-ramp's paved gore section is shorter at approximately 180 feet long (Figure 11). Combined with the lack of an auxiliary lane, the short, paved gore section may also increase the likelihood of rear-end crashes and sideswipe crashes.

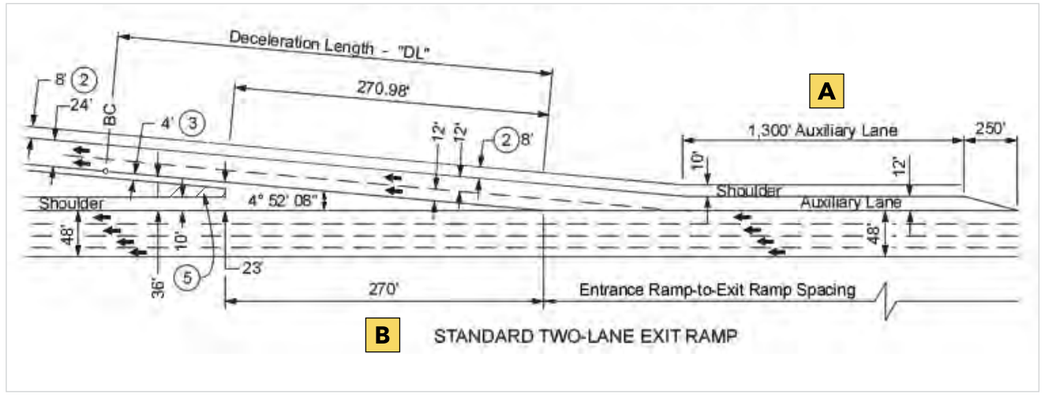
The existing physical constraints to adding an auxiliary lane and / or lengthening or widening the off-ramp are the retaining wall to the east (Figure 11, ⚠1), which contains the BART tunnel, and the highway barrier to the west ⚠2. Narrowing the freeway lanes and shoulders to below the CA HDM standard of 12 feet and 8 feet wide, respectively, would be subject to Caltrans approval of a design exception but may increase the likelihood of sideswipe crashes and crashes into the freeway barrier.

Figure 11. Existing I-280 Northbound / Geneva Avenue Off-Ramp Layout



Source: Parisi Transportation Consulting, 2022

Figure 12. Standard Two-Lane Exit Ramp



Source: California Highway Design Manual (2020) Figure 504.3K.

4.3 RAMP INTERSECTION LAYOUT

The Geneva Avenue bridge was constructed in 1964 alongside the Ocean Avenue and San Jose Avenue bridges. The deck measures 150 feet long and 82 feet wide. Bridge as-built plans indicate existing electrical and water utility lines running along the north side of the bridge and electrical service running across the west side of the bridge (Figure 13).

The intersection striping plan (Figure 14) reflects changes to the intersection geometry made in the last several years.

A Prior to 2016, Geneva Avenue was configured with two lanes in each direction. A fifth lane was added in 2016 by restriping narrower lanes to create a dedicated westbound left turn lane onto the southbound I-280 on-ramp. The eastbound Geneva Avenue approach retained the shared through-left lane.

B The leftmost westbound Geneva Avenue west of San Jose Avenue leads directly into the left turn lane and tends to experience high traffic demand during commute peak hours.

C Striping updates on Geneva Avenue in 2016 included a shared bus-taxi only and vehicle right turn lane for westbound Geneva traffic onto the northbound on-ramp. Drivers making the westbound right turn frequently maneuver around Muni buses stopped at the curbside bus stop.

D A pedestrian median refuge across Geneva Avenue and upgraded curb ramps were constructed on all four corners of the northbound ramp intersection in 2016.

E Upgraded curb ramps at the southbound ramp intersection have not yet been constructed.

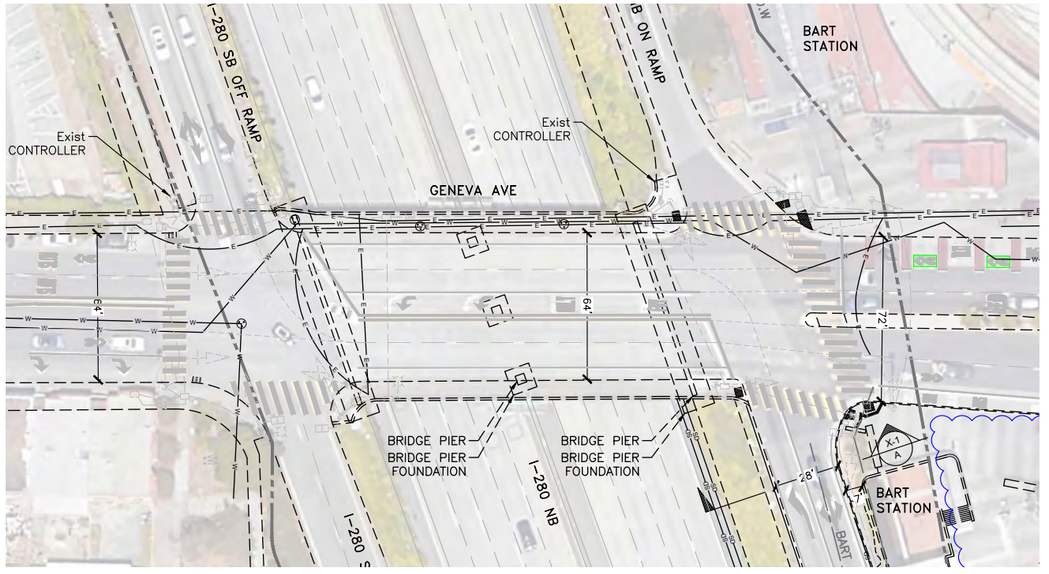
F There are marked shoulders but no dedicated bicycle facilities on the Geneva Avenue bridge. There are shared lane markings approaching the Geneva Avenue bridge but very few people were observed riding bicycles in the area.

The distance between ramp intersections provides queuing space for between six and eight vehicles per lane. Queues on the bridge most typically occur for the westbound and eastbound left turn movements. When these queues extend back into the ramp intersection, they tend to obstruct left turns from the freeway ramp approaches; this situation can be mitigated by changes to the traffic signal phasing order (see next section 4.4).

Westbound queued vehicles block northbound off-ramp left turns.

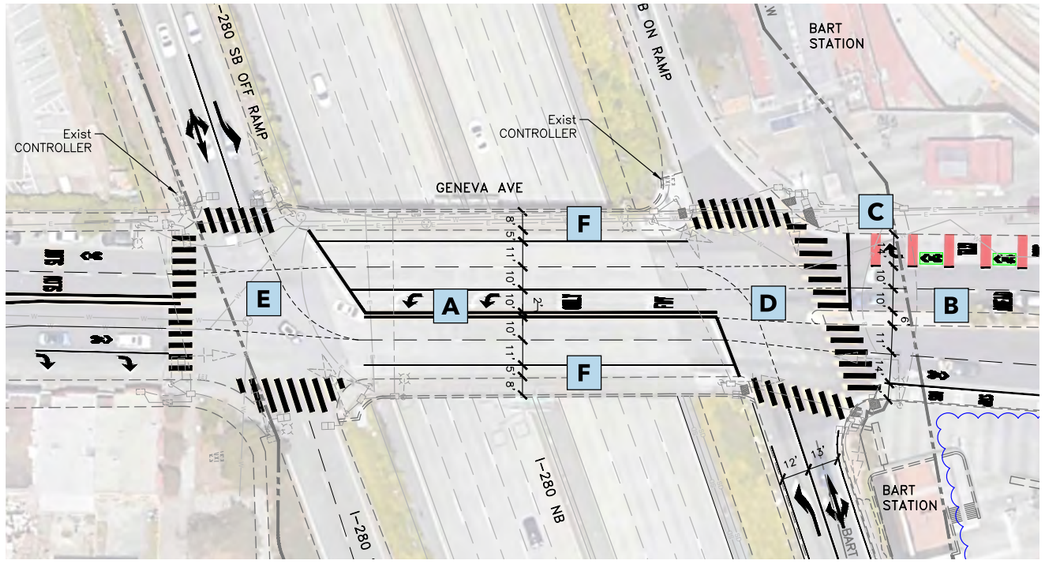
Source: SFCTA: 2021

Figure 13. Existing I-280 / Geneva Avenue Utility Plan



Source: Parisi Transportation Consulting, 2022; Caltrans as-built drawings

Figure 14. Existing I-280 / Geneva Avenue Pavement Delineation Plan



Source: Parisi Transportation Consulting, 2022

4.4 TRAFFIC SIGNAL SYSTEMS

Caltrans operates the existing traffic signal systems at the Geneva Avenue / northbound and southbound ramp intersections. Although they have two separate controllers, the signals are programmed to act as a cohesive system (i.e., the signals are coordinated). The nearby Geneva Avenue / San Jose Avenue intersection is operated by the SFMTA and uses a clock-based time offset to coordinate movements along Geneva Avenue.

The pedestrian signal equipment at the ramp intersections generally meets current design standards. Accessible pedestrian signals (APS) that include audible indicators and tactile push buttons were installed in 2022 at both intersections. The pedestrian signal heads are the standard countdown type.

However, there are several deficiencies at the ramp intersection signals that that reduce the system efficiency. Areas where the signal systems fail to meet current design standards include:

A. Poor Signal Visibility

A1 The left turn signals for westbound Geneva at the southbound ramp intersection and eastbound Geneva at the northbound ramp intersection should be upgraded to new, longer mast arm poles that would position one signal heads over the left turn lane.

A2 The signals for eastbound Geneva at the southbound ramp intersection and westbound Geneva at the northbound ramp intersection should be upgraded from post-mounted poles to mast arm poles that would position at least one signal head in line with the approach lanes.

A3 The signals for the I-280 off-ramp approaches should be upgraded to mast arm poles to provide better signal visibility due to the crest vertical curve at the intersection and obstructions by large vehicles.

B. Inadequate Lighting Coverage

Lighting coverage is a function of several factors that include luminaire position, mast arm length, height, and brightness.

B1 The southbound ramp intersection appears to have adequate lighting coverage with luminaires on each of the four corners and across all three crosswalks.

B2 The northbound ramp intersection appears to have inadequate lighting coverage with luminaires on only two of the corners and across one crosswalk.

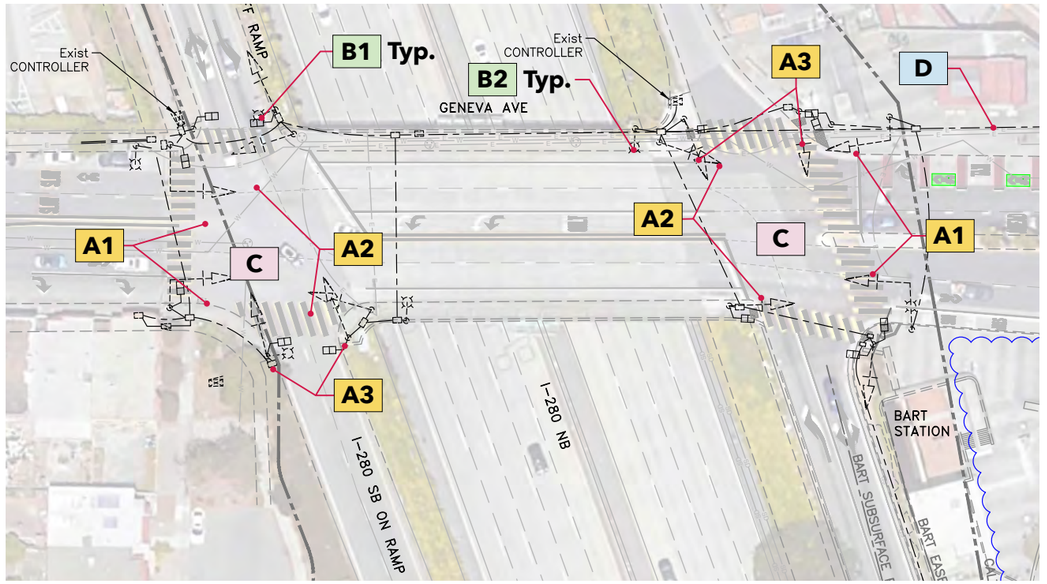
C. Lack of Vehicle Detection Equipment

C Both ramp intersection signals operate with pretimed signal timings (i.e., each approach receives a consistent length of green light every cycle), and the pedestrian signal phases are active every signal cycle (i.e., recall). The ramp intersection signal systems do not have active vehicle detection equipment, which are typically video cameras or inductive loops. Inductive loops in the northbound off-ramp lanes do not appear to be active. As such, the traffic signal is unable to reallocate signal time from low-demand movements to higher demand movements, resulting in some instances when there is no traffic passing through the intersection. The traffic demand on Geneva Avenue varies throughout the day and pretimed operations may result in system inefficiency.

D. Lack of Signal Controller Interconnect Equipment

D Modern signal controllers have the ability to modify their timings to account for traffic movements between multiple intersections and potential disruptions, e.g., LRT preemptions. A data connection, typically a wired or fiber-optic cable connection, allows for reliable communication. and will help coordinate signals, especially in instances of LRT preemption events. Maintenance responsibility for the interconnect equipment would be subject to a maintenance agreement between the SFMTA and Caltrans.

Figure 15. Existing I-280 / Geneva Avenue Traffic Signal System Plan



Source: Parisi Transportation Consulting, 2022

4.5 TRAFFIC SIGNAL OPERATIONS

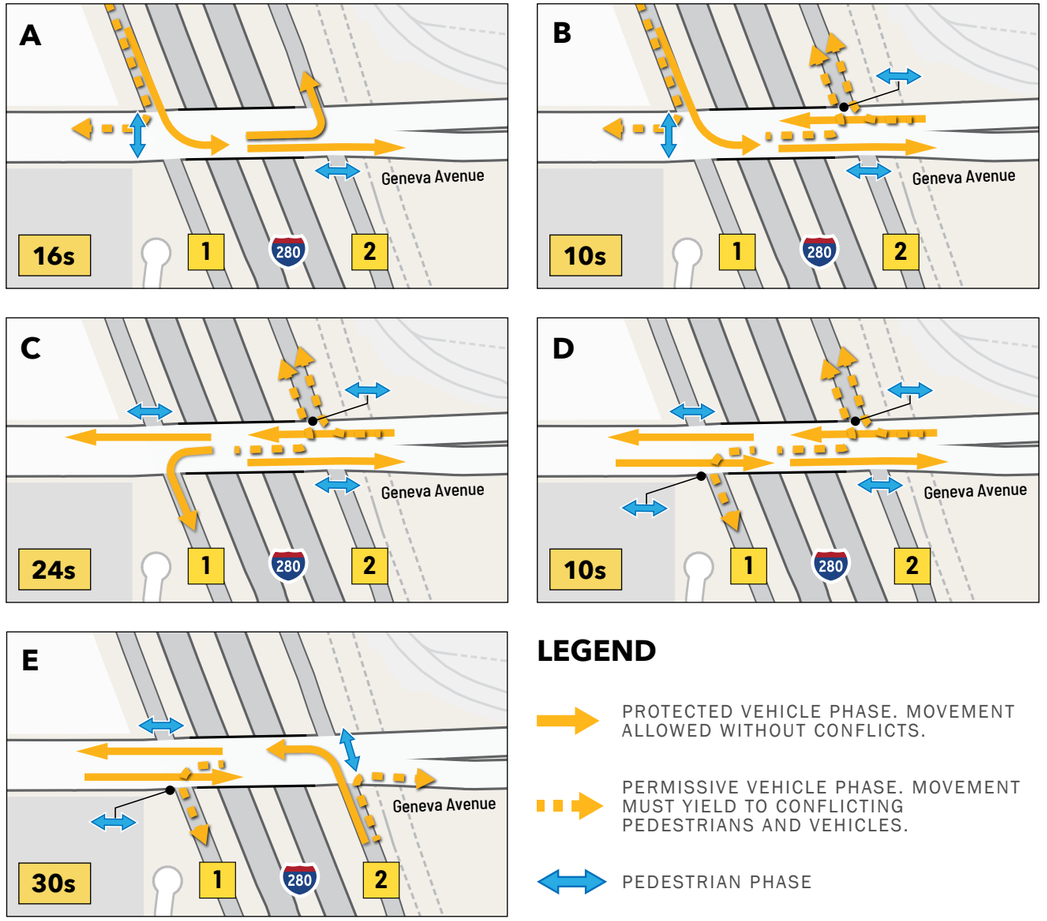
Prior to this study initiating in late 2021, the ramp intersection signals operated with one timing and phasing plan throughout the day. Caltrans has since implemented a modified signal phasing plan for the afternoon commute peak hour to address issues raised by this study. The following section contains a description of each plan and a discussion of the potential deficiencies and opportunities for improvement.

4.5.1 Existing AM, Midday and Off-Peak Signal Phasing Plan

This traffic signal phasing plan is currently in effect outside of the afternoon commute peak. Operational issues associated with this phasing and timing plan are noted in underline.

PH.	1 SOUTHBOUND RAMP INTERSECTION	2 NORTHBOUND RAMP INTERSECTION
A	Off-ramp traffic gets the green phase	Eastbound left turn and through traffic gets the green phase.
B	Off-ramp traffic continues	Eastbound left turn arrow terminates but is allowed as a permissive turn (green ball). Eastbound through traffic continues. Westbound through traffic gets the green phase.
C	Westbound left turn and through traffic gets the green phase.	Eastbound and westbound through traffic continue.
D	Westbound left turn arrow terminates but is allowed as a permissive turn (green ball). Westbound through traffic continues. Eastbound through traffic gets the green phase. Westbound left turning traffic often enters on red and violate the pedestrian right of way.	Eastbound and westbound through traffic continue. This phase is too short to offer adequate progression for eastbound traffic to clear both intersections.
E	Eastbound and westbound through traffic continue. Residual westbound left turn queues block traffic from the northbound ramp intersection.	Off-ramp traffic gets the green phase. Residual queues at the southbound ramp intersection block northbound left turns.

Figure 16. Non-PM Peak Phasing Plan



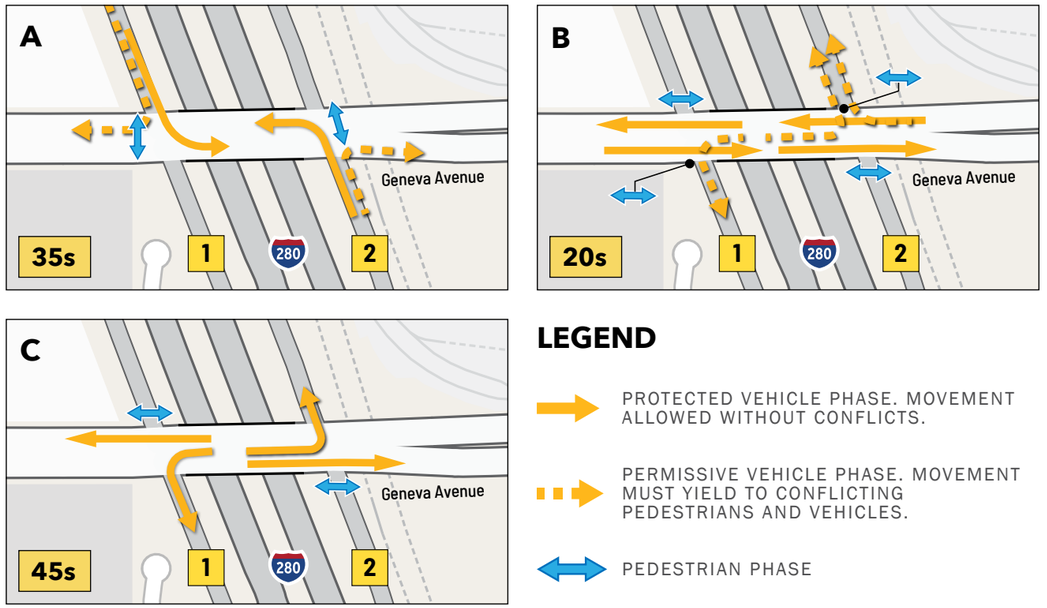
Map data from OpenStreetMap.

4.5.2 Existing PM Commute Peak Hour Signal Phasing Plan

This traffic signal phasing plan was implemented by Caltrans during mid 2022 for the afternoon commute peak to address the intermodal conflict issues raised by this study (3.3). This phasing plan largely mitigates the issues identified for the non-PM peak signal phasing plan (4.5.1), as noted in underline. The project team, including Caltrans and SFMTA, implemented this phasing plan in August 2023 and took new traffic counts. Please see Appendix A for a post-implementation analysis. The new phasing plan improved pedestrian safety by fixing a pedestrian crossing conflict at the southbound on-ramp intersection.

PH.	1 SOUTHBOUND RAMP INTERSECTION	2 NORTHBOUND RAMP INTERSECTION
A	Off-ramp traffic gets the green phase. Vehicles are able to queue in the empty lanes.	Off-ramp traffic gets the green phase. Vehicles are able to queue in the empty lanes.
B	Eastbound and westbound through traffic gets the green phase. Westbound left turns are allowed as a permissive turn (green ball). Vehicles can clear both intersections.	Eastbound and westbound through traffic gets the green phase. Eastbound left turns are allowed as a permissive turn (green ball). Vehicles can clear both NB off ramp and SB on ramp intersections.
C	Westbound left turn and through traffic gets the green phase. Queues between ramp intersections are cleared by the end of the signal phase.	Eastbound left turn and through traffic gets the green phase. Queues between ramp intersections are cleared by the end of the signal phase.

Figure 17. PM Peak Phasing Plan.



Map data from OpenStreetMap.

Geneva Avenue From Howth Street To Delano Avenue.

Source: Google Earth

5. Potential Improvement Measures

The following section presents near- and mid-term concepts that would address the operational and physical deficiencies of the project study area.

5.1 NEAR-TERM ACTIONS / AREAS FOR FURTHER STUDY

Improvements undertaken by Caltrans since this study's inception are (1) modified signal timing to lagging left on westbound Geneva Ave turn operations during the PM commute peak and (2) an outstanding request for landscape maintenance at the southwest corner of the northbound off-ramp intersection.

Other potential near-term changes under consideration are listed below along with a summary of the concept benefits, tradeoffs, fulfillment of project goals, and status. Near-term actions could be implemented within two years.

5.1.1 Modify the Signal Phasing & Timing to Provide Lagging Left Turns During Other Parts of the Day

1. **Benefits:** Improves pedestrian safety, reduces driver red light violations, and improves intersection operations.
2. **Tradeoffs:** If the relative share of signal time remains equals for each phase, there should be marginal negative effect on traffic operations.
3. **Goals supported:** Pedestrian and traffic safety, improved intersection operations.
4. **Status:** The project team, including Caltrans and SFMTA, implemented this phasing plan in August 2023 and took new traffic counts. Please see Appendix A for a post-implementation analysis.

5.1.2 Program a Much Longer Signal Cycle Time

1. **Benefits:** Benefits major street (e.g., Geneva Avenue) traffic progression across long blocks.
2. **Tradeoffs:** Improved major street operations are typically at the expense of the minor-streets (e.g., I-280 off-ramps). Long cycle times tend to result in larger vehicle headways, i.e., lower vehicle density, later in the phase, which undermines some of the efficiencies gained with less lost time.[1]
3. **Goals supported:** Improved arterial traffic operations along Geneva Avenue for Muni bus service.
4. **Status:** Under evaluation by SFCTA and SFMTA.

Inset A on this page presents the model forecast results based on the actions described in Sections 5.1.1 and 5.1.2.

NOTE: Section 5.4 discusses other near-term concepts that were evaluated but not recommended for further consideration due to their significant tradeoffs or conflicts with existing Transit-First and Vision Zero policies. These include:

1. Constructing a dual northbound right turn lane,
2. Removing the crosswalk across Geneva Avenue at the northbound ramp intersection,
3. Programming a dedicated pedestrian-only crossing phase, and
4. Modifying the LRT preemption to prioritize Geneva Avenue traffic.

1 National Cooperative Highway Research Program (NCHRP, 2015) Signal Timing Manual, 2nd Edition. Section 5.2.4.

Table 4. Summary of additional performance metrics for the near-term concepts under evaluation.

CRITERIA	CONCEPT	
	PROGRAM LAGGING LEFT TURN PHASE TO OTHER TIMES OF DAY	PROGRAM A LONGER SIGNAL CYCLE TIME
Conformance to design standards (CA HDM & CA MUTCD, SFMTA)	Conforms to standards.	Conforms to standards.
Impacts to Caltrans, BART and Muni facilities	Improved traffic progression and reduced queueing along Geneva Avenue.	Mild benefit to bus stops and delay on Geneva Ave.
Environmental, regulatory, and right of way impacts	No impacts.	No impacts.
Planning-level cost estimate	N/A — Part of agency operations.	N/A — Part of agency operations.
Construction feasibility and staging	No impacts.	No impacts.
Risks and issues / potential mitigation	Requires continued monitoring for traffic queues and delay.	Requires continued monitoring for traffic queues and delay.

INSET A: FORECAST MODEL RESULTS, MODIFIED SIGNAL PHASING AND TIMING (5.1.1/5.1.2)

This section presents a comparison between peak hour traffic models created in SimTraffic 11 software (Trafficware). The existing conditions model reflects the Nov/Dec 2021 traffic counts and the existing traffic signal phasing and timing. The "Existing plus Project" model uses the same traffic counts, lagging left turn signal phasing as described above (5.1.1), and a signal cycle time (existing 90s, modified 95s). The existing and "Existing plus Project" SimTraffic models simulate individual vehicle movements across one continuous hour; the results of three model runs are averaged to produce vehicle delay and queuing results.

The SimTraffic model forecasts the following changes to AM and PM peak hour delay and queuing:

DELAY	% CHANGE W/ PROJECT	
	AM	PM
280 NB Ramp	17%	-3%
280 SB Ramp	-50%	-81%
EB Geneva	-13%	29%
WB Geneva	-62%	-60%
Network Avg	-41%	-54%

AVG QUEUE	% CHANGE W/ PROJECT	
	AM	PM
280 NB Ramp	11%	-17%
280 SB Ramp	-30%	-72%
EB Geneva	-29%	6%
WB Geneva	-40%	-31%

95%ILE QUEUE	% CHANGE W/ PROJECT	
	AM	PM
280 NB Ramp	16%	-11%
280 SB Ramp	-28%	-73%
EB Geneva	-22%	-12%
WB Geneva	-5%	-11%

According to the model, nearly all approaches will experience less delay and shorter queues with the modified signal phasing and timing. On average, delay will decrease by between 40 and 55% and average queues will decrease by between 35 and 70%. The two exceptions are the I-280 Northbound ramp during the AM peak hour and eastbound Geneva Avenue during the PM peak hour.

5.2 MID-TERM PROJECT CONCEPT – SIGNAL SYSTEM UPGRADE

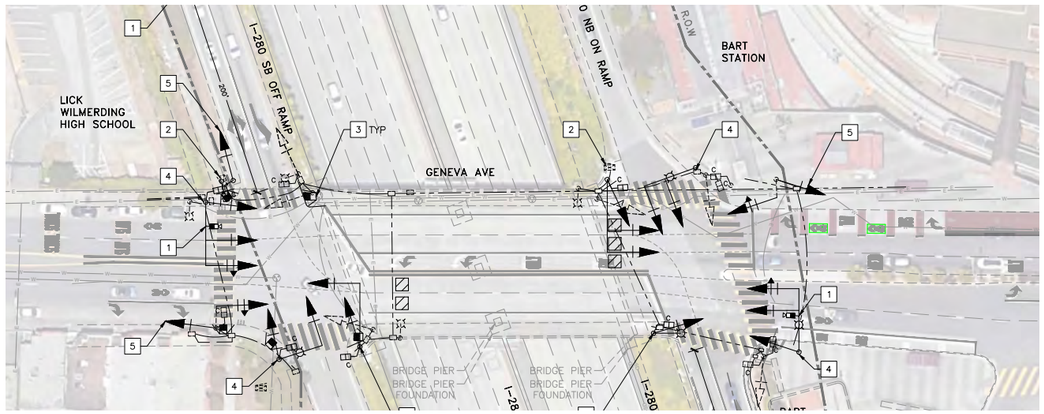
Mid-term actions could be implemented within the next 5 – 10 years. The existing traffic signal system at the I-280/Geneva Avenue ramp intersections should be upgraded to add overhead signal heads mounted on mast arm poles and vehicle detection equipment to adjust to vehicle demand. The redesigned signal may include elements of Intelligent Transportation Systems (ITS) that allow the signal controller to adjust the phase times to respond to traffic demand.

A preliminary geotechnical analysis indicates that the subsoils in the area are dense sand. A more detailed geotechnical analysis would need to be conducted to determine the potential interactions between new traffic signal pole foundations and existing sloe and retaining walls.

The list below summarizes the concept benefits, tradeoffs, fulfillment of project goals, and status.

1. **Benefits:** Improves visibility of traffic signals to drivers, improves nighttime lighting levels, and improves intersection operations by allowing actuated (i.e., demand responsive) signal operations.
2. **Tradeoffs:** Temporary adverse effects on operations during construction.
3. **Goals supported:** Pedestrian and driver safety, improved intersection operations, improved Muni transit operations.
4. **Status:** Requires initiating the project study report – project development support (PSR-PDS) project initiation document (PID) with Caltrans. The PSR-PDS is required by Caltrans to document the project purpose and need, scope, and schedule for the project. A detailed design process that produces plans, specifications, and cost estimates (PS&E) and finding funding would follow.

Figure 18. Improvement Concept, Upgrade Traffic Signal System
Solid arrows indicate new signal equipment.



Source: Parisi Transportation Consulting, 2022

Additional considerations are summarized below.

CRITERIA	TRAFFIC SIGNAL SYSTEM UPGRADE
Traffic analysis results	Lowered delay and improved operations with actuated signal operations.
Conformance to design standards (CA HDM & CA MUTCD, SFMTA)	Traffic signal upgrades will bring the traffic signal system into conformance with current design standards.
Impacts to Caltrans, BART and Muni facilities	Work will occur solely within Caltrans right of way. Work may need to be coordinated with BART to identify and mitigate potential impact to BART underground facilities.
Environmental, regulatory, and right of way impacts	Signal work that is not capacity inducing may be categorically exempt from CEQA.
Planning-level cost estimate	$175K for project study (PSR/PDS). $500K for design (PS&E). $3.5 – 5 million for construction depending on the number of traffic signals and street lights to be upgraded at both ramp intersections. Construction estimate includes 30% contingency.
Construction feasibility and staging	Traffic signal work will require traffic lane closures on Geneva Avenue. Work may be limited to nighttime hours to minimize negative impacts to Muni.
Risks and issues / potential mitigation	Future pole foundations will need geotechnical evaluation due to existing slopes and bridge abutment walls.

Photo 1: Existing short mast-arm poles at Geneva Ave. / I-280 northbound Ramps. (Source: Parisi, 2022)

Photo 2: Example of signals on a mast-arm pole aligned to the vehicle lane. (Source: Parisi, 2022)

5.3 MID-TERM LANE LENGTHENING STUDY

The project team is also considering a mid-term study focusing specifically on the lengthening of the off-ramp exit lane to provide additional storage capacity for vehicles exiting the I-280 northbound freeway. Lengthening the existing two-lane exit ramp would potentially reduce the frequency and severity of rear-end and sideswipe collisions in the project study area. The study can also examine how far south of Geneva Avenue to extend the exit lane, particularly with the San Jose Avenue Bridge as a pinch point. Lengthening can also be accomplished by using the shoulder and possibly be combined with narrowing the existing travel lanes on the mainline without affecting the existing highway barrier on the left and the retaining wall and BART tunnel to the right. Narrowing lanes would slow traffic speeds through the area, an identified crash factor. This proposal for non-standard travel lane and shoulder widths would be subject to a design exception from Caltrans headquarters.

The mid-term study can evaluate the potential to include dynamic highway ITS signage to manage speeds. The study can also address the mainline freeway's various design deficiencies resulting from the hilly terrain, inadequate width, and horizontal curves that limit sight distances. Another factor is the BART tunnel right-of-way and how it may affect the project. The findings from this study can help prepare the project for the Caltrans preliminary engineering and environmental phase. This step is necessary before the project can receive Caltrans approval to proceed to design and construction phases.

The list below summarizes the benefits, tradeoffs, fulfillment of project goals, and status.

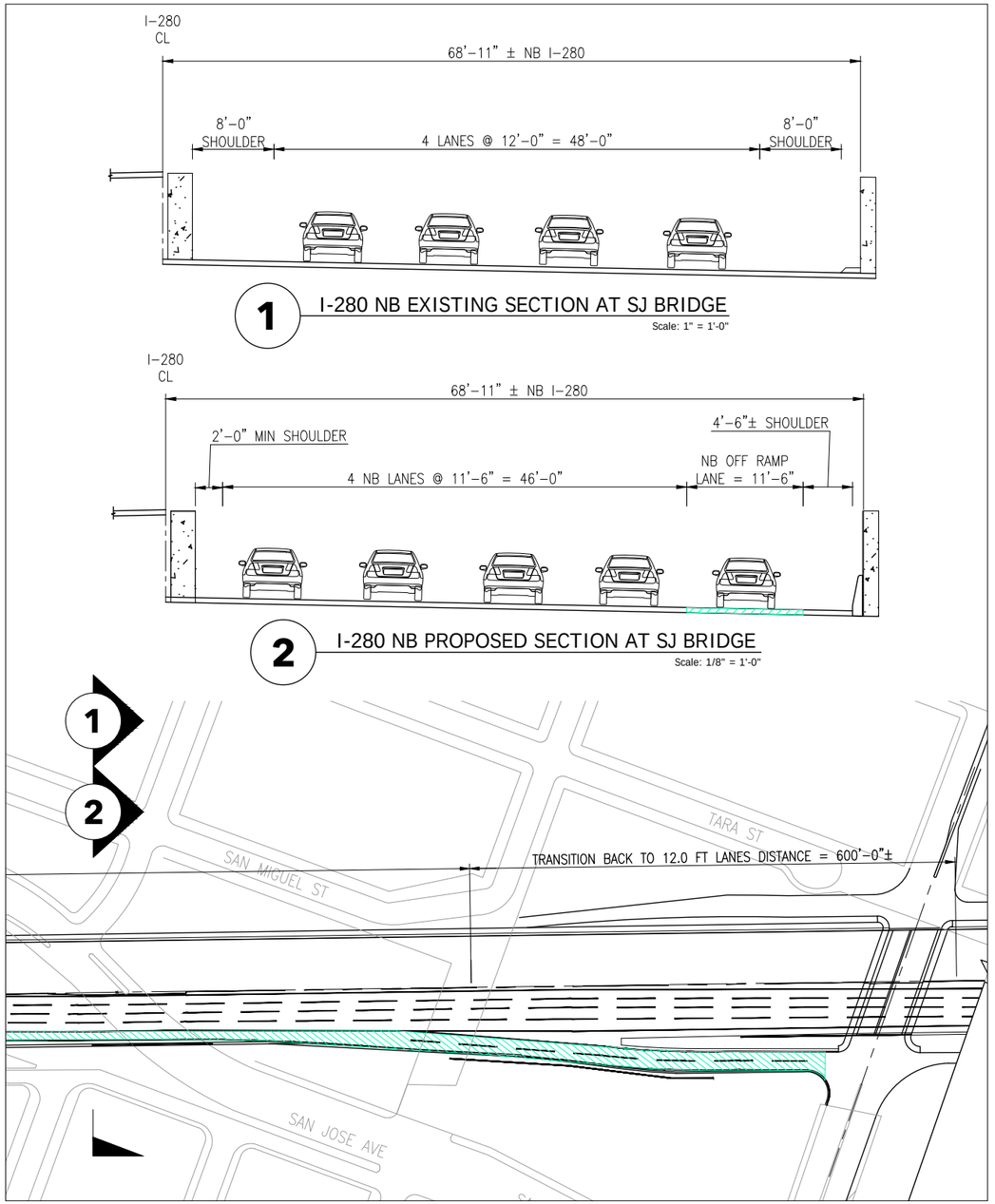
1. **Benefits:** Improves overall traffic safety / speed reduction and potentially reduces crash severity.
2. **Tradeoffs:** Potential increase in crashes associated with narrow traffic lanes, e.g., sideswipe crashes.
3. **Goals supported:** Traffic safety and improved operations.
4. **Status:** Requires initiating the PSR-PDS, PID, and Design Standard Decision Document (DSDD) with Caltrans. Requires identifying funding for the design and construction phase.

Additional considerations are summarized below.

CRITERIA	LENGTHEN NORTHBOUND I-280 EXIT LANE
Traffic analysis results	Subject to further study during the PSR-PDS process.
Conformance to design standards (CA HDM & CA MUTCD, SFMTA)	Require additional analysis for two-lane exit ramp lengthening. Narrowing lane would not conform to CA HDMstandards for freeway lane widths (504.3(1)(b)).
Impacts to Caltrans, BART and Muni facilities	Operational impacts to the highway and ramp during construction. No effect on BART and Muni facilities.
Environmental, regulatory, and right of way impacts	Lengthening lanes less than one mile long are listed as a project type not likely to lead to a measurable and substantial increase in vehicle miles traveled (VMT).[2]
Planning-level cost estimate	$150K for mid-term study. $275K for PSR/PDS
Risks and issues / potential mitigation	Design may not be approved by Caltrans HQ for a design exception. Issue to be addressed during the PSR/PDS process. Challenges with proximity to BART Right-of-Way.

2 Office of Planning & Research, Technical Advisory on Evaluating Transportation Impacts in CEQA (Dec. 2018), 20-21.

Figure 19. Improvement Concept, Add an Auxiliary Lane to Northbound I-280 by Narrowing Lanes



Source: ConnectSF / MSA Design & Consulting, 2020.

5.4 CONCEPTS NOT RECOMMENDED FOR FURTHER CONSIDERATION

The list below summarizes project concepts raised during this study but that have significant tradeoffs or conflicts with existing plans and policies.

5.4.1 Construct a Dual Northbound Right Turn Lane

This proposal would allow right turns from the left and right lanes with the existing two-lane ramp or from the center and right lanes with a widened three lane northbound off-ramp (5.3.2). Drivers would be expected to yield if there are people in the crosswalk.

According to the CA HDM, "If there is a pedestrian crossing on the receiving leg of multiple right-turn-only lanes, the intersection should be controlled by a pedestrian signal head, or geometrically designed such that pedestrians cross only one turning lane at a time." (CA HDM 403.6). Although the crossing is controlled by a pedestrian signal, allowing right turns from two lanes is not recommended because this would create a multiple-threat situation without an exclusive pedestrian crossing phase

Current SFMTA direction does not allow dual right turns except in unique circumstances..

1. **Benefits:** Reduces northbound ramp delay and queues.
2. **Tradeoffs:** Worsens pedestrian safety.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.4.2 Remove The Crosswalk Across Geneva Avenue at the Northbound Ramp Intersection

This proposal would remove the marked crosswalk across Geneva Avenue at the NB off-ramp intersection. People walking would be directed to use the underground BART station to travel between the two sides of Geneva Avenue. Drivers would benefit from greater vehicle capacity during the northbound signal phase.

This proposal would increase the difficulty of crossing Geneva Avenue on foot for the benefit of drivers, which runs contrary to the City's Vision Zero and SFMTA Strategic Plan to increase the number of walking trips and build safer, better streets for people walking.

1. **Benefits:** Reduces northbound ramp delay and queues.
2. **Tradeoffs:** Worsens the pedestrian experience on Geneva Avenue. Increases the likelihood of people crossing on foot outside of a marked crosswalk.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.4.3 Program a Dedicated Pedestrian-Only Crossing Phase

1. **Benefits:** Improves pedestrian safety.
2. **Tradeoffs:** Increased (worsened) vehicle stops and delay. Evaluated and found to be unsuitable for the Geneva / San Jose intersection due to increased pedestrian delay, increased transit delay, and incompatibility with coordinated signal operations along Geneva Avenue.[3]
3. **Goals supported:** Pedestrian safety.
4. **Status:** Not recommended for further study.

5.4.4 Modify The LRT Preemption to Prioritize Geneva Avenue Traffic

This proposal would begin the LRT preemption event at the end of the eastbound and westbound Geneva Avenue signal phase, and then return to the eastbound and westbound Geneva signal phase. Geneva Avenue traffic, including Muni buses, would benefit from lower traffic delay. Traffic on San Jose Avenue, including Muni LRTs, would suffer from greater delay and increased queues.

1. **Benefits:** Reduces vehicle delay and queues along Geneva Avenue.
2. **Tradeoffs:** Increases vehicle delay and queues on San Jose Avenue. Worsens Muni LRT operations.
3. **Goals supported:** Improved traffic operations from the northbound off-ramp.
4. **Status:** Not recommended for further study.

5.5 TRAVEL DEMAND MANAGEMENT STRATEGIES

The list below summarizes management strategies to reduce vehicle demand at the Geneva Avenue ramp intersections.

5.5.1 Travel Demand Management at Major Vehicle Trip Generators

This proposal would implement travel demand management strategies at major trip generators in the study area, e.g., City College of San Francisco, Lick Wilmerding High School, and the Cow Palace, to reduce vehicle demand at peak times.

1. **Benefits:** Reduces vehicle demand during peak periods
2. **Tradeoffs:** Requires regular monitoring for to ensure effectiveness. Drivers may adjust their behavior to take advantage of the extra capacity.
3. **Goals supported:** Improved operations.
4. **Status:** May be included in travel demand management strategies when major trip generators are subject to revisions to their use permits.

5.5.2 Managed Drop-Off and Pick-Up Operations at BART and Muni Stations

This proposal would use traffic control officers or station area ambassadors to direct drivers to use designated drop-off and pick-up zones rather than curbside areas on the off-ramp and bus stop areas on Geneva Avenue.

1. **Benefits:** Improves Muni operations at curbside stops. Improves intersection operations.
2. **Tradeoffs:** Requires regular enforcement to ensure driver and passenger compliance.
3. **Goals supported:** Improved operations.
4. **Status:** May be incorporated into a Balboa Park Station area travel demand management strategy and operational plan.

3 SFMTA (2020) Geneva Avenue / San Jose Avenue Intersection Study. p. 17.

6. Preliminary Environmental Clearance Assessment

The table below lists the potential improvement measures presented in the prior chapter and a preliminary assessment of whether the concept is capacity-increasing project type likely to lead to an increase in VMT based on the CEQA checklist provided by Caltrans and the Governor's Office of Planning and Research.[4]

#	CONCEPT	LIKELY TO LEAD TO INCREASED VMT?
5.1.1	Modify the signal phasing and timing to provide lagging left turns during other parts of the day.	Not likely — falls under category of "Timing of signals to optimize vehicle, bicycle, or pedestrian flow" (Caltrans, p. 13).
5.2	Signal system upgrade	Not likely — falls under category of "Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., …Transportation Management System field elements such as …detection, or signals." (Caltrans p. 13).
5.3.1	Lengthen NB 1-280 exit lane	Not likely — falls under category of "Addition of lane of less than one mile in length designed to improve roadway safety." (Caltrans, p. 14).

4 Caltrans (2020) Transportation Analysis under CEQA, First Edition.; Governor's Office of Planning and Research (2018) Technical Advisory on Evaluating Transportation Impacts in CEQA.

7. Recommendations & Next Steps

The issues and improvement measures identified in this study are the first steps in a longer-term process for improving Geneva Avenue in the Balboa Park station area. The foreseeable next steps in this process are:

- Implementing the recommended near-term signal phasing improvements with the Caltrans District 4 signal operations group and SFMTA and analyzing the operational and safety changes. The project team implemented this recommendation. Please see Appendix A for post-implementation analysis.
- Pursuing the recommended mid-term traffic signal system modernization to replace the current aging system as it reaches the end of its life cycle.
- Pursuing potential street lighting improvement.
- Share findings with neighborhood, business, City, and agency stakeholders (e.g., BART and Caltrans) ahead of next steps for each capital or study recommendation.
- Identifying and programming funding by partner agencies for further operational studies and detailed design of mid-term concept.
- Identifying opportunities to incorporate improvements planned by other agencies (e.g., BART and the SFMTA).
- Collecting detailed topographic survey, utility, structural, and geotechnical data to facilitate preliminary and detailed design.

Potential funding sources for the traffic signal system modernization, roadway lighting improvements, and PSR-PDS PID process for the I-280 corridor include State Highway Operation and Protection Program (SHOPP), Prop L, SF Public Utilities Commission, SB 1 Local Partnership Program formula funds, and other federal, state, and local sources.

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San Francisco County Transportation Authority

APPENDIX A:

I-280 / Geneva Avenue Ramp Near-Term Signal Phasing and Timing Change Post Implementation Analysis

New Signal Phasing and Timing Plan and Implementation

The project team started with the goal of analyzing the NB I-280 Geneva Ave off-ramp traffic flow and ramp intersections traffic circulation in order to develop recommendations for future improvements. In the course of the project, the team decided to move forward with implementing the near-term recommendation. This new traffic signal phasing and timing change plan was developed collectively with SFMTA and Caltrans District 4 staff to enhance traffic circulation and fix a pedestrian crossing conflict requested by the public. This plan improved the storage capacity of the Geneva Ave bridge in order for it to clear vehicles often blocking the ramp intersections, and to receive more traffic flow from the northbound off-ramp left lane. It also increased the total cycle time and synchronized the timing of off-ramp movement which helps the northbound off-ramp right lane movement. The 2023 phasing plan was implemented for both commute peak and off-peak periods in August 2023. The project team also took traffic counts to compare results before and after implementation.

Between 2021 and 2023, the total traffic handled by the ramp intersections tended to decrease by between three and seven percent, or between 30 and 200 vehicles per peak hour. Traffic volumes along Geneva Avenue tended to go down for most movements, as did most of the I-280 southbound off-ramp movements. The I-280 northbound ramp was the sole approach where the traffic volumes consistently increased, by between three and 24 percent.

Counts of people walking and biking showed little change between 2021 and 2023. Most people walking along Geneva Avenue tended to traverse the south side of the street and cross Geneva Avenue at the northbound ramp, near the Balboa Park BART and Muni station. There were more people observed walking in the morning than the afternoon (AM peak hour, 80 – 100+ pedestrians; PM peak hour, 70 – 90 pedestrians). There were fewer than 10 people observed on bikes in both 2021 and 2023.

OPERATIONAL NOTES

The modified traffic signal phasing and timing plan implemented in 2023 yielded these operational benefits.

Improved signal progression through the ramp intersections. Under the previous phasing and timing plan, some vehicles failed to clear (i.e., enter and exit) the second ramp intersection. The westbound Geneva Avenue left turn queue regularly blocked the subsequent northbound ramp left turn movement. With the 2023 modified phasing and timing, vehicles approaching from Geneva Avenue and the ramp intersections can clear both ramp intersections in a single signal cycle; the westbound Geneva Avenue left turn queue is cleared prior to the northbound ramp left turn.

Pedestrian and vehicle safety improvements. The lagging left turn phasing eliminated instances of Geneva Avenue vehicle left turn red light running and reduced instances of drivers turning left to the southbound on-ramp in conflict with people walking in the crosswalk.

VEHICLE FLOW RATE COMPARISON

The 2023 signal phasing and timing plan during the AM and PM peak hours changed the signal timing in the following ways:

- Reduced the protected eastbound and westbound Geneva Avenue left turn green time
- Kept equal or increased the Geneva Avenue through movement green time
- Increased the southbound ramp movement green time
- Kept equal the northbound ramp movement green time
- Increased the total cycle time from 90 seconds to 95 seconds.

FINDINGS

As indicated in Table 1, the traffic signal and phasing changes implemented by the project team were successful in improving the capacity of the I-280 northbound off-ramp. The vehicle flow rate, i.e., the vehicles serviced per second of phase time, increased for the northbound off-ramp movements. During the AM Peak Hour, the northbound off ramp left lane flow rate (vehicles/second) improved from 0.25 to 0.34, a 36% increase in flow and the right lane flow rate improved from 0.27 to 0.30, an 11% increase. During the PM Peak Hour, the northbound off ramp left lane flow rate (vehicles/second) improved from 0.23 to 0.28, a 22% increase in flow and the right lane flow rate improved from 0.29 to 0.35, a 21% increase. These results suggest that the project was successful in partially satisfying the goals and objectives of study, which were to improve:

1. Traffic operations and efficiency, including increasing off-ramp capacity (emphasis added).
2. Traffic safety, including reducing collisions at I-280 mainline.
3. Improving pedestrian safety at the ramp intersections.

The traffic flow also improved for Geneva Avenue westbound left turn onto I-280, and eastbound left turns onto I-280. These critical movements were also the movements observed experiencing safety issues related to red light running, queue spillback into the adjacent ramp intersection, and pedestrian conflicts. The potential drawback suggested by the traffic count sample is a decrease in the eastbound Geneva Ave overall vehicle traffic capacity of the ramp intersections.

NEXT STEPS

Based on the findings of this post-project assessment, signal operations and safety can be further improved with the following actions:

- Work with the SFMTA and Caltrans to install signal detection technology to allow actuated, i.e., demand-responsive, signal operations.
- Work with the SFMTA and Caltrans to secure funding for an overall traffic signal system upgrade.

Table 1. 2021 – 2023 Traffic Flowrate Comparison

I-280 NB OFF-RAMP / GENEVA AVENUE			
NB OFF-RAMP TRAFFIC MOVEMENT	FLOW RATE (VEH/S)		
	DEC 1 2021	NOV 8 2023	PERCENT CHANGE
AM Peak Hour (7:45 AM)			
Northbound Left Lane	0.25	0.34	36%
Northbound Right Lane	0.27	0.30	11%
PM Peak Hour (4:45 PM)			
Northbound Left Lane	0.23	0.28	22%
Northbound Right Lane	0.29	0.35	21%

1. NB - Northbound

Dec. 1/2, 2021 – 90s cycle = 40 cycles / peak hour
Nov. 8, 2023 – 95s cycle = 38 cycles / peak hour

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San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 7

DATE: March 22, 2024

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 04/16/24 Board Meeting: Amend the Adopted Fiscal Year 2023/24 Budget to Increase Revenues by $5,104,102, Decrease Expenditures by $9,414,037 and Decrease Other Financing Sources by $15,000,000 for a Total Net Decrease in Fund Balance of $1,324,367

RECOMMENDATION ☐ Information ☒ Action

Amend the adopted Fiscal Year (FY) 2023/24 budget to increase revenues by $5,104,102, decrease expenditures by $9,414,037 and decrease other financing sources by $15,000,000 for a total net decrease in fund balance of $1,324,367.

SUMMARY

Every year we present the Board with any adjustments to the adopted annual budget. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2023, through Resolution 23-58, the Board adopted the FY 2023/24 Annual Budget and Work Program.

The effect of the proposed amendment on the adopted FY 2023/24 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to prior year actual and adopted budgeted numbers is presented in Attachment 2. The detailed budget explanations by line item with variances over 5% are included in Attachment 4.

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☒ Budget/Finance
☐ Contract/Agreement
☐ Other: _____

BACKGROUND

The budget revision is an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The proposed budget amendment reflects an increase of $5,104,102 in revenues, a decrease of $9,414,037 in expenditures and a decrease of $15,000,000 in other financing sources for a total net decrease of $1,324,367 in fund balance. These revisions include carryover revenues and expenditures from the prior period. Detailed budget revisions for the Treasure Island Mobility Management Agency (TIMMA) will be presented as a separate item at future TIMMA Committee and TIMMA Board meetings.

Revenue and expenditure revisions are mainly related to the increase in interest income, federal program revenues in the Congestion Management Agency programs, and Other Revenues in the Sales Tax Program, and decrease in Sales Tax revenues, Traffic Congestion Mitigation Tax, personnel expenditures, and Other Financing Sources (Uses) – Draw on Revolving Credit Agreement. Changes in revenue and expenditure line items (addressed in Attachment 4) include the following:

- **New Sales Tax Appropriation Funding**
    - Inner Sunset Multimodal Safety and Access Study ($50,166 of total $265,000 in funding is budgeted for this fiscal year)
    - Walter U Lum Place Public Space Study ($47,748 of total $236,000 in funding is budgeted for this fiscal year)
    - Presidio Yard Modernization ($37,091 of total $150,000 in funding is budgeted for this fiscal year)
    - Transportation Demand Management Strategic Plan Update ($5,276 of total $108,000 in funding is budgeted for this fiscal year)

- Vision Zero Ramp Intersection Study Phase 3 ($4,648 of total $135,000 in funding is budgeted for this fiscal year)

- **New Federal and State Funding**
  - Federal Highway Bridge Program Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project (Westside Bridges) ($20,000,000)
  - State Proposition 1B for YBI Westside Bridges ($2,591,212)
  - State Active Transportation Program for YBI Multi-Use Pathway Project ($664,842 of total $3,800,000 in funding is budgeted for this fiscal year)
- **Increase in Revenue Estimates**
  - Interest Income ($344,955)
  - Federal program revenues for Interstate 80/YBI Interchange Improvement Project – Southgate Road Realignment Improvements ($23,129,830)
  - Other revenues – Proceeds from the Sale of SFMTA Transit Vehicles Salvaged ($65,989)
- **Decrease in Revenue Estimates**
  - Sales Tax Revenues ($6,192,000)
  - Traffic Congestion Mitigation Tax ($1,721,967)
  - Federal program revenues for Westside Bridges project ($10,255,142)
  - Federal program revenues for Vision Zero Ramps Intersection Study Phase 3 (deferred to next fiscal year) ($216,321)
- **Decrease in Administrative Operating Costs**
  - Decreased personnel costs due to vacancies from unexpected staff departures and delayed hiring of these vacancies during the fiscal year ($550,522)
- **Decrease in Other Financing Sources (Uses) – Draw on Revolving Credit Agreement ($15,000,000)**

FINANCIAL IMPACT

The proposed amendment to the FY 2023/24 budget would increase revenues by $5,104,102, decrease expenditures by $9,414,037 and decrease other financing

sources by $15,000,000 for a total net decrease in fund balance of $1,324,367, as described above. The proposed amendment will result in an ending budgetary fund balance of $42,494,364.

CAC POSITION

The Community Advisory Committee will consider this item at its March 27, 2024, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Budget Amendment
- Attachment 2 – Proposed Budget Amendment – Comparison of Revenues and Expenditures
- Attachment 3 – Proposed Budget Amendment – Line Item Detail
- Attachment 4 – Budget Amendment Explanations

San Francisco County Transportation Authority

Attachment 1
Proposed Fiscal Year 2023/24 Budget Amendment

	Proposed Budget Amendment by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	**Proposed Budget Amendment Fiscal Year 2023/24**
Revenues:							
Sales Tax Revenues	$ 106,165,000	$ -	$ -	$ -	$ -	$ -	$ 106,165,000
Vehicle Registration Fee	-	-	-	4,645,521	-	-	4,645,521
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	1,222,132	-	856	26,877	-	716,815	1,966,680
Program Revenues	-	65,114,282	751,096	-	1,605,676	-	67,471,054
Other Revenues	65,989	-	-	-	-	-	65,989
Total Revenues	107,453,121	65,114,282	751,952	4,672,398	1,605,676	9,216,815	188,814,244
Expenditures							
Capital Project Costs	152,148,572	43,986,121	1,136,411	11,771,309	1,018,170	4,682,733	214,743,316
Administrative Operating Costs	8,208,379	4,131,931	55,535	232,276	686,735	255,000	13,569,856
Debt Service Costs	21,825,439	-	-	-	-	-	21,825,439
Total Expenditures	182,182,390	48,118,052	1,191,946	12,003,585	1,704,905	4,937,733	250,138,611
Other Financing Sources (Uses):	76,897,001	(16,996,230)	-	-	99,229	-	60,000,000
Net change in Fund Balance	$ 2,167,732	$ -	$ (439,994)	$ (7,331,187)	$ -	$ 4,279,082	$ (1,324,367)
Budgetary Fund Balance, as of July 1	$ 10,516,651	$ -	$ 661,072	$ 17,508,943	$ -	$ 15,132,065	$ 43,818,731
Budgetary Fund Balance, as of June 30	$ 12,684,383	$ -	$ 221,078	$ 10,177,756	$ -	$ 19,411,147	$ 42,494,364

San Francisco County Transportation Authority

Attachment 2
Proposed Fiscal Year 2023/24 Budget Amendment
Comparison of Revenues and Expenditures

Category	Fiscal Year 2022/23 Actual	Fiscal Year 2023/24 Adopted Budget	**Proposed Fiscal Year 2023/24 Budget Amendment**	Variance from Fiscal Year 2023/24 Adopted Budget	% Variance
Sales Tax Revenues	$ 111,473,916	$ 112,357,000	**$ 106,165,000**	$ (6,192,000)	-5.5%
Vehicle Registration Fee	4,651,843	4,645,521	**4,645,521**	-	0.0%
Traffic Congestion Mitigation Tax	8,371,545	10,221,967	**8,500,000**	(1,721,967)	-16.8%
Interest Income	970,832	1,621,725	**1,966,680**	344,955	21.3%
Program Revenues					
Federal	2,009,062	37,179,929	**49,664,388**	12,484,459	33.6%
State	551,271	13,038,676	**12,931,746**	(106,930)	-0.8%
Regional and other	1,135,458	4,645,324	**4,874,920**	229,596	4.9%
Other Revenues	-	-	**65,989**	65,989	N/A
Total Revenues	**129,163,927**	**183,710,142**	**188,814,244**	**5,104,102**	**2.8%**
Capital Project Costs	113,518,861	223,779,332	**214,743,316**	(9,036,016)	-4.0%
Administrative Operating Costs					
Personnel expenditures	7,787,811	10,304,105	**9,753,583**	(550,522)	-5.3%
Non-Personnel expenditures	2,486,803	3,738,286	**3,816,273**	77,987	2.1%
Debt Service Costs	22,526,931	21,730,925	**21,825,439**	94,514	0.4%
Total Expenditures	**146,320,406**	**259,552,648**	**250,138,611**	**(9,414,037)**	**-3.6%**
Other Financing Sources (Uses)	**-**	**75,000,000**	**60,000,000**	**(15,000,000)**	**-20.0%**
Net change in Fund Balance	**$ (17,156,479)**	**$ (842,506)**	**$ (1,324,367)**	**$ (481,861)**	
Budgetary Fund Balance, as of July 1	**$ 60,975,210**	**$ 43,818,731**	**$ 43,818,731**		
Budgetary Fund Balance, as of June 30	**$ 43,818,731**	**$ 42,976,225**	**$ 42,494,364**		

San Francisco County Transportation Authority

Attachment 3

Proposed Fiscal Year 2023/24 Budget Amendment
Line Item Detail

	Proposed Budget Amendment by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	**Proposed Fiscal Year 2023/24 Budget Amendment**
Revenues:							
Sales Tax Revenues	$ 106,165,000	$ -	$ -	$ -	$ -	$ -	$ 106,165,000
Vehicle Registration Fee	-	-	-	4,645,521	-	-	4,645,521
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	1,222,132	-	856	26,877	-	716,815	1,966,680
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	524,119	-	524,119
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	183,035	-	183,035
Innovative Deployments to Enhance Arterials Shared Automated Vehicle	-	-	-	-	176,505	-	176,505
Highway Bridge Program - I-80/Yerba Buena Island (YBI) Interchange Improvement	-	23,129,830	-	-	-	-	23,129,830
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	20,000,000	-	-	-	-	20,000,000
Priority Conservation Area Program - YBI Multi-Use Pathway	-	323,597	-	-	-	-	323,597
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges	-	3,848,124	-	-	-	-	3,848,124
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	18,594	-	-	-	-	18,594
Surface Transportation Program 3% Revenue and Augmentation	-	1,460,584	-	-	-	-	1,460,584
State							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	45,759	-	45,759
Active Transportation Program - YBI Multi-Use Pathway Project	-	664,842	-	-	-	-	664,842
Planning, Programming & Monitoring SB45 Funds	-	143,099	-	-	-	-	143,099
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	5,246,094	-	-	-	-	5,246,094
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	257,160	-	-	-	-	257,160
Senate Bill 1 Local Partnership Program - YBI Westside Bridges	-	1,935,916	-	-	-	-	1,935,916
Senate Bill 1 Local Partnership Program - YBI Multi-Use Pathway Project	-	323,597	-	-	-	-	323,597
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	1,379,273	-	-	-	-	1,379,273
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	2,591,212	-	-	-	-	2,591,212
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	344,794	-	-	-	-	344,794
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	1,198,122	-	-	-	-	1,198,122
BATA - YBI Westside Bridges	-	1,624,747	-	-	-	-	1,624,747
CNCA - Decarbonizing Downtown Business Deliveries Study	-	49,697	-	-	-	-	49,697
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
Treasure Island Community Development LLC - Ferry Exchange	-	-	-	-	441,315	-	441,315
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	234,943	-	234,943
TIDA - YBI Westside Bridges	-	500,000	-	-	-	-	500,000
Vehicle Registration Fee Revenues (TFCA)	-	-	751,096	-	-	-	751,096
Other Revenue							
Proceeds from the Sale of SFMTA Transit Vehicles Salvaged	65,989	-	-	-	-	-	65,989
Total Revenues	$ 107,453,121	$ 65,114,282	$ 751,952	$ 4,672,398	$ 1,605,676	$ 9,216,815	$ 188,814,244
Expenditures:							

San Francisco County Transportation Authority

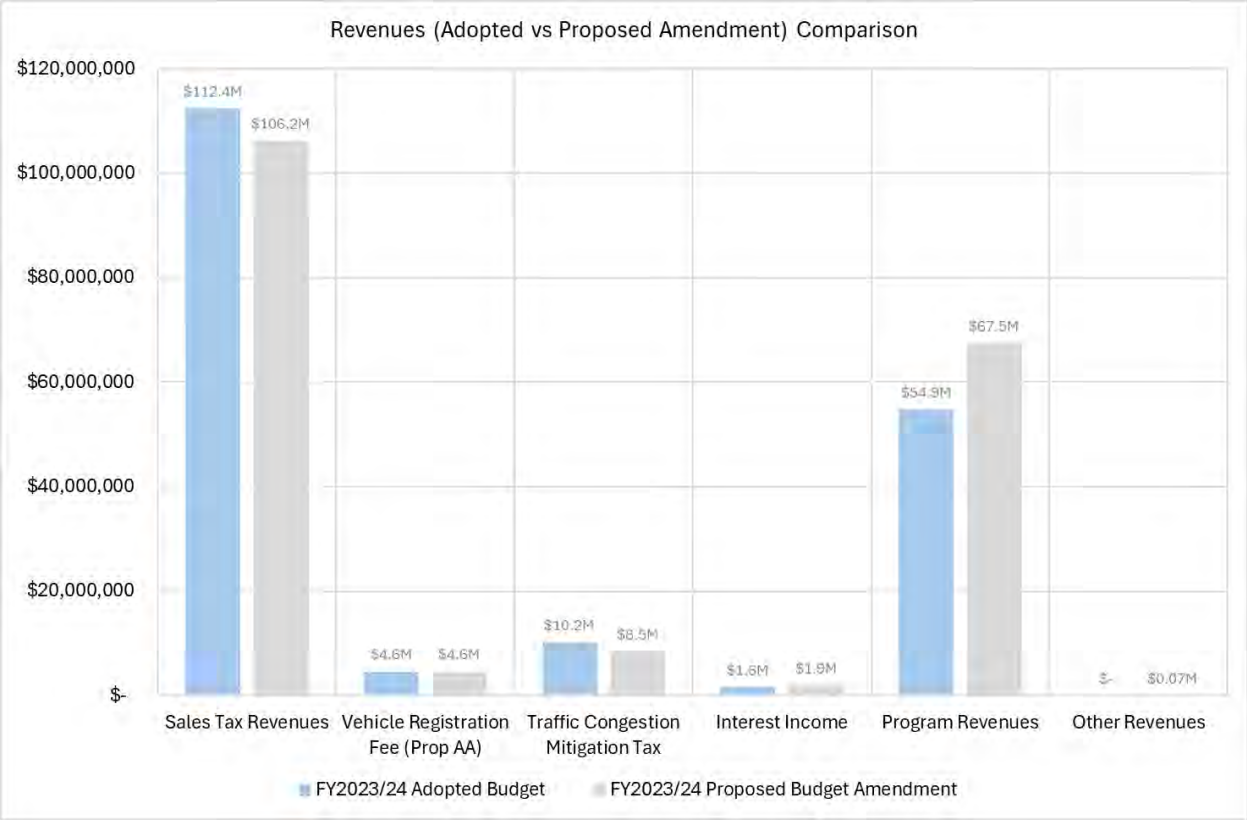
Attachment 3
Proposed Fiscal Year 2023/24 Budget Amendment
Line Item Detail

	Proposed Budget Amendment by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	**Proposed Fiscal Year 2023/24 Budget Amendment**
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	$ 150,000,000	$ -	$ 1,136,411	$ 11,771,309	$ -	$ 4,582,733	$ 167,490,453
Technical Professional Services	2,148,572	43,986,121	-	-	1,018,170	100,000	47,252,863
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,878,793	2,747,629	37,197	155,577	351,782	170,797	6,341,775
Fringe Benefits	1,419,245	1,354,581	18,338	76,699	173,429	84,203	3,126,495
Pay for Performance	285,313	-	-	-	-	-	285,313
Non-personnel Expenditures							
Administrative Operations	3,343,128	29,721	-	-	158,424	-	3,531,273
Equipment, Furniture & Fixtures	221,900	-	-	-	-	-	221,900
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100
Debt Service Costs							
Fiscal Charges	80,000	-	-	-	-	-	80,000
Interest Expenses	7,200,439	-	-	-	-	-	7,200,439
Bond Principal Payment	14,545,000	-	-	-	-	-	14,545,000
Total Expenditures	$ 182,182,390	$ 48,118,052	$ 1,191,946	$ 12,003,585	$ 1,704,905	$ 4,937,733	$ 250,138,611
Other Financing Sources (Uses):							
Transfers in - Prop K Match to Grant Funding	16,996,230	-	-	-	99,229	-	17,095,459
Transfers out - Prop K Match to Grant Funding	(99,229)	(16,996,230)	-	-	-	-	(17,095,459)
Draw on Revolving Credit Agreement	60,000,000	-	-	-	-	-	60,000,000
Total Other Financing Sources (Uses)	76,897,001	(16,996,230)	-	-	99,229	-	60,000,000
Net change in Fund Balance	$ 2,167,732	$ -	$ (439,994)	$ (7,331,187)	$ -	$ 4,279,082	$ (1,324,367)
Budgetary Fund Balance, as of July 1	$ 10,516,651	$ -	$ 661,072	$ 17,508,943	$ -	$ 15,132,065	$ 43,818,731
Budgetary Fund Balance, as of June 30	**$ 12,684,383**	**$ -**	**$ 221,078**	**$ 10,177,756**	**$ -**	**$ 19,411,147**	**$ 42,494,364**
Fund Reserved for Program and Operating Contingency	**$ 10,616,500**	**$ -**	**$ 75,110**	**$ 464,552**	**$ -**	**$ 850,000**	**$ 12,006,162**

Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations

TOTAL REVENUES		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$183,710,142	$188,814,244	$5,104,102

The following chart shows the comparative composition of revenues for the proposed amended and adopted Fiscal Year (FY) 2023/24 budget.



Sales Tax Revenues		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$112,357,000	$106,165,000	$(6,192,000)

In November 2022, 71.8% of San Francisco voters approved Proposition L (Prop L), the Sales Tax for Transportation Projects measure, effective April 1, 2023, superseding Prop K and extending the half-cent local transportation sales tax through 2053 and directing $2.6 billion (in 2020 dollars) in half-cent sales tax funds over 30 years to help deliver safer, smoother streets, more reliable transit, continue

paratransit services for seniors and persons with disabilities, reduce congestion, and improve air quality. This is the second time that the San Francisco transportation sales tax has been reauthorized with voter approval of a new Expenditure Plan: in 2003, voters approved Prop K, reauthorizing the Prop B sales tax, which was approved in 1989.

Based on FY 2023/24 sales tax revenues earned through January 2024, we project sales tax revenues to decrease by $6.2 million, or 5.5%, as compared to the adopted FY 2023/24 budget. Sales tax revenues are projected to decrease due to a shift from consumers buying taxable goods to non-taxable goods such as personal services, digital goods, travel, and health care. In addition, the inflation rate has come down significantly so increased prices are no longer a significant sales tax driver year over year, and cumulative inflation has started to affect consumer purchasing decisions, slowing down overall consumption. Also, the return to the workplace, business travel, and international travel all have been returning slower than anticipated. This projection is aligned with the City Controller's Office's revised growth projection of its FY 2023/24 sales tax revenue.

Traffic Congestion Mitigation Tax		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$10,221,967	$8,500,000	$(1,721,967)

In November 2019, San Francisco voters approved measure Proposition D, also known as the TNC Tax, enabling the City to impose a 1.5% business tax on shared rides and 3.25% business tax on private rides for fares originating in San Francisco and charged by commercial ride-share and driverless-vehicle companies until November 5, 2045. The Transportation Authority receives 50% of the revenues for capital projects that promote users' safety in the public right-of-way in support of the City's Vision Zero policy. The San Francisco Municipal Transportation Agency (SFMTA) receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

Based on revenues earned through December 2023 and through continuous discussions and coordination with the City's Controller's Office and the SFMTA, we anticipate TNC Tax revenues to decrease by $1.7 million, or 16.8%, in FY 2023/24 as compared to the adopted budget. TNC Tax revenues are aligned with the City's Controller's Office estimates in the FY 2023-24 Six-Month Budget Status Report.

Interest Income		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$1,621,725	$1,966,680	$344,955

Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations

Most of our investable assets are deposited in the City's Treasury Pool (Pool). The level of our deposits held in the Pool during the year depends on the volume and timing of Sales Tax Program capital project reimbursement requests. Our cash balances are invested until invoices are received and sponsors are reimbursed.

Total Interest Income is projected to increase by $344,955, or 21.3%, for FY 2023/24. Interest rates have increased from 1.9% assumed in the adopted budget to an average 2.7% over the past seven months in the Pool. The increase is also due to a higher bank balance in the Pool accounts at the start of the fiscal year as compared to the adopted budget, thus more interest earned on the deposits. The amended budget does not include any adjustments that would occur due to GASB Statement No. 31 which is an adjustment to report the change in fair value of investments in the Pool.

Federal Program Revenues		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$37,179,929	$49,664,388	$12,484,459

Federal Program Revenues are expected to increase by $12.5 million, or 33.6%, as compared to the adopted budget. This is primarily due to an increase of $23.1 million in deferred federal Highway Bridge Program funding for the Southgate Road Realignment Improvements Project (Southgate), or Phase 2 of the Interstate 80/Yerba Buena Island Interchange Improvement Project. We anticipate collecting federal reimbursements from Caltrans for the Southgate project that have been deferred from past years due to Caltrans' cash management policy, which requires local agencies to use non-federal fund sources to advance the project until federal funds are obligated and available for reimbursement.

This increase is offset by a decrease of $10.3 million in the Yerba Buena Island Westside Bridges Seismic Retrofit Project (Westside Bridges) in which the contractor had a slower start than anticipated. Several subcontractors mobilized later than planned. However, the overall construction is still on schedule to be completed by December 2026. Also, there is a decrease of $216,321 in Safe Streets and Roads for All federal grant funds for the Vision Zero Ramps Intersection Study Phase 3 as there was a slower than anticipated start of the project due to staff vacancies further detailed below in Administrative Operating Costs – Personnel Expenditures. Lastly, there is a combined net decrease of $143,375 in Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), Ferry Boat Discretionary Funds – Treasure Island Fery Terminal, and Innovative Deployments to Enhance Arterials Shared Automated Vehicle (IDEA-SAV) for the Treasure Island Mobility Management Agency (TIMMA) Program. The TIMMA FY 2023/24 revenues will be presented as a separate item to the TIMMA Committee and TIMMA Board at their respective future meetings.

Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations

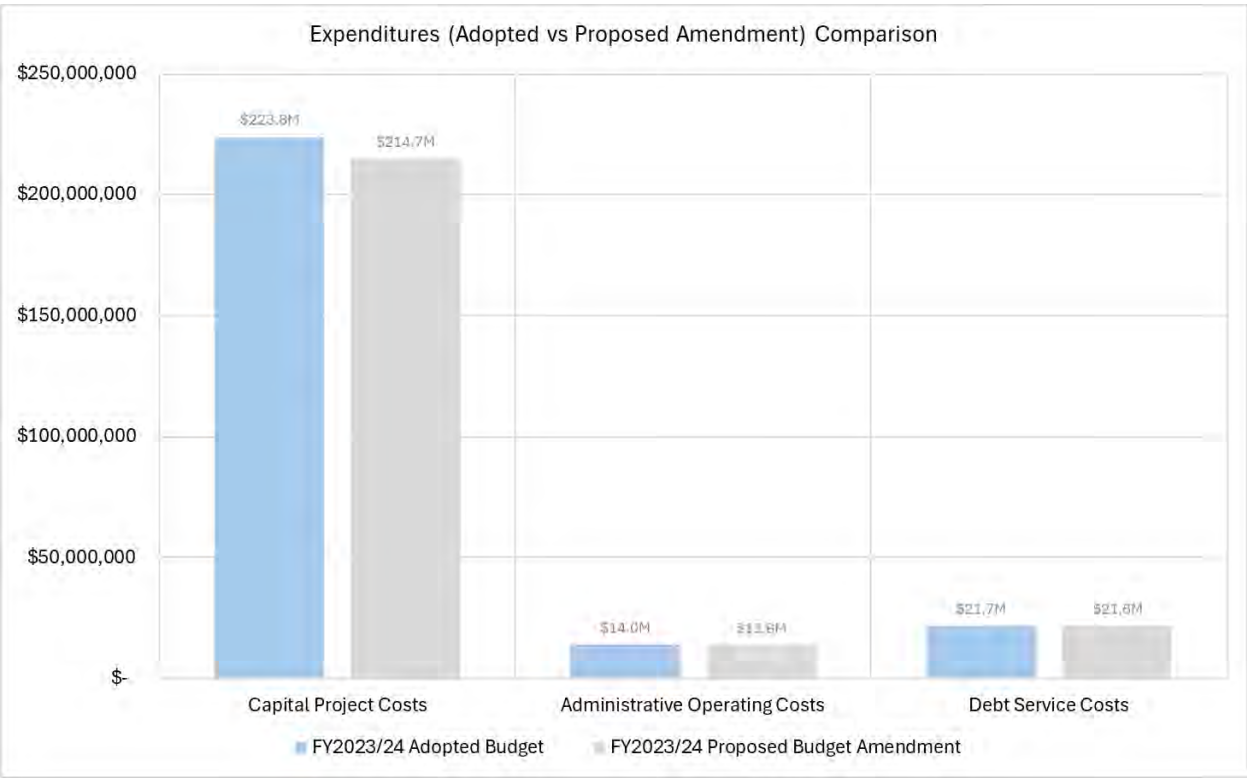
Other Revenues		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$0	$65,989	$65,989

Other Revenues are expected to increase by $65,989 as compared to the adopted budget. This amount reflects proceeds from the sale of San Francisco Municipal Transportation Agency (SFMTA) transit vehicles purchase with sales tax grant funds and salvaged between FY 2017/18 and FY 2022/23 which includes light rail vehicles, trolley and motor coaches, and paratransit vehicles that had reached or exceeded their useful life. The SFMTA vehicles are auctioned for salvage by the City's Administrator's Office. The Standard Grant Agreement for sales tax funds requires that if a grant recipient uses any portion of the sales tax grant to purchase equipment or vehicles, and later sells the equipment or vehicles, the grant recipient shall return to the Transportation Authority a portion of the proceeds from the sale of such assets with fair market value of $5,000 or more. The recipient shall return to the Transportation Authority that proportion of the net sales proceeds that is equal to the percentage of the original purchase price that consisted of sales tax grant funds.

Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations

TOTAL EXPENDITURES		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$259,552,648	$250,138,611	$(9,414,037)

The following chart shows the comparative composition of expenditures for the proposed amended and adopted FY 2023/24 budget.



Administrative Operating Costs – Personnel Expenditures		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$10,304,105	$9,753,583	$(550,522)

Personnel Expenditures in FY 2023/24 are expected to decrease by $550,522, or 5.3%, as compared to the adopted budget. This decrease is primarily due to the budgeting of various positions for a partial year resulting from unexpected staff departures of the Director of Communications, Assistant Deputy Director for Capital Projects, Clerk of the Transportation Authority, and a Transportation Planner, as

Attachment 4
Fiscal Year 2023/24 Budget Amendment Explanations

well as delayed hiring of vacancies for the Rail Program Principal Engineer, a Principal Transportation Planner and two Transportation Planner during the fiscal year.

OTHER FINANCING SOURCES (USES) – DRAW ON REVOLVING CREDIT AGREEMENT		
Adopted Budget	**Proposed Budget Amendment**	**Variance**
$75,000,000	$60,000,000	$(15,000,000)

The estimated level of sales tax capital expenditures for FY 2023/24 may trigger the need to drawdown up to $60 million from the Revolving Credit Agreement which is $15 million less than what we had anticipated during the adoption of the budget. This decrease is partially due a higher bank balance in the Pool account at the start of the fiscal year as compared to the adopted budget and to the anticipation of $24.5 million repayment from the CMA Program to the Sales Tax Program from the increased federal and state grant reimbursements for the Southgate project as mentioned above. Thus, we may potentially need to drawdown from the Revolving Credit Agreement at a later time in the fiscal year and at a lower amount than anticipated, from $75 million to $60 million. We will continue to monitor capital spending closely during the remainder of the year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

VISION ZERO SF

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO

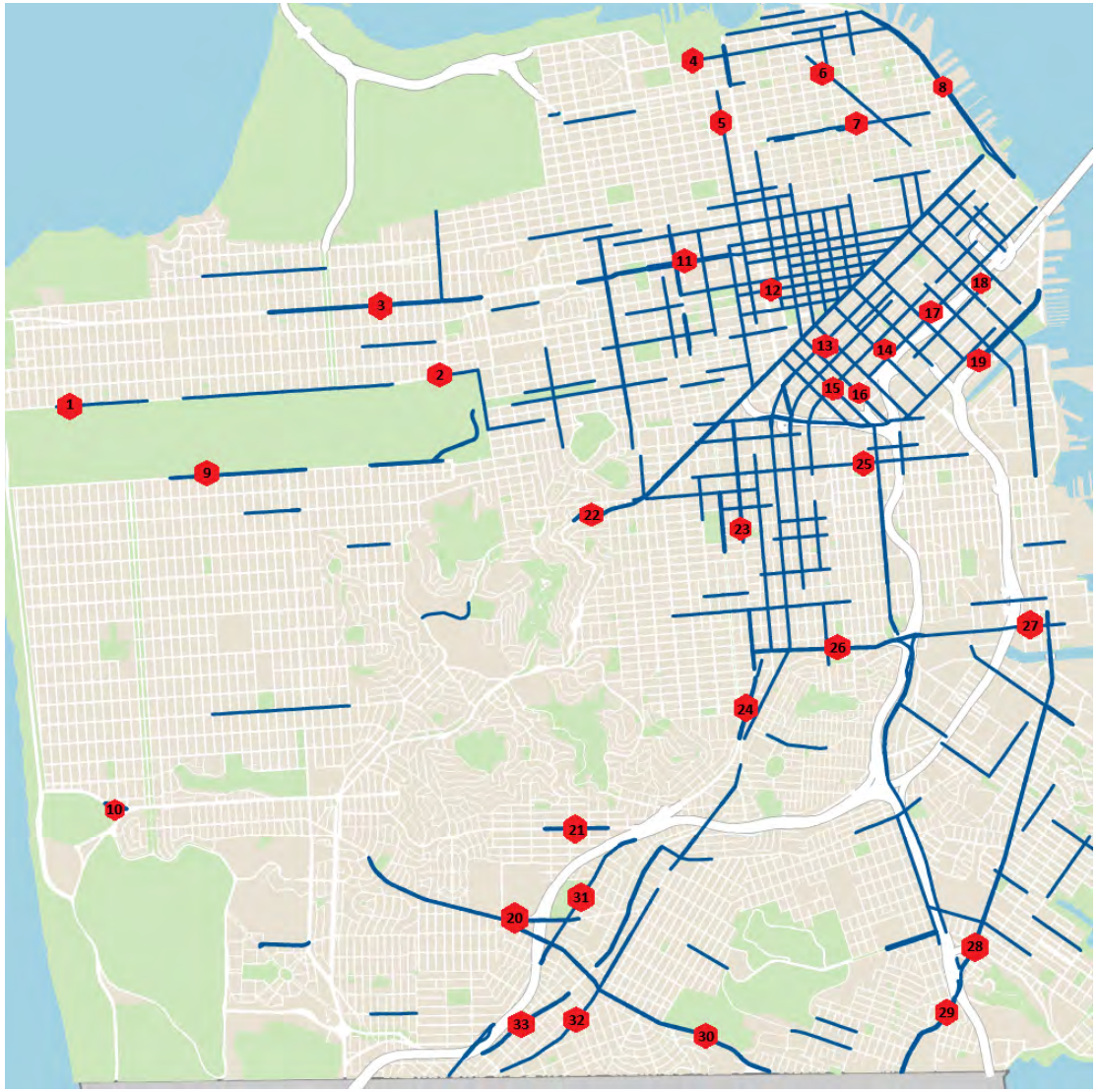
SFCTA CAC | March 27, 2024

Agenda Item 8

SPEED SAFETY CAMERAS

Vicente Romero

SPEED SAFETY CAMERAS – PROPOSED LOCATIONS



1. Fulton from 43rd to 42nd Avenue	2. Fulton from 2nd Ave to Arguello	3. Geary from 7th to 8th Avenue	4. Bay from Octavia to Gough
5. Franklin from Union to Green	6. Columbus from Lombard to Greenwich	7. Broadway from Powell to Stockton	8. Embarcadero from Green to Battery
9. Lincoln from 27th to 28th Ave	10. Sloat from 41st to Skyline	11. Geary from Webster to Buchanan	12. Turk from Van Ness to Polk
13. Mission from 8th to 9th	14. 7th Street from Harrison to Folsom	15. 10th Street from Harrison to Folsom	16. 9th Street from Bryant to Harrison
17. Harrison from 4th to 5th Street	18. Bryant from 2nd to 3rd Street	19. King (NB Only) from 4th to 5th Street	20. Ocean from Frida Kahlo to Howth
21. Monterey from Edna to Congo	22. Market from Danvers to Douglass	23. Guerrero from 19th to 20th Street	24. San Jose from 29th to 30th Street
25. 16th Street from Bryant to Potrero	26. Cesar Chavez from Folsom to Harrison	27. Cesar Chavez from Indiana to Tennessee	28. 3rd Street from Key to Jamestown
29. Bayshore from 101 off-ramp to Tunnel	30. Geneva from Prague to Brookdale	31. San Jose from Santa Ynez to Ocean	32. Mission from Ottawa to Allison
33. Alemany from Farragut to Naglee			

OVERVIEW

Vicente Romero

In 2014, the City and County of San Francisco adopted Vision Zero as a policy.

Vision Zero is the City's commitment to creating safer, more livable streets with the **goal of eliminating all traffic fatalities and reducing severe injuries.**

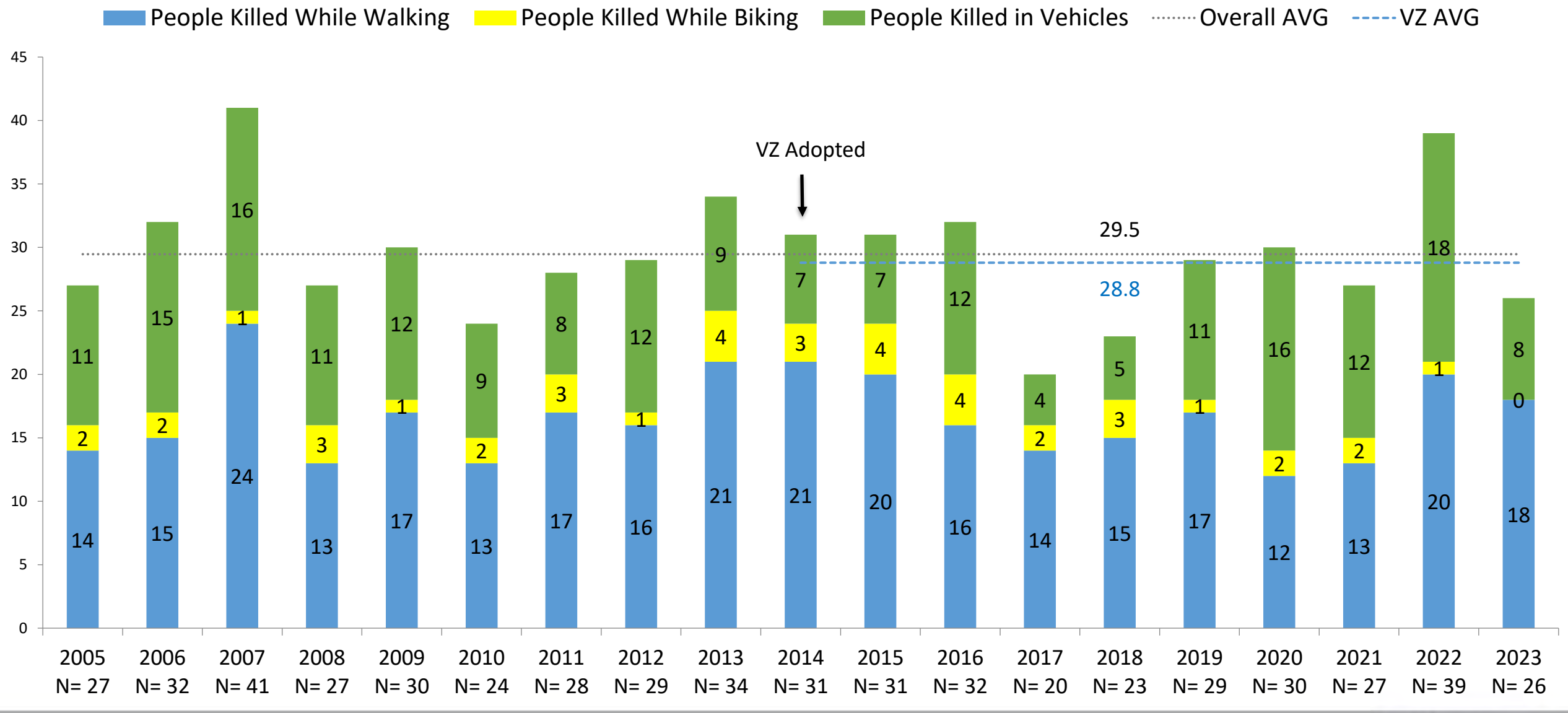
10 YEARS OF VISION ZERO

- Work with Vision Zero community partners on ideas for the next phase of street safety efforts

- San Francisco will continue the work:
  - Install speed safety cameras at 33 locations
  - Quick-Build pedestrian and bicyclist safety improvement projects on 50 remaining miles of the High Injury Network
  - No turn on red in parts of the city with high concentration of pedestrian activity
  - Continue implementing daylighting, including enforcing AB413
  - Comprehensive safety treatments in Western Addition and Tenderloin (Safe Streets & Roads for All)

109

26 TRAFFIC-RELATED DEATHS IN 2023



2023 CONTEXT

- 24% fewer traffic fatalities than in 2013, the year before Vision Zero was adopted.
- 33% fewer traffic fatalities than in 2022.
- Traffic fatalities in San Francisco have generally been trending down since 2013, while many other cities across the country, from Portland to Los Angeles to Washington DC, are struggling with increasing fatality rates.

2023 CONTEXT

- San Francisco has the lowest number of fatalities per bicycle commuter and second-lowest number of pedestrian fatalities per walking commuter in the U.S., according to the League of American Bicyclists.
- San Francisco has a per capita traffic fatality rate comparable to those of the Netherlands and Finland.

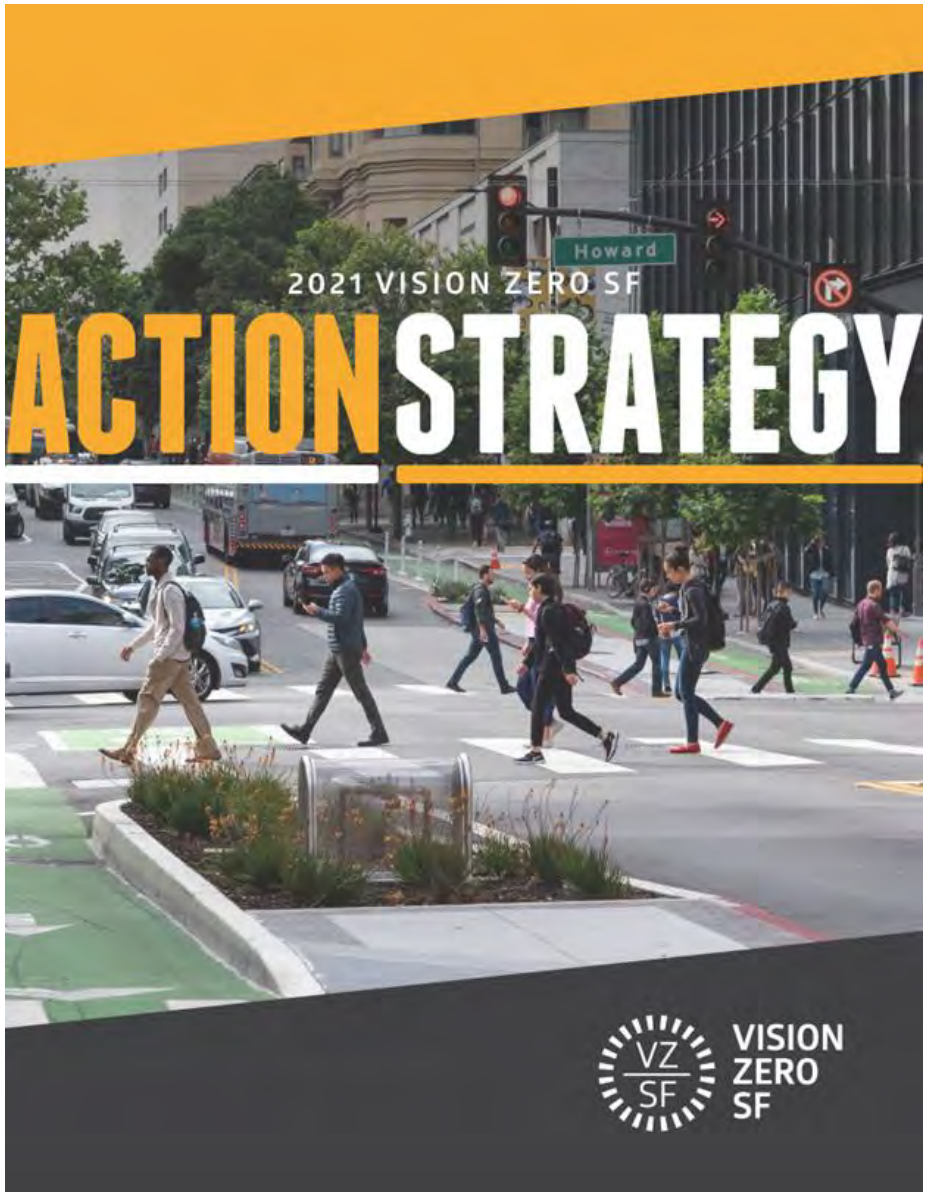
QUICK-BUILD PROGRAM

Jen Wong

2021 VISION ZERO ACTION STRATEGY

"Through this strategy, we have increased the commitment to Quick-Build projects significantly—by more than 200% since 2019."

"Through Quick-Build projects and corridor-wide safety improvements, every street on the High Injury Network will be improved with safety measures by 2024."



RECENTLY COMPLETED

3rd Street

- Two-way protected bikeway to provide Oracle Park and Bay Trail connection
- Implementation coordination in time for baseball season

Lake Merced

- Substantially complete with bikeway and concrete bikeway buffers
- Additional curb ramp and transit boarding island work to come

CORRIDOR PROJECTS – WELL UNDERWAY

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
1	**Valencia St.**	Mar 2022 – Apr 2023	Apr 2023 – Aug 2023	PILOT INSTALLED
2	**Bayshore Blvd.**	Oct 2021 – Mar 2023	Aug 2023 – Sep 2023	INSTALLED
3	**Hyde St.**	Sep 2022 – Fall 2023	Fall 2023	INSTALLED
4	**Lake Merced Blvd.**	Jul 2021 – Jan 2023	Sep 2023 – February 2024	INSTALLED
5	**3rd St.**	Aug 2023 – Spring 2024	March 2024	Under Construction
6	**Lincoln Way**	Sep 2022 – May 2023	January – March/April 2024	Under Construction
7	**Sloat Blvd.**	Sep 2022 – Jul 2023	Spring 2024	Preparing for construction
8	**Guerrero St.**	Jul 2023 – Sep 2023	Spring 2024	Preparing for construction
9	**17th St.**	May 2022 – Spring 2024	Spring 2024	Preparing for construction
10	**Frida Kahlo Way**	Jan 2023 – Fall 2023	Summer 2024	Finalizing design, Preparing for project approvals

CORRIDOR PROJECTS – DESIGN/OUTREACH IN THE WORKS

#	PROJECT	PLANNING/DESIGN PHASE	CONSTRUCTION PHASE	CURRENT STATUS
11	**Oak St.**	Aug 2023 – Spring 2024	Late 2024	Planning/design in progress
12	**Sutter St.**	Aug 2023 – Spring 2024	Late 2024	Planning/design in progress
13	**Beach St.**	Oct 2023 – Summer 2024	Late Summer 2024	Planning/design in progress
14	**Clarendon Ave.**	Sep 2023 – Spring 2024	Following repaving	Planning/design in progress
15	**Alemany Blvd.**	Jan 2024 – Summer 2024	Mid 2024	Planning/design in progress
16	**Cesar Chavez St.**	Jan 2024 – Summer 2024	Late 2024	Preparing for planning/design
17	**Larkin St.**	Early 2024 – Fall 2024	Following repaving	Preparing for planning/design

NEXT FEW MONTHS

Construction

- Lincoln – complete installation of ped improvements on longest QB corridor
- Guerrero – preparing work orders for intersection ped improvements
- 3rd Street – two-way bikeway installation before MLB opening day

Legislation / Project Approvals

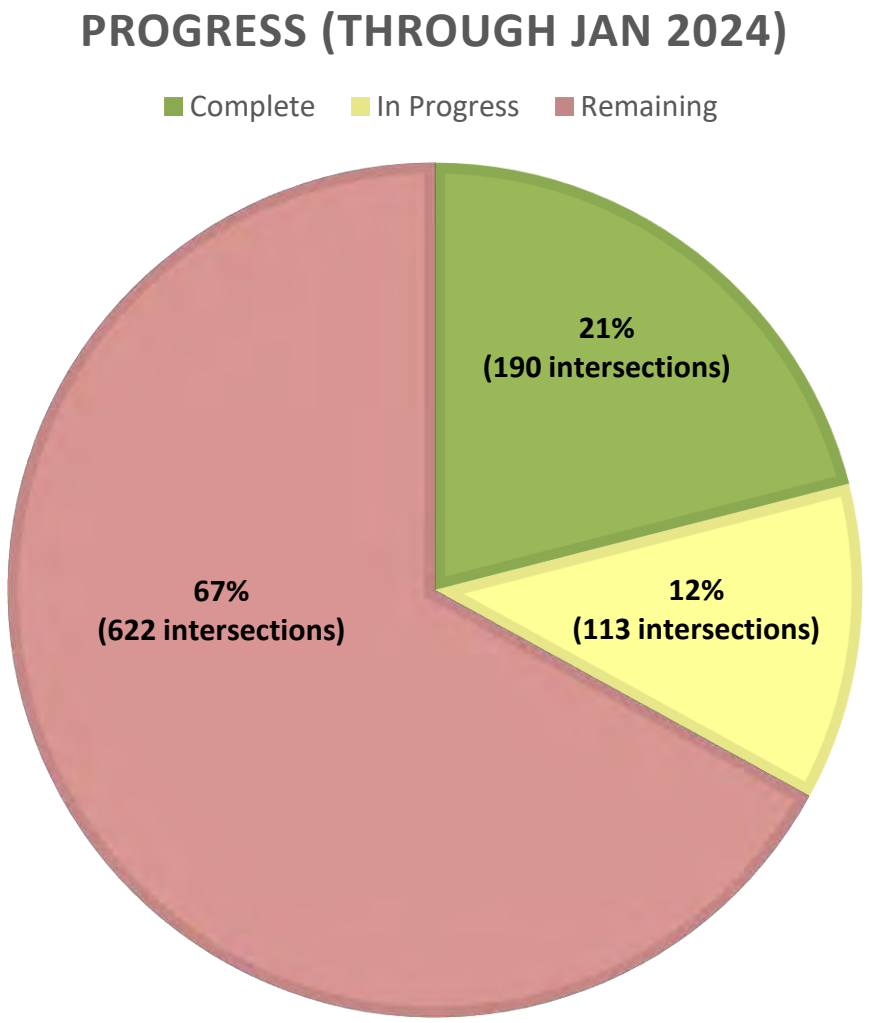
- Frida Kahlo

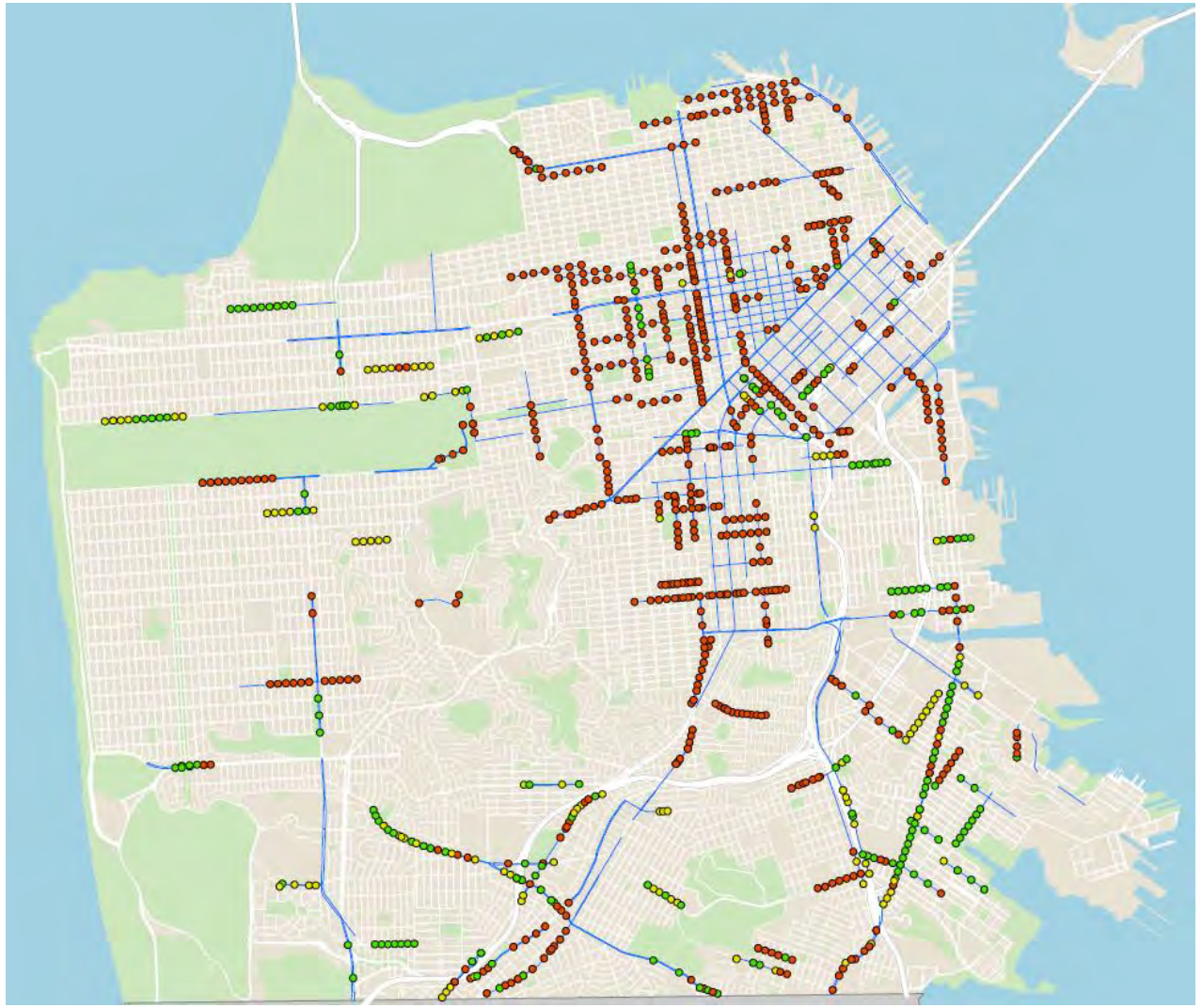
Design & Outreach

- Beach Street
- Oak Street
- Sutter Street

SFMTA.com/QuickBuild

QUICK-BUILD TOOLKIT





San Francisco County Transportation Authority

AGENDA ITEM 9

State Legislation – March 2024
(Updated March 22, 2024)
To view documents associated with the bill, click the bill number link.

Staff is recommending adding SB 1031 (Wiener, Wahab) to the Watch list as shown in **Table 1**. Adding bills to the Watch list does not require Board action. We have also included a fact sheet on SB 1031 provided by Senators Wahab and Wiener.

At the March 12 Transportation Authority Board meeting, we briefed the Board on two bills added to the Watch list (AB 2813 (Aguiar-Curry) and AB 3061 (Haney)) and the Board approved a support position for SB 915 (Cortese) on its first read, pending final approval at the March 26 Board meeting. **Table 2** shows the status of active bills on which the Board has already taken a position or that staff has been monitoring as part of the Watch list.

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Watch	SB 1031 Wahab, Wiener D	**San Francisco Bay area: local revenue measure: transportation improvements.** SB 1031 incorporates SB 925 (Wiener) and SB 926 (Wahab) and replaces their intent language with the first round of substantive amendments. SB 1031 would authorize the Metropolitan Transportation Commission (MTC) to place a regional revenue measure on the ballot in all nine Bay Area counties, or a subset thereof. The measure could be placed on the ballot either by MTC or by a qualified voter initiative as soon as 2026. The bill would authorize various revenue mechanisms without rate caps including sales, regional payroll, and parcel taxes, as well as vehicle registration charges after 2030. Use of Revenue: The bill requires a minimum of $750 million in revenues to be allocated annually towards public transportation operations and regional transit coordination initiatives. Revenues may also fund: zero emission transit vehicles and related infrastructure; safe streets including pothole repairs and bicycle/pedestrian access; roadway and transit projects that support connectivity and mobility in a climate-neutral manner; and climate resiliency projects that protect transportation infrastructure. Regional Network Management (Transit): The bill designates MTC with various responsibilities related to regional network management for transit including adopting policies for fare payment and integration, development of a universal regional transit pass, scheduling, mapping and wayfinding, real-time transit information, and other customer-facing policies. The bill expands on current law to allow MTC to condition the receipt of State Transit Assistance funds on transit coordination policies and expands MTC's authority to condition Transportation Development Act Local Transportation Funds. The bill also includes intent language related to further strengthening regional network management, including the potential establishment of a body within MTC to guide regional network management efforts.

		Transit Consolidation: The bill requires the California State Transportation Agency (CalSTA) to engage a transportation institute to assess consolidation of the twenty-seven transit agencies serving the nine Bay Area counties. The initial assessment must be completed by January 1, 2026. Based on the findings of the initial assessment, CalSTA is required to recommend a comprehensive plan to consolidate all of the Bay Area transit agencies by January 1, 2027. For purposes of this bill, the term "consolidation" may refer to reforms that include: combining staffs of transit agencies; replacing multiple governing boards with a unified governing board representing a broader jurisdiction; and creating an umbrella structure under which existing transit agencies are brought together but still operate as distinct divisions with separate governing boards. Transportation Demand Management: Subject to voter approval, this bill would update portions of existing statutes related to Bay Area Transportation Demand Management Ordinances to expand transportation benefits for employees by authorizing MTC and the Bay Area Air Quality Management District to require employers with 50 or more employees to provide a subsidy to incentivize non-solo driving. Employers located in proximity to transit would be required to purchase a regional transit pass for each employee. We have met with Senator Wiener and his staff to provide input on future substantive language and are also actively meeting with MTC, SFMTA, other Bay Area agencies, and stakeholders through a regional transportation measure working group to discuss what should be incorporated into the legislation. We expect this to be an active topic of discussion at the April 12 MTC Legislation Committee prior to Senate committee hearings scheduled on April 23 for Transportation Committee and on April 24 for Revenue and Taxation Committee.

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

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status[1] (as of 03/22/2024)
Support	SB 532 Wiener D	**San Francisco Bay area toll bridges: tolls: transit operating expenses.** Raise tolls on Bay Area bridges by $1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.	Assembly Appropriations

	SB 915 Cortese D *Support pending final approval at March 26 SFCTA Board meeting.	**Local government: autonomous vehicles.** Prohibits an AV company from commencing commercial services within a jurisdiction until authorized by a local ordinance in addition to securing any approvals required by the state.	Senate Local Government Committee
Watch	AB 6 Friedman D	**Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions.** Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	Senate Transportation
	AB 7 Friedman D	**Transportation: planning: project selection processes.** Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.	Senate Inactive
	AB 1777 Ting D	**Autonomous vehicles.** States an intent to require AVs to comply with all California Vehicle Code traffic laws and require the California Department of Motor Vehicles and California Public Utilities Commission to publish AV-related data. As reported last month, we are working closely with the SFMTA, and the City Attorney's Office, and have proposed substantive language to the Assemblymember's office to address concerns around AV enforcement, permitting, and data transparency.	*Assembly Transportation*
	AB 1837 Papan D	**San Francisco Bay area: public transportation.** States an intent to encourage coordination and collaboration among Bay Area transit agencies.	*Assembly Transportation*

	AB 2813 Aguiar-Curry D	**Government Investment Act.** Details the types of eligible affordable housing programs that could be funded through a measure approved under ACA 1 (if approved by voters), requires the California State Auditor to establish best practices for audits, and establishes requirements regarding the appointment and function of a citizens' oversight committee.	*Pending Referral*
	AB 3061 Haney D	**Vehicles: Autonomous vehicle (AV) incident reporting.** Requires AV manufacturers to report to the California Department of Motor Vehicles any vehicle collision, traffic violation, or disengagement, or the assault or harassment of any passenger or safety driver in California and authorizes the Department to impose fines for violations of the bill's provisions and suspend testing and deployment permits.	*Assembly Transportation*
	SB 925 Wiener D	**San Francisco Bay area: local revenue measure: transportation improvements.** States an intent to authorize MTC to place a transportation revenue measure on the ballot as early as 2026 to fund the operation, expansion, and transformation of the Bay Area transportation network. This bill has been superseded by SB 1031.	*Gutted and amended.* ***Bill to be removed from Watch list.***
	SB 926 Wahab D	**San Francisco Bay area: public transportation.** Requires the California State Transportation Agency to develop a plan to consolidate the Bay Area's 26 transit agencies. This bill has been superseded by SB 1031.	*Gutted and amended.* ***Bill to be removed from Watch list.***

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

Senator Scott Wiener & Senator Aisha Wahab
11th Senate District 10th Senate District

Senate Bill 1031 – Bay Area Transportation Measure Authorization

SUMMARY

SB 1031, the Connect Bay Area Act, authorizes Bay Area voters to consider a measure to fund climate-friendly transportation investments in the San Francisco Bay Area as early as 2026. The measure would be placed upon the ballot by the Metropolitan Transportation Commission or voter initiative, which would choose to raise revenue through a sales tax, a payroll tax, a parcel tax, or a vehicle registration charge. As of October 2023, almost two-thirds of Bay Area voters agree that there is a need for more funding to address transportation in the Bay Area and 78% believe that public transit is very important for the Bay Area.

SB 1031 requires a minimum of $750 million in revenues from a future Bay Area transportation measure to be annually allocated to public transportation operations and regional transit coordination initiatives directly related to operations spending, helping protect existing transit service while also allowing funds to be used to improve the customer experience across all Bay Area transit systems. The bill also authorizes expenditures from a ballot measure to be used to fund:

- Zero emission transit vehicles and related infrastructure
- Safe streets, including pothole repairs, bicycle and pedestrian access improvements, and safe routes to transit.
- Capital improvements to support connectivity, including roadway and transit capital improvement projects that support connectivity and mobility in a climate neutral manner.
- Climate resiliency projects to protect transportation infrastructure.

To meet Bay Area residents' desire for improved and convenient public transportation, SB 1031 also promotes efforts to improve the seamless integration of Bay Area transit systems, by:

1. strengthening regional network management efforts and transportation demand management policies
2. directing the California State Transportation Agency of Transportation (CalSTA) to select a transportation institute to conduct an assessment on the benefits of consolidation for the twenty-seven public transit agencies spanning the nine Bay Area counties

BACKGROUND/EXISTING LAW

Protecting Recovering Public Transit and Building a World Class Bay Area Transportation System

A safe, reliable and connected Bay Area transportation network is vital to achieving California's climate, social equity, economic and workforce goals. But existing resources alone are not enough to keep the Bay Area moving. New funds are needed to prevent major transit service cuts and job losses and to modernize and improve connectivity for Bay Area residents.

Shifting travel patterns due to and after the Coronavirus pandemic have led to significantly reduced ridership, resulting in significant operating deficits. These deficits also existed before the pandemic for fare-reliant operators - as an example, BART had predicted a $285 million operating shortfall over 10 years due to small ridership declines in its FY 2018-19 budget - but became existential in nature with ridership losses stemming from the pandemic.[1] One-time federal, state and regional funds have averted the transit fiscal cliff, but without a major infusion of new funding several of the

[1] BART FY 2018-19 Budget

region's largest transit systems will face major service cuts beginning in FY 2026-27. SB 1031 aims to prevent such cuts and provide additional funding to enhance the transit rider experience across the Bay Area, improving service throughout the system.

Transit agencies are working hard to regain ridership while maintaining existing service with federal pandemic relief. While ridership continues to gradually recover to pre-pandemic levels across the Bay Area, it has not fully recovered across the region. It is uncertain when or to what extent ridership will further recover.

Given the importance of maintaining and improving public transit in the Bay Area to meet crucial housing, climate, and mobility goals, legislation is needed to help avert these structural shortfalls, support reliable service, and fund ridership regrowth strategies that will support long-term financial sustainability.

FY 2023-24 State Budget Provided Temporary Relief

Anticipating the exhaustion of federal pandemic emergency aid for transit in the coming years, last year's budget deal prevented proposed cuts to public transportation capital spending and provided $1.1 billion more in flexible public transportation investments than anticipated over the next four fiscal years to help support transit operations.

For the Bay Area, the state budget deal secured the previously committed $800 million in Transit and Intercity Rail Capital Program (TIRCP), as well as an additional $400 million in funding for Bay Area transit operations. This funding, combined with emergency regional aid, successfully postponed the fiscal cliff until mid-2026.

Starting in the fiscal year 2026-27, though, Bay Area transit agencies collectively anticipate on the order of $600 million in operating shortfalls. According to polls conducted by MTC, Bay Area voters strongly value transit, but want to see it improved, providing a safer, cleaner and more reliable experience, with greater schedule coordination, fare integration and real time transit information. The $750 million floor is the minimum needed to sustain existing service while also providing some funding for improvements.

Other Transportation Priorities

Bay Area voters also want to see other aspects of the transportation system improved, particularly repairing potholes, repaving roads, and improving sidewalks and bike lanes to make it easier and safer to get around. Additional needs include transit capital projects to expand the public transportation system, and other roadway capital projects. The region's pavement condition index, or PCI, is 67.[2] This score is close to the threshold at which pavement rapidly deteriorates, indicating a significant need for roadway state of good repair.

Delivering a More Coordinated Transit System With Stronger Oversight & Accountability

MTC has initiated many efforts at strengthening regional transit coordination across the Bay Area's 27 transit agencies, the most well-known being the Clipper® universal transit fare payment system. Efforts to improve the transit rider experience at the regional scale were accelerated by the Bay Area's Blue Ribbon Transit Recovery Taskforce - comprised of a wide array of stakeholders including transit agency leaders, MTC commissioners, the business community, labor and advocates. The Taskforce produced a Transit Transformation Action Plan (TAP) that identified over two dozen initiatives to help improve the Bay Area's transit system; the top three priorities were fare integration, regional mapping and wayfinding, and transit priority.

MTC and the operators are making progress on the TAP, with a new universal access transit pass program - Clipper BayPass - now in its second pilot phase and a free and reduced transfer policy coming on line later this year with the launch of Next Generation Clipper. To ensure progress is made as quickly as possible, SB 1031 provides that MTC may condition existing and future transit funding from the measure on operators adhering to policies set by MTC to advance the TAP and attract more riders.

Additionally, the fragmentation of public transportation in the Bay Area has long been a

[2] MTC Pavement Conditions Index Webpage

challenge for riders and regional integration. The Bay Area is served by 27 mass transit operators, and transitioning between them is not always straightforward for riders. MTC has identified a number of potential benefits to consolidating policy making power among the agencies, including more effective investment and service decisions.

Engaging Employers in Solutions: Transportation Demand Management and BayPass Program
Under current law MTC and the Bay Area Air Quality Management District (BAAQMD) administer the Bay Area Commuter Benefit Program which requires Bay Area employers with 50 or more employees to offer one of five options:

- Pre-tax benefit that allows employees to exclude their transit or vanpool cost from taxable income
- Employer-provided transit subsidy
- Employer-provided shuttle or van pool
- Alternative commuter benefit that is as effective in reducing single occupancy vehicle trips
- Telework policy that allows telework one or more days per week for all employees whose assignments can be performed remotely

Additionally, the region's BayPass program is designed for employers and non-profit institutions to encourage their respective employees, members, and/or those they serve to travel via public transit.

Revenue Measure Authorizing Legislation

Placement on the Ballot and Citizens' Initiative
In order to prevent major transit service cuts, expand transit service, and meet other transportation needs, SB 1031 authorizes MTC to place a regional transportation revenue measure on the ballot in all nine Bay Area counties or a subset thereof. The bill allows such a measure to be placed on the ballot either directly by MTC or by a qualified voter initiative. Should the voters pass the measure, SB 1031 requires MTC to establish an independent expenditure oversight committee.

Revenue Mechanisms
SB 1031 proposes authorizing the following revenue mechanisms for the ballot:

- Sales tax
- Regional payroll tax
- Square footage-based parcel tax
- Regional vehicle registration charge – authorized only after 2030 when the California Department of Motor Vehicles (DMV) is anticipated to have fully completed a technology modernization upgrade to its registration system.

SB 1031 does not impose a rate cap on the revenue mechanisms, enabling MTC to determine this subject to polling closer to when it may place a measure on the ballot. SB 1031 authorizes MTC to bond against any revenue generated pursuant to the bill.

SB 1031 includes a maintenance of effort provision to ensure that regional transportation funds are additive to, and not in replacement of, local transit contributions. SB 1031 includes placeholder language indicating the intent of the legislature to clarify eligibility for various types of roadway capacity expansion projects for funds from the regional revenue measure. SB 1031 also includes placeholder language noting the intent of the legislature to require revenues be distributed conscious of need and geographic balance throughout the taxed region.

Consolidation Assessment
SB 1031 requires CalSTA to select a transportation institute to assess consolidation of the twenty-seven agencies across the nine Bay Area counties, and center the needs of riders that prioritizes:

- Service to Customers (equitable service to vulnerable populations)
- Reduced Costs (to riders and operating costs and reducing liability)
- Increased Speed (must be faster than utilizing a car)
- Improved Technology (21st Century technology for riders)
- Support for California's climate goals
- Integration Across the Bay
- Transparency and accountability of decisions & finances

Regional Network Management
SB 1031 designates MTC with the responsibility to adopt policies that result in the implementation of a seamless transit rider experience across the nine-county Bay Area region with the goal of increasing transit ridership. This includes the following areas:

- Fares – fare payment and integration
- Schedules
- Mapping and wayfinding
- Real-time transit information
- Other customer-facing policies

SB 1031 expands on current law's statutory precedent which allows MTC to condition the receipt of State Transit Assistance Funds (STA) on transit coordination policies, expanding its authority to condition Local Transportation Funds (LTF) and future regional transportation revenue measure funds.

SB 1031 also includes placeholder language stating the intent of the legislature to strengthen regional network management within the region, including the possibility of establishing a body within the commission to guide regional network management efforts.

Transportation Demand Management
In order to strengthen the region's BayPass program and offer additional transportation demand management tools for Bay Area employers, SB 1031 adds the purchase of a universal, unlimited transit pass for an employer's employees as a method of compliance with the Bay Area Commuter Benefits Program.

Subject to voter approval, SB 1031 would expand transportation benefits for Bay Area employees by authorizing MTC and the Bay Area Air Quality Management District (BAAQMD) to require employers with 50 or more employees to provide a subsidy to incentivize non-solo driving. For employers that are located in proximity to transit, the employer would be required to purchase a universal, unlimited transit pass for each of their employees.

SUPPORT

Metropolitan Transportation Commission (Sponsor)

FOR MORE INFORMATION

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MTC Regional Revenue Measure Landing Page