



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, September 28, 2022, 6:00 p.m.

LOCATION: Watch <https://bit.ly/3T8E7OQ>

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2496 795 7807 # #

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

MEMBERS: David Klein (Chair), Sara Barz, Rosa Chen, Robert Gower, Jerry Levine, Kevin Ortiz, Eric Rozell, Kat Siegal, and Peter Tannen

Remote Access to Information and Participation

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

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.

ITEM	PAGE
1. Call to Order	
2. Chair’s Report – INFORMATION	

Consent Agenda

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3. Approve the Minutes of the September 7, 2022 Meeting – ACTION*	5
4. Adopt the Community Advisory Committee By-Laws – ACTION*	15



ITEM	PAGE
5. Community Advisory Committee Vacancies – INFORMATION	
<p>The Community Advisory Committee (CAC) will have two vacancies at the end of September. The District 4 office is currently evaluating candidates to fill the vacancy created by the term expiration of Nancy Buffum, who is not seeking reappointment. The current District 8 representative (Peter Tannen) has continued serving on the CAC while the District 8 office identified a candidate they wish to nominate to the CAC. Member Tannen’s last CAC meeting will be on September 28. We anticipate agendizing Board appointment of a new District 8 CAC representative in October. Applications for the CAC can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.</p>	
6. Proposition 30, the Clean Cars and Clean Air Act – INFORMATION*	30

End of Consent Agenda

ITEM	PAGE
7. Election of Community Advisory Committee Vice Chair – ACTION	
<p>If the CAC adopts the proposed updated CAC By-Laws (see Agenda Item 4), the CAC may hold an election to select a Vice Chair who would serve an approximately 4-month term ending in January 2023 when the CAC will hold elections for Chair and Vice Chair for calendar year 2023. A nomination must be accepted by the candidate. Self-nominations are allowed.</p>	
8. San Francisco Planning Department Southeast Rail Station Study Final Report– INFORMATION*	55
9. Allocate \$3,701,000, in Prop K Funds with Conditions, and Appropriate \$800,000 for Five Requests – ACTION*	75
<p>Project: GGBHTD: San Francisco Ferry Terminal Security Improvement Project (\$347,000). SFCTA: Bayview Station Preliminary Design and Pre-Environmental (\$800,000). SFMTA: Application Based Traffic Calming Program FY20-21 Cycle Construction (\$2,762,000), Application-Based Traffic Calming Program FY21-22 Cycle Design (\$312,000), Schools Engineering Program FY22-23 (\$280,000).</p>	
10. Vision Zero Enforcement Update – INFORMATION*	153
11. San Francisco Transportation Plan Update – INFORMATION*	163
12. San Francisco’s One Bay Area Grant Cycle 3 Project Nominations Update – INFORMATION*	181
<p>The Board is anticipated to act on San Francisco’s One Bay Area Grant (OBAG) Cycle 3 Project Nominations at their September 27, 2022 meeting. The CAC had a lengthy discussion on this item at the September 7th CAC meeting, as did the Board at their September 13th</p>	



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meeting. At the September 28th CAC meeting, staff will report back on the Board's final OBAG action.

Other Items

13. Introduction of New Business – 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.

14. Public Comment

15. Adjournment

*Additional Materials

Next Meeting: October 26, 2022

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800 or via email at clerk@sfcta.org. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

Community Advisory Committee

Wednesday, September 7, 2022

1. Committee Meeting Call to Order

Chair Klein called the meeting to order at 6:00 p.m.

CAC members present at Roll: Sara Barz, Nancy Buffum, Robert Gower, David Klein, Jerry Levine, Kevin Ortiz, Kat Siegal, and Peter Tannen (9)

CAC Members Absent at Roll: Rozell (entered during Item 2) (1)

2. Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) – ACTION*

Clerk Saunders presented the item.

There was no public comment.

Member Sara Barz moved to approve Item 2 as recommended by staff, seconded by Member Jerry Levine.

The motion was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Larson, Levine, Ortiz, Rozell, Siegal (9)

Nays: (0)

Absent: Tannen (1)

3. Chair's Report – INFORMATION

Chair Klein reported that September was the seventh annual Bay Area Transit Month, which celebrates the role of transit in the region, with events, rides, and prizes and referred interested parties to sftransitriders.org/transitmonth/ for information on all the related events and activities. Chair Klein continued by stating that the Transportation Authority was leading the School Access Plan to recommend transportation solutions for Kindergarten to 5th grade students and their families and the project team would conduct co-creation sessions in English, Spanish, and Chinese later in the month and an online survey would be available by October for parents and caregivers to share feedback about potential strategies to improve San Francisco Unified School District Kindergarten to 5th grade transportation. He said people can sign up for email updates at sfcta.org/schoolaccess.

Chair Klein said that staff had advised that there will be a Vision Zero enforcement item on the September 28 agenda with SF Police Department staff in attendance and San Francisco Municipal Transportation Agency (SFMTA) staff have been invited, as well. He said staff was also coordinating with SFMTA staff to see if there could be an item on the Slow Streets program at the same meeting and if not then, staff would aim to confirm that item at a subsequent meeting. Both of these topics were requests made by CAC members.

Finally, Chair Klein announced that this was CAC Member Nancy Buffum's last meeting as her



term expires mid-month and she would not seek reappointment. Chair Klein thanked Member Buffum for her service and insights she brought to the CAC, particularly focusing on the inclusion of youth and families in outreach and planning and on safety improvements for pedestrians, cyclists and all street users.

Nancy Buffum thanked her fellow CAC members and encouraged them to keep up her fight for safer and more accessible streets for all and that they hold the city accountable to be truly committed to climate change.

Member Kat Siegal thanked Member Buffum for her leadership, insight and service to the CAC.

Consent Agenda

4. Approve the Minutes of the July 27, 2022 Meeting – ACTION

5. Community Advisory Committee Vacancies — INFORMATION

Member Peter Tannen said he heard that the District 8 office was expecting to have a candidate to take his seat an upcoming meeting.

Kat Siegal noted that her name is misspelled in the July meeting minutes. Transportation Authority staff apologized for the typo and said they would correct it.

There was no public comment on the Consent Agenda.

Member Siegal moved to approve the Consent Agenda, seconded by Member Tannen.

The Consent Agenda was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Larson, Levine, Ortiz, Rozell, Siegal, Tannen
(10)

Nays: CAC Member(s) (0)

Absent: CAC Member(s) (0)

End of Consent Agenda

6. Adopt a Motion of Support to Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations – ACTION

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

Chair David Klein asked about the rationale for the prioritization process of the BART Next Generation Fare Gates and Elevator Modernization projects, noting that faregates seemed like more of an agency priority than a priority for the public and he asked if revenue was a reason that the fare gates were prioritized over the elevator projects. He stated that the Elevator Modernization Design at 16th Street Mission, 24th Street Mission, and Balboa Park stations [Mission/Balboa Elevator] project seemed to be a more responsive to the public's needs than the Next Generation Fare Gates.

Ms. LaForte replied that the Mission/BART elevator project was slated to begin design in January 2025, which was the phase for which BART had requested funds. She noted that the Transportation Authority had a history of funding elevators with Prop AA and Prop K. She stated that the Elevator Modernization Design project would be funded and that it was just a matter of



determining the fund source and timing.

Chair Klein asked if funding was available for the 16th Street Mission, 24th Street Mission, and Balboa Park elevators.

Ms. LaForte replied that there were several funding options and that the Transportation Authority would also need to fund the San Francisco Municipal Transportation Agency (SFMTA) share of the elevators.

Member Ortiz expressed concerns that the Mission Street BART stations did not have design funded through the OBAG recommendation, especially considering that they were located in a working-class neighborhood. He asked if there were other revenue streams available for the project and how long the project would be delayed without receiving OBAG funds. He asked to hear more about BART's priorities and the timeline for the Mission/Balboa Elevator design project.

Aileen Hernandez, Principal Grants Officer at BART, replied that the prioritization process was based on BART's Capital Improvement Program, which took into account multiple inputs, including the end of the useful life of capital assets. She stated that fare gates were at the end of their useful life, which was why they were the top priority and she stated that BART would continue to seek funding to round out the funding plan for the Mission/Balboa Elevator design project. She stated that BART had Federal Transit Administration (FTA) funding for the elevator modernization program and that elevators were one of BART's top priorities.

Member Ortiz asked if there was a specific timeline for the elevator design at the Mission Street BART stations.

Ms. Hernandez replied that there was no definitive timeline given the incomplete funding plan. She stated that the downtown elevators had additional funds, which was why that project could move forward. She stated that any cost increases and lessons learned from the elevator modernization at the downtown elevators would influence the Mission/Balboa elevators and said if the sales tax renewal measure was approved, BART would seek funding from the Transportation Authority for the Mission/Balboa Elevator project.

Member Ortiz commented that communities of color were often put on the back burner with transportation priorities and that not having a timeline for funding high needs areas, such as in the Mission District, raised red flags.

Ms. Hernandez stated that she appreciated the feedback and she would take it back to BART.

Ms. LaForte stated that the Transportation Authority would also follow up with BART staff to better understand their prioritization process.

Member Levine asked if the new design for the Next Generation Fare Gates would be more secure to make it harder to evade fare gates and if the new design would go through a peer review process.

Albert Louie, BART Project Manager, noted that BART experienced a lot of fare evasion with the current fare gate design and had developed and designed the new fare gates to address this issue. He stated that over the past couple of years BART installed single barrier prototypes that were six feet tall and they had been successful in reducing fare evasion. He stated that BART established the design requirements and were in the process of releasing a Request for Proposals for vendors.



Member Siegal echoed Member Ortiz's concerns about the lack of funding and timeline for the Mission/Balboa Elevator design project. She noted that she was glad to hear that there was other funding available for elevators. She stated that the elevator project seemed to be more critical to create access to transit than the fare gates but noted that she understood that the fare gates were important to BART. She asked if there is a possible scenario in which both the elevator design project and the fare gates could be partially funded and asked if that would make the projects less competitive.

Ms. LaForte stated that the recommendation was not a verdict on whether or not the elevator project was important and that the Transportation Authority had a history of funding elevators and would continue to do so. She said that staff evaluated what would be competitive at the regional level since the Metropolitan Transportation Commission (MTC) ultimately selects the projects. She stated that it was possible to partially fund both projects, but that that was not where the staff recommendation landed. She noted that in either scenario, BART would need to find additional funds for both projects.

Ms. Hernandez stated that BART could share their criteria for their prioritization process. She stated that the prioritization process was for the whole agency, across the five counties, and considered what projects could be delivered. She stated that the Mission/Balboa Elevator project was in the BART Capital Improvement Program and the project would advance.

Chair Klein thanked everyone for their comments and contributions to the discussion and noted the difficulty of layering priorities amongst agencies.

Member Barz echoed Member Ortiz's concerns about the lack of funding and timeline for the Mission/Balboa Elevator design project and stated that she was glad to see the elevator projects scored higher than the fare gates project in the staff recommendations. She asked why the construction schedule for the Elevator Modernization Project Phase 1.3 took so long and why it showed an open for use date of Spring 2029.

Ms. LaForte stated that that was the open for use date for all eight elevators and that the construction would be sequenced. She stated that Transportation Authority staff would get a more detailed construction timeline from BART, when available.

Ms. Hernandez added that the timeline for the Elevator Modernization Project Phase 1.3 was very conservative and stated that the project may be able to be delivered earlier. She noted that the timeline was developed based on delivery schedules in other locations, such as Oakland. She noted that the downtown San Francisco stations had more constrained spaces and were shared with SFMTA, and therefore, they required more approvals and time for aspects such as coordinating paratransit shuttles during construction.

Member Tannen asked how the BART elevators were originally grouped into these two projects and how the decision was made to separate the projects and funding requests.

Ms. Hernandez replied that BART determined the elevator modernization projects based on deliverability, budget, and FTA funding. She stated that the Embarcadero station elevator was the pilot project for the San Francisco stations and BART stacked downtown stations behind that project. She noted that the Balboa Park station was segmented differently due to construction work that was already taking place there. She stated that she could obtain additional information from the BART staff on the schedule and segmenting of projects.

Member Ortiz asked if it would be possible to partially fund the Elevator Modernization Design project at 16th Street Mission, 24th Street Mission, and Balboa Park stations or if the Next



Generation Fare Gates project could be funded through Prop K as well. He stated that he had concerns regarding the lack of funding going to the Elevator Modernization Design project.

Ms. LaForte replied that it was possible.

Member Ortiz asked if it would be possible for BART to submit a Prop K request for funding the Elevator Modernization Design project before the next CAC meeting to ensure that nothing would fall through the cracks.

Ms. Lombardo clarified it might be better to wait to see if the sales tax renewal measure passed in November, and if it did not, she said the Transportation Authority would have the ability to free up sales tax funds for the Mission/Balboa Elevator project through a Prop K Strategic Plan amendment.

Member Ortiz stated that he was requesting an actual funding request for the Mission/Balboa elevators and a compromise to see if all of the projects could be partially funded.

Ms. Lombardo stated that the Transportation Authority did not know if San Francisco would receive the funding for the projects as proposed as MTC would make the final decision in January 2023. She confirmed that partial funding of projects was an option provided it still resulted in a usable segment. She noted that the discussion taking place was all part of the process of showing staff scores and giving the Board and the CAC the opportunity to weigh in.

During public comment, Roland Lebrun commented on the Embarcadero Resilience Master Plan and said the alignment of the new transbay crossing would have an impact on The Embarcadero. He said he would like the Transportation Authority staff and the CAC to keep an eye on the overall picture of how these projects would intersect.

Janice Li, BART Director, thanked Transportation Authority staff for their work on the item and said she would bring the feedback back to her colleagues on the BART Board. Ms. Li expressed support for the two BART projects recommended. She said if there was unlimited funding, all of the projects would be funded. She spoke in favor of the staff recommendation and suggested not creating partial funding for multiple projects and that BART was prioritizing the most construction ready projects. She said there was consensus across all nine BART Board of Directors for the fare gates project as a system priority. She stated that the fare gates had reached the end of their useful life, that the new fare gate design was more accessible for people with disabilities, people with luggage, strollers and more, and would allow greater throughput. She stated that the new design would be more welcoming for more people and create a better experience for all.

Eric Arroyo, Calle 24 Latino Cultural District, said that the Mission District had historically been placed on the backburner and that when resources were short they were typically pulled from the Mission District. He stated that the community had spent two years building the plaza and the funds were moved. Mr. Arroyo said that 24th St. Mission was the gateway and entrance to the cultural district. He said the Mission District should be prioritized, that it was as important as downtown, and that the communities of color should not be left behind.

Edward Mason asked what the expected use for the Yerba Buena Island Multiuse Pathway project would be. He stated that he seldom saw people using the Clipper Street bike lanes that were constructed and was curious about the projections for the Yerba Buena Island Multiuse Pathway usage.

After public comment, Member Ortiz made a motion to support the staff recommendation with



an amendment to add regular updates from Transportation Authority and BART staff on the Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations. He stated that he would like BART to attend upcoming meetings in order to receive regular updates.

Chair Klein asked what the appropriate frequency of the updates would be.

Ms. LaForte replied that staff could report back next month with preliminary findings.

Member Ortiz stated that he would like initial reports in both October and December.

Ms. Lombardo clarified that the reports would include updates on the funding strategy and schedule for the project.

Member Siegal seconded Member Ortiz's motion to amend the staff recommendation.

The motion to amend the staff recommendation to require periodic updates on the funding strategy and schedule for BART's Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations, with the first two reports at the October and December 2022 [November 30th is the joint November/December CAC meeting], was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, Siegal, Tannen (10)

Nays: (0)

Absent: (0)

Member Gower made a motion to approve the amended item, seconded by Member Levine.

The item as amended, was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, Siegal, Tannen (10)

Nays: (0)

Absent: (0)

7. Adopt a Motion of Support to Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests – ACTION

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

Member Eric Rozell provided a comment on Tree Planting and Establishment saying he supported tree planting, but asked that some consideration be given to the mulch since much of it ends up on the sidewalks, where it is slippery and a clean up issue. He also noted that in areas like the Tenderloin, there were not a lot of places for pets to do their business and this should be factored into mulch selection, etc.

Member Peter Tannen asked for clarification on what extension meant for the Guadalupe River Bridge Replacement and Extension.

Peter Skinner, Caltrain, explained that they would extend the span of the bridge to accommodate future flood control.

Member Robert Gower asked if the Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape signals had pre-determined safety improvement projects for the requested amount and what phase would be funded.



Trent Tieger, San Francisco Public Works, responded that the design work was still very conceptual and that the requested funding would advance the project to a construction-ready stage, including bid documents. He added that during the detailed design phase staff would need to look into details such as utility conflicts need for curb ramps, etc.

In response to Member Gower's follow-up question about design funding, Ms. LaForte replied that the \$1 million design phase was fully funded with SFMTA Community Response funds.

Member Siegal commented that she was glad to see the Excelsior traffic calming project funded, saying it's exactly the kind of project that should be funded this year given collision trends. She continued by observing that the high cost of design of the project was a challenge since these types of safety prevention projects should be delivered at a larger scale citywide, and said she hoped there would be a way to streamline the design process for these types of projects going forward.

During public comment, Roland Lebrun spoke with respect to the Guadalupe River Bridge Replacement and Extension project located between Diridon and Tamien, which he said included two bridges in the current scope. He said it included the Main Track 1 old wooden bridge used by Union Pacific, which was not electrified, and Main Track 2, a fairly recent bridge that was electrified and would need to be partly reconfigured. Mr. Lebrun continued by saying that the third bridge (Main Track 3) was being ignored because it is found in the High-Speed Rail Environmental Impact Report for the San Jose to Merced segment. He asked Transportation Authority staff to ask Caltrain about this third bridge to understand the implications.

During public comment, Edward Mason said that the Tree Planting and Establishment request indicated that the trees would result in 19 million pounds of carbon dioxide being sequestered and asked if the real, long term number had been calculated, noting that his neighborhood was marked for repair of buckled sidewalks caused by the street trees. Mr. Mason said that cement production creates 6% of the world's pollution, and requested a more holistic calculation of carbon sequestration from a life cycle point of view.

Member Kat Siegal moved to approve the item, seconded by Member Robert Gower.

The motion was approved by the following vote:

Ayes: Klein, Barz, Buffum, Chen, Gower, Levine, Ortiz, Rozell, Siegal, Tannen (10)

Nays: CAC Member(s) (0)

Absent: CAC Member(s) (0)

8. State and Federal Legislation – INFORMATION

Amber Crabbe, Public Policy Manager, presented the item.

There was no public comment.

9. Community Advisory Committee By-Laws - INFORMATION

Maria Lombardo, Chief Deputy presented the item per the staff memorandum.

Rolan Lebrun suggests that an additional change be made to move meetings to the first Tuesday of the month so that the CAC can hear items before board.

10. Introduction of New Business – INFORMATION

Members Peter Tannen spoke about the Van Ness bus rapid transit (BRT) project. He said that



while he had been one of the individuals asking for regular reporting on the project when it was experiencing construction delays, now that it was done, it was working very well and it had been worth the wait.

Member Levine requested regular updates on ridership numbers and travel time savings for the Van Ness BRT, noting that updates in written form over the next several months would be welcome.

Member Ortiz added that the Van Ness BRT project had made a world of difference for the 49 Muni route. He then requested that the CAC receive a presentation from BART about night service, noting a 4 a.m. bar bill recently died in the state Assembly this session. He said he wanted to know what it would cost to extend BART nightlife service, particularly wanting to know about costs on the labor and operational side so that folks have that information available for planning and funding purposes in the future.

Member Buffum expressed her appreciation that the slow street presentation would, hopefully, take place next month along with Vision Zero. She asked that attention be given to Golden Gate Park, particularly to the west end noting there is a new treatment that is opening up left turns onto MLK that was recently implemented, which cyclists and pedestrians in her neighborhood had advocated against, saying she wanted to hear more about how that is working. Member Buffum said she would also like to hear about long term planning for traffic going south on Great Highway to Lincoln because noting the bottle necks where pedestrian and cyclists come of the promenade, making the left turn very slow for cars. She opined that there had to be something that could be done to improve that area for cars and pedestrians. Member Buffum concluded by stating that she had heard there were plans for delineation of where to bike safely past the polo fields as a way to improve cyclist safety and she would be happy to see a focus on western end of Golden Gate Park included within the upcoming slow streets presentation.

Member Gower said he just biked through that parking lot by the polo fields and echoed Member Buffum's concerns that this was a risky area to bike.

Member Sara Barz said she understood that the Transportation Authority was involved in the Ocean Beach climate change adaptation project, and would like to better understand the Controller's Office cost estimate of Prop I and if that were to pass, how it would change implementation of the Ocean Beach project. She requested a presentation on this topic.

Member Barz concluded her comments by saying she, too, had also recently biked in the same area of Golden Gate Park referenced by Members Buffum and Gower and had found it confusing as a cyclist. She echoed their request for a presentation on this topic.

There was no public comment.

11. Public Comment

Ed Mason spoke about the corporate commuter bus situation at 24th and Church based on his observations this past Tuesday, the first day that Apple mandated workers come back to the office. He reported between 7 and 8 a.m., 33 buses passed through the intersection, with passenger lines ranging from 2 to 3 persons, peaking at about 18 at 8 am; 2 buses had no permits; and one bus had an expired permit. Further, Mr. Mason said he recognized bus 442, which had been operating without a permit since last September and said he had continually reported this to the SFMTA and had seen parking officers on site issuing parking citations to the driver.



Members Klein and Gower echoed Mr. Mason's frustration with the commuter bus situation and ask about what could be done in terms of enforcement.

Aileen Hernandez, a San Francisco resident, thanked the CAC for their time and dedication and for weighing in on the many challenges that the city has faced.

12. Adjournment

The meeting was adjourned at 8:04 p.m.

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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 4

DATE: September 21, 2022
TO: Community Advisory Committee
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 9/28/2022 CAC Meeting: Adopt the Community Advisory Committee By-Laws

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Community Advisory Committee By-laws</p> <p>SUMMARY</p> <p>As presented to the Community Advisory Committee (CAC) at its September 7th meeting, Transportation Authority staff is proposing minor administrative changes to the CAC By-laws to more closely align them with the agency's Administrative Code, which is reviewed annually for needed revisions. The CAC last updated its by-laws in June 2015. The proposed CAC By-laws changes, other than minor revisions such as updating pronouns to be more inclusive, are summarized in table form in Attachment 1 and the proposed revised by-laws with track changes shown are included as Attachment 2. We have not proposed any additional revisions since this information was presented to the CAC on September 7th. Examples of proposed changes include adding text from the Administrative Code specifying that the CAC is intended to reflect the racial and gender diversity of San Francisco residents and proposing revisions related to CAC election of officers to increase flexibility, specifically to allow the CAC to hold an election to fill a vacant office (e.g. Vice Chair) at the next regular CAC meeting rather than having to wait until January as the by-laws currently require.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

The CAC last updated its by-laws in June 2015. Proposed amendments to the CAC By-laws must be submitted in writing at a prior regular CAC meeting before they can be acted on.



Approval of amendments to the CAC By-laws requires a two-thirds vote of CAC members present and voting.

DISCUSSION

We are proposing minor administrative changes to the CAC By-laws to more closely align them with the Transportation Authority's Administrative Code, which is reviewed for needed updates annually. The CAC last updated its by-laws in June 2015. The proposed CAC By-law changes are summarized in table format in Attachment 1, excluding minor revisions such as updating pronouns to be more inclusive. The proposed revised by-laws with track changes shown are included as Attachment 2.

Proposed changes include updating Article I - Authority to reflect the CAC's mission and purpose as defined in Section 5.2.(a) of the agency's Administrative Code and in Article II - membership replacing a reference to the now defunct Plans and Programs Committee with the Board as part of the CAC appointment process. Proposed revisions to Article III - Officers would increase flexibility for the CAC when the office of Chairperson or Vice-Chairperson becomes vacant mid-term by allowing the CAC to hold an election to fill a vacant office at the next regular CAC meeting rather than having to wait until January as the by-laws currently require. This is similar to the process the Board follows. Proposed revisions to Article IV - Meetings correct a reference to the Transportation Authority's Sunshine Policy.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of Proposed Revisions
- Attachment 2 - Proposed Revised CAC By-Laws

SECTION	REVISION	REASON	PAGE
<p>ARTICLE I - AUTHORITY <u>Section 1.</u></p>	<p>Per Section 5.2.(a) of the Transportation Authority's Administrative Code, the eleven members of the Community Advisory Committee (CAC) are appointed by the San Francisco County Transportation Authority (Transportation Authority) to provide input to the Transportation Authority in:</p> <ol style="list-style-type: none"> 1. Defining the mission of the Transportation Authority; 2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community; 3. Defining criteria and priorities for implementing the New Transportation Expenditure Plan program consistent with the intention of Proposition K; and 4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness. 	<p>Modified text for to reflect the CAC's purpose as described in the agency's Administrative Code.</p>	<p>1</p>
<p>ARTICLE II - MEMBERSHIP <u>Section 1.</u></p>	<p>Per the Transportation Authority's Administrative Code, CAC members shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists and the neighborhoods. The committee is also intended to reflect the racial and gender diversity of San Francisco residents. The Committee members shall be residents of San Francisco and shall serve for two-year periods.</p>	<p>Updated text to align with Administrative Code description of membership representation.</p>	<p>1</p>
<p>ARTICLE II - MEMBERSHIP <u>Section 2.</u></p>	<p>Per the Transportation Authority's Administrative Code, any member who is absent for four of any twelve regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period. Any terminated member who wishes to be reappointed shall contact their district Supervisor and shall reappear before the Board to speak on their behalf.</p>	<p>Replaced reference to defunct Plans and Programs Committee with the Board.</p>	<p>1</p>

SECTION	REVISION	REASON	PAGE
ARTICLE III - OFFICERS <u>Section 3.</u>	<p>Selection of Officers shall be made as follows:</p> <p>Chairperson: The Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Chairperson resigns, nominations and the election for Chairperson to serve the remainder of the term, shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed.</p> <p>Vice-Chairperson: The Vice-Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Vice-Chairperson becomes the Chairperson or resigns, nominations and the election for Vice-Chairperson to serve out the remainder of the term shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed.</p>	<p>Modified text for increased flexibility in filling vacant officer positions.</p> <p>09/01/22 - Added language to clarify nomination process.</p>	<p>2</p>
ARTICLE IV - MEETINGS <u>Section 2.</u>	<p>The CAC meetings are subject to the Ralph M. Brown Act and the Transportation Authority's Sunshine Policy.</p>	<p>Corrected reference to Transportation Authority Sunshine Policy.</p>	



COMMUNITY ADVISORY COMMITTEE

By-Laws

ARTICLE I – AUTHORITY

Section 1. Per Section ~~5.2.(a)~~5.3.25 of the Transportation Authority’s Administrative Code, the eleven members of the Community Advisory Committee (CAC) are appointed by the San Francisco County Transportation Authority (Transportation Authority) to ~~advise the Transportation Authority on the development and implementation of the Transportation Expenditure Plan.~~provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;
3. Defining criteria and priorities for implementing the New Transportation Expenditure Plan program consistent with the intention of Proposition K; and
4. Monitoring the Transportation Authority’s programs and evaluating the sponsoring agencies’ productivity and effectiveness.

ARTICLE II – MEMBERSHIP

Section 1. Per the Transportation Authority’s Administrative Code, CAC members shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists and the neighborhoods. The committee is also intended to reflect the racial and gender diversity of San Francisco residents. The Committee members shall be residents of San Francisco and shall serve for two-year periods.

Section 2. Per the Transportation Authority’s Administrative Code, any member who is absent for four of any twelve regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period. Any terminated member who wishes to be reappointed shall contact ~~his or her~~their district Supervisor and shall reappear before the ~~Plans and Programs Committee Board~~ to speak on ~~his or her~~their behalf.

ARTICLE III – OFFICERS

Section 1. The Officers of the CAC shall be a Chairperson and a Vice-Chairperson. Their duties shall be as follows:

Chairperson: Presides over CAC meetings; develops the monthly meeting agenda; appoints subcommittees and subcommittee chairpersons; represents the CAC’s actions and decisions to the Transportation Authority, appropriate agencies, and to the community at large, or designates other CAC members to perform these duties.

Vice-Chairperson: Presides over the CAC meetings in the absence of the Chairperson; conducts the other duties of the Chairperson in his/her absence.

Section 2. Nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (e.g. December) in order to be eligible for election at the first CAC meeting of the following year (e.g. January). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet.

Section 3. Selection of Officers shall be made as follows:

Chairperson: The Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Chairperson resigns the Vice-Chairperson will serve as Chairperson for the remainder of the term, nominations and the election for Chairperson to serve the remainder of the term, shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed.

Vice-Chairperson: The Vice-Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Vice-Chairperson becomes the Chairperson or resigns, nominations and the election for Vice-Chairperson to serve the remainder of the term shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed. the CAC shall hold an election at the next regular meeting of the CAC for a Vice-Chairperson to serve out the remainder of the term.

ARTICLE IV – MEETINGS

Section 1. The regular meetings of the CAC shall be held on the fourth Wednesday of each month at 6:00 p.m. at the Transportation Authority offices.

Section 2. The CAC meetings are subject to the Ralph M. Brown Act and the [Transportation Authority's Sunshine Ordinance Policy](#).

Section 3. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable and in which they are not inconsistent with these by-laws, the Transportation Authority's Administrative Code and any special rules of order the CAC may adopt. A quorum is defined as a majority of currently appointed members.

ARTICLE V – SUBCOMMITTEES

Section 1. Subcommittees and Ad Hoc Committees may be established by the Chairperson as necessary.

Section 2. Each Subcommittee shall consist of at least three but not more than five CAC members appointed by the CAC Chairperson.

ARTICLE VI – AMENDMENT OF BY-LAWS

These by-laws may be amended at any regular meeting of the CAC by a two-thirds vote of the CAC members present and voting, and constituting not less than a majority of the CAC members appointed, provided that the amendment(s) has been submitted in writing at the previous regular meeting.

ARTICLE VII – CONFLICT OF INTEREST

Per the Transportation Authority’s Administrative Code, CAC members serve without any compensation. There shall be no personal or monetary gain by members of the CAC as a result of their membership and actions on the CAC.

ARTICLE VIII – CONDUCT OF MEMBERS

No CAC member shall directly or indirectly by any form of words impute to another CAC member or to other CAC members any conduct or motive unworthy or unbecoming of a CAC member.

ARTICLE IX – MAJORITY/MINORITY REPORTS

CAC members may present separate reports on decisions and actions by the CAC under the following circumstances: A majority report will reflect at least two-thirds of the CAC members present and voting. A minority report will reflect at least one-fourth of the CAC members present and voting.

Proposed Update: September 7, 2022

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Memorandum

AGENDA ITEM 8

DATE: September 22, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 09/27/2022 Board Meeting: Adopt a Support Position on Proposition 30, the Clean Cars and Clean Air Act

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt a support position on Proposition 30, the Clean Cars and Clean Air Act</p> <p>SUMMARY</p> <p>The state needs new, dedicated funding to help accelerate the transition to a zero-emission transportation system and to respond to the growing severity and frequency of wildfires. Proposition 30 is an initiative on the November 8, 2022 ballot that would impose a 1.75% tax increase on personal income over \$2 million, raising an estimated \$3 - \$5 billion annually for use on zero-emission vehicle (ZEV) incentives and charging infrastructure (80%) and wildfire response and prevention (20%). The provisions would expire after 20 years, or earlier if specified greenhouse gas reduction goals are met. The initiative has gained support from a wide range of environmental, public health, and labor organizations as well as private businesses, elected officials, and some labor organizations. However, Governor Newsom and some other organizations have opposed it. With transportation being the single largest source of global warming emissions and air pollution in the state, we recommend adopting a support position to ensure continued investment in the infrastructure and incentives necessary to transition the state’s vehicle fleet from fossil fuels to clean energy. We are seeking approval at first appearance to maximize the time the agency’s position could inform the public before the November election.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Transportation is the single largest source of global warming emissions and air pollution in the state. On August 25, 2022, the California Air Resources Board (CARB) approved the Advanced Clean Cars II rule which established a year-by-year roadmap so that by 2035 100% of new cars and light trucks sold in California will be zero-emission vehicles, including plug-in hybrid electric vehicles. Proposition 30, if approved, would provide significant new funding to address two key hurdles to encouraging broader adoption of ZEVs in California – their purchase cost and the availability of reliable charging infrastructure.

DISCUSSION

Allocation of funds. 20% of Proposition 30 funding would be spent on wildfire response and prevention activities. Of this, 75% would be directed to a General Prevention and Suppression Account that could be used to fund the housing, training, and hiring of firefighters, and various prevention and suppression efforts. The remaining 25% would be directed to the State Fire Marshal Prevention and Suppression Account to improve the quality of education and training within the fire service.

The remaining funding from Proposition 30, or 75% of revenues, would provide incentives to encourage more California motorists and businesses to purchase ZEVs as well as fund ZEV charging infrastructure:

- **ZEV Affordability Program** (a total of 45% of initiative funding): The California Air Resources Board (CARB) would administer the program and develop guidelines for fund distribution. Two-thirds of the revenues dedicated to this program would be used to help households, businesses, and government agencies pay for part of the cost of new passenger ZEVs (such as cars, vans, and pick-up trucks). The remaining one-third would be available to help businesses, governments, and transit operators buy medium and heavy-duty ZEVs (such as trucks and buses). It would also potentially fund other programs to improve air quality and support clean mobility options. These could include, but are not limited to, electric bicycles, bike-sharing, protected bicycle lanes, and transit passes.
- **ZEV Infrastructure and Investment Program** (a total of 35% of initiative funding). This program would be administered by the California Energy Commission (CEC), which would be responsible for establishing guidelines for distributing the funds. Funding would be used to install and operate ZEV charging and fueling stations at homes, other buildings, and public locations. Proposition 30 establishes a minimum allocation level to specific focus areas within this program, including multifamily charging (20%), single-family charging (10%), fast-fueling ZEV infrastructure (10%), and medium and heavy duty fueling infrastructure (10%).

For the two ZEV categories, at least 50% of the revenues must be spent on projects that benefit people who live in disadvantaged communities and/or low-income communities. The rest of the money could be spent anywhere in the state.

State Budget Impact. The state has made significant investments over the last few budget cycles in ZEV programs. For instance, the most recent State Budget includes \$2.7 billion in for ZEV investment



spending in Fiscal Year (FY) 2022/23 alone. Proposition 30 would not supplant any spending that has already been committed, but it would ensure a steady baseline of investment in these initiatives in subsequent budget cycles over the next 20 years.

However, by specifying in the State Constitution how its new revenues must be spent, Proposition 30 reduces the state's flexibility over its budget. While the measure does raise new revenue to help pay for the specified expenditures, the State Appropriations Limit (or "Gann Limit"), which imposes an overall cap on how much expenditures can grow, has been triggered in recent years, including the FY 2022/23 State Budget. The state's Legislative Analysts' Office has estimated that \$1.5 - \$3 billion of the spending required by Proposition 30 would count toward this limit. As a result, when state spending hits the Gann limit, the proposition would require the state to reduce an equal amount of spending from other programs to "make room" for the new required spending on ZEV programs and wildfire activities.

Registered Support and Opposition. Mayor Breed has endorsed Proposition 30, as has the Metropolitan Transportation Commission and the Association of Bay Area Governments. The initiative is also supported by more than a hundred environmental, public health, business, and mobility advocacy organizations as well as numerous other elected officials, labor organizations, and private companies (including Lyft, which was a major financial supporter of the signature gathering effort and also contributed to the campaign supporting the proposition). Opponents include the Bay Area Council, various Chambers of Commerce, the California Teachers Association, and taxpayer organizations. Governor Newsom has also registered his opposition to the initiative on the basis that it would use public funding to help ride-hail companies like Lyft and Uber comply with a 2021 CARB requirement that at least 90% of their miles are driven by ZEVs by 2030.

For California to meet its climate goals for the transportation sector, investment is needed now to make ZEVs more affordable and feasible, while at the same time encouraging people to walk, bike, and take transit. ZEV rebate and incentive programs, combined with an increase in reliably available charging infrastructure, could encourage the transition to ZEVs by consumers, businesses, and government fleets. The fleet and facility upgrades needed to support transit agencies' mandated transition to zero-emission vehicles would also be eligible uses of Proposition 30 revenues, and we would actively engage with CARB and CEC during the development of distribution guidelines to advocate for a dedicated portion of revenues for those uses.

FINANCIAL IMPACT

None.

CAC POSITION

The Community Advisory Committee will discuss this as an information item at its September 28, 2022, meeting.

SUPPLEMENTAL MATERIALS



**San Francisco
County Transportation
Authority**

Agenda Item 8

Page 4 of 4

- Attachment 1 – Text of Proposition 30

SECTION 1. Division 47 (commencing with Section 80200) is added to the Public Resources Code, to read:

**DIVISION 47. REDUCTION AND MITIGATION OF MAJOR SOURCES OF
GREENHOUSE GAS EMISSIONS**

CHAPTER 1. Clean Cars and Clean Air Act.

ARTICLE 1. Title, Findings and Declarations, Statement of Purpose.

80200. Title.

This division shall be known and may be cited as the Clean Cars and Clean Air Act.

80201. Findings and Declarations.

The People of the State of California find and declare the following:

(a) Climate change is already having a disruptive impact on California. Our state is increasingly experiencing record-setting wildfires and droughts that ruin our air quality, damage California's iconic natural beauty, destroy property, hurt our state's economy, and cost lives. In order to achieve the state's carbon goals and avoid the worst impacts of climate change, action is needed now regarding two of the largest sources of greenhouse gas ("GHG") emissions in our state: transportation and wildfires.

(b) Transportation remains California's largest source of the GHG emissions that cause climate change. We need to dramatically increase all Californians' access to affordable zero-emission vehicles ("ZEVs") like electric vehicles and the necessary related charging infrastructure in order to meet our climate goals.

(c) Electric vehicles remain too expensive for many Californians who are already dealing with the high cost of living in this state. Existing financial help for consumers has not been enough for low- and middle-income California families or many organizations to be able to purchase or lease an electric vehicle. We need to make electric vehicles more affordable for all Californians so we can significantly reduce GHG emissions from our transportation sector.

(d) California lacks the electric vehicle charging infrastructure needed to ensure Californians with electric vehicles have convenient access to vehicle charging at home, at work,

and everywhere they may travel throughout the state. We need to develop a network of affordable charging stations for homes, workplaces, apartments, and throughout the state so that driving a battery-powered electric vehicle is just as convenient as driving a gas-powered car.

(e) California also needs to lower emissions from medium- and heavy-duty vehicles like buses and big-rig trucks that are the source of significant GHG emissions and pollutants, particularly in low-income and disadvantaged communities. Converting buses and large trucks to electric vehicles will significantly reduce GHG emissions from the transportation sector and will clean up the air we all breathe.

(f) In addition to helping our state reach its GHG reduction goals, investing in electric vehicle charging infrastructure in our state will create thousands of good-paying green jobs for skilled workers.

(g) Climate change and catastrophic wildfires are closely linked: as climate change gets worse, wildfires get worse, which in turn releases more climate-changing carbon emissions into the air. The continued escalation of wildfires in California is thwarting our state's fight against climate change. In 2020 alone, wildfires emitted the same amount of greenhouse gases as over 24 million cars. Wildfires now emit more GHG in California than power plants.

(h) This division dedicates additional resources specifically to preventing future catastrophic wildfires and to putting them out sooner before they do additional damage to our climate goals, our economy, our homes and communities, and the health of our families.

(i) In addition to being primary sources of GHG emissions, transportation and wildfires also directly pollute our air with particulate matter and smoke, worsening our air quality and threatening our health and quality of life. More than 90% of Californians now breathe unhealthy levels of air pollutants at some point during the year. Seven of the 10 smoggiest cities in the United States are in California. The increasing prevalence of catastrophic wildfires, which also destroys lives and property, dramatically worsens air quality throughout the entire state. The number of unhealthy smoke days has increased 230% in Los Angeles and San Diego and 400% in San Jose since just 2016. This wildfire smoke – a complex mixture of air pollutants – is unhealthy to breathe and can be especially dangerous for children, the elderly, pregnant women and people with heart or respiratory conditions. Reducing GHG emissions from transportation and wildfires is particularly important because it has the added benefit of cleaning up our state's air quality.

(j) Our state's future and our ability to meet our climate goals while improving our air quality in the process depends on cleaner transportation and fewer catastrophic wildfires. But not everyone pays their fair share. Wealthy individuals use loopholes in the tax code to avoid paying their fair share for public services in our state, requiring lower- and middle-income Californians to pay more to make up the difference.

(k) This measure requires an equitable contribution from the highest-income earners to fund a generational public investment towards meeting our climate change goals through a cleaner transportation sector and by preventing and suppressing catastrophic wildfires. Specifically, investments in access to electric vehicles and electric vehicle charging infrastructure for all Californians and improvements in the prevention and suppression of catastrophic wildfires will generate unprecedented environmental and economic benefits for our state.

(l) Along with electric vehicles, there are other zero-emission vehicles like hydrogen fuel cell vehicles. These vehicles have applications for both passenger vehicles and medium- and heavy-duty vehicles like buses, garbage trucks, and big-rig trucks. This measure further reduces GHG emissions by providing additional resources to help California residents afford these vehicles and to develop the necessary infrastructure for fueling and charging them.

(m) As California continues on its path to 100 percent clean electricity, the large-scale deployment of electric vehicles and electric vehicle charging infrastructure can lead to a stronger and more reliable electricity grid and lower electricity rates while also reducing GHG emissions. Because electric vehicles can be charged when there is spare capacity on the grid and when there is an abundance of clean electricity, they can improve the utilization and operation of the system, reducing the price of electricity to the benefit of all utility customers. This measure requires state agencies to prioritize grid reliability and resilience.

80202. Statement of Purpose.

The purpose of this division is to reduce emissions from two of the state's primary sources of greenhouse gases--transportation and wildfires--through public investments in electrification of vehicles used in California and improvements in the prevention and suppression of catastrophic wildfires while improving our air quality in the process.

ARTICLE 2. Clean Cars and Clean Air Trust Fund.

80203. Creation of the Clean Cars and Clean Air Trust Fund.

(a) The Clean Cars and Clean Air Trust Fund (“Fund”) is hereby established in the State Treasury.

(b) Notwithstanding any other provision of law:

(1) The Fund is a special fund, permanently separate and apart from the General Fund or any other state fund or account.

(2) The Fund, and every sub-fund and account within the Fund, is hereby declared to be a trust fund, trust sub-fund, or trust account.

(c) Except as expressly provided in this division, moneys deposited into, or required to be deposited into, the Fund, and any interest earned thereon, shall not be permanently or temporarily borrowed, loaned, or otherwise transferred to the General Fund or other fund in the State Treasury. Moneys deposited into the Fund, and any sub-fund or account within the Fund, including any interest earned thereon, shall only be used for the specific purposes set forth in this division. No action shall be taken that permanently or temporarily changes the status of the Fund as a trust fund and special fund, or borrows, diverts, or appropriates the moneys in the Fund, or moneys required to be deposited into the Fund, in a manner inconsistent with this division.

80204. Fund Oversight and Accountability.

(a) The People of the State of California hereby declare their unqualified intent for the moneys deposited into the Fund to be used to support the purposes set forth in this division without delay or interruption. The purpose of this section is to provide oversight and accountability mechanisms to guarantee that the People’s intent is carried out.

(b)(1) The Attorney General shall expeditiously investigate, and may seek civil or criminal fines and penalties for, any misuse or unauthorized use of moneys deposited into, or allocated from, the Fund or any sub-fund or account within the Fund.

(2) In addition to any other remedy available at law, if any recipient of moneys provided pursuant to this division is determined by final judicial or administrative judgment, settlement, or resolution to have wilfully or knowingly used those moneys in a manner not permitted by this division or the regulations adopted hereunder, that recipient shall be permanently ineligible for receipt of additional moneys provided pursuant to this division. For purposes of this paragraph, "recipient of moneys" shall not include a state agency or department receiving a continuous appropriation pursuant to this division.

(3) Any fines recovered by the Attorney General pursuant to this subdivision shall be retained by the Attorney General.

(c) The nonpartisan California State Auditor shall conduct a biennial independent financial audit of the programs receiving moneys from the Fund. The California State Auditor shall report the findings to the Governor and both houses of the Legislature, and shall make the findings available to the public on its internet website.

(d) Every four years, the Controller shall conduct a performance audit of efforts and programs funded with moneys from the Fund to ensure the moneys are disbursed and expended solely according to this division and shall report the findings to the Governor and both houses of the Legislature, and shall make the findings available to the public on its internet website.

(e)(1) The California State Auditor and Controller shall each be separately reimbursed from moneys in the Fund for actual costs incurred in conducting the financial audit required by subdivision (c) and the performance audit required by subdivision (d), in an amount not to exceed six hundred thousand dollars (\$600,000) per audit.

(2) The six hundred thousand dollar (\$600,000) per audit maximum limit shall be adjusted decennially to reflect any increase in inflation as measured by the Consumer Price Index for All Urban Consumers (CPI-U). The Treasurer's office shall calculate and publish the adjustments required by this paragraph.

80205. Sub-Funds within the Fund.

After deducting and transferring the necessary moneys pursuant to Section 80204 for the California State Auditor's financial audit and the Controller's performance audit, the Controller shall allocate and transfer the remaining moneys in the Fund to the following sub-funds, in the following amounts:

(a) Thirty-five percent (35%) to the ZEV Infrastructure Investment Plan Sub-Fund, which is hereby created in the Fund.

(b) Forty-five percent (45%) to the ZEV and Clean Mobility Sub-Fund, which is hereby created in the Fund.

(c) Twenty percent (20%) to the Wildfire GHG Emissions Reduction Sub-Fund, which is hereby created in the Fund.

80206. Continuous Appropriation of Moneys in the Fund.

Notwithstanding Section 13340 of the Government Code, and except for payment of tax refunds, all moneys deposited into the sub-funds created within the Fund by Section 80205, together with interest earned thereon, are hereby continuously appropriated, without regard to fiscal years, as follows:

(a) All moneys in the ZEV Infrastructure Investment Plan Sub-Fund to CEC solely for the purposes set forth in Chapter 2.

(b) All moneys in the ZEV and Clean Mobility Sub-Fund to CARB solely for the purposes set forth in Chapter 3.

(c) All moneys in the Wildfire GHG Emissions Reduction Sub-Fund to CAL FIRE solely for the purposes set forth in Chapter 4.

80207. Administration.

(a)(1) CEC, CARB, CAL FIRE, and any other state or local government agency receiving moneys from the Fund, shall use no more than five percent (5%) of the moneys in any sub-fund or account in the Fund, or moneys received from any sub-fund or account in the Fund, for administrative expenses.

(2) For purposes of this subdivision, “administrative expenses” does not include expenses for public outreach.

(b) CEC, CARB, and CAL FIRE shall expend and distribute moneys in the ZEV Infrastructure Investment Plan Sub-Fund, ZEV and Clean Mobility Sub-Fund, and Wildfire GHG Emissions Reduction Sub-Fund, and any accounts therein, on a July 1 to June 30 fiscal year basis. Programs established pursuant to this division shall be budgeted and funded on the same July 1 to June 30 fiscal year basis.

(c) In designing programs and determining funding allocations as required by this division, CEC, CARB, and CAL FIRE shall consult with other appropriate local, regional, state, and federal agencies.

(d) No moneys in the Fund shall be used in a manner that permits public utility electrical corporations to (1) avoid making investments with shareholder dollars they are legally compelled to make; or (2) earn any profit off of the public investments funded by this division which have the effect of making electrical systems safer.

(e) In order to fast-track efforts to reduce GHG emissions from transportation and wildfires, CEC, CARB, and CAL FIRE shall make every effort to commence awarding financial incentives and making expenditures as set forth in this division by no later than the second January 1 occurring after the effective date of this division.

80208. Treatment of Revenues Deposited in and Expended from the Fund.

(a) This section is intended to ensure the greatest public investment in the purpose and subject of this measure, which is to reduce GHG emissions from two of the state’s primary sources of greenhouse gases—transportation and wildfires.

(b) Special Trust Fund Revenues.

(1) Notwithstanding any other provision of law to the contrary, the tax imposed by Section 17044 of the Revenue and Taxation Code and the revenue derived therefrom, including interest and penalties but less payment of refunds, are required to be deposited into the Fund, which is a special fund and trust fund permanently and irrevocably separate and apart from the

General Fund. Moneys in the Fund are continuously appropriated without regard to fiscal year for the purposes set forth in this division.

(2) Therefore, notwithstanding any other provision of law to the contrary, the tax and the revenue resulting therefrom described in paragraph (1) shall not be considered to be part of the General Fund, as that term is used in Chapter 1 (commencing with Section 16300) of Part 2 of Division 4 of Title 2 the Government Code, shall not be considered General Fund revenues for purposes of Section 8 of Article XVI of the California Constitution and its implementing statutes, and shall not be considered “General Fund revenues,” “state revenues,” “moneys,” or “General Fund proceeds of taxes” for purposes of subdivisions (a) and (b) of Section 8 of Article XVI of the California Constitution and its implementing statutes.

(c) Appropriations for Qualified Capital Outlay Expenditures and Tax Refunds.

(1) In addition to the appropriations for qualified capital outlay projects described in Section 7914 of the Government Code, an appropriation for a “qualified capital outlay project,” as used in subdivision (d) of Section 9 of Article XIII B of the California Constitution, also means an appropriation for any of the following regardless of the asset’s useful life or value:

(A) A financial incentive or subsidy of any kind for a zero-emissions vehicle fueling or charging station pursuant to Chapter 2, including construction and deployment thereof.

(B) A financial incentive or subsidy of any kind for purchase of a light-, medium-, or heavy-duty ZEV pursuant to Chapter 3, if the ZEV is purchased by a state or local government agency.

(2)(A) During any fiscal year in which the State receives revenues in excess of the State Appropriations Limit for purposes of Article XIII B of the California Constitution, or in the fiscal year immediately following that occurrence, CEC and CARB may restructure the financial incentives and other subsidies of any kind provided pursuant to Chapter 2 and Chapter 3 to California residents as a tax refund that can only be spent for the purposes set forth in Chapter 2 and Chapter 3.

(B) CEC and CARB shall only restructure financial incentives and other subsidies pursuant to subparagraph (A) upon a written request from the Director of Finance. CEC and CARB shall coordinate with the Department of Finance in implementing this paragraph.

80209. Non-Supplantation.

(a) Except as provided in subdivision (c), moneys in the Fund are intended to be used to increase and enhance the achievement of the purposes and objectives described in this division, and not to replace any other existing revenues for those purposes and objectives.

(b) CEC, CARB, and CAL FIRE shall annually prepare a report detailing whether or not compliance with subdivision (a) is being achieved.

(c) Notwithstanding subdivision (a), reduction or elimination of funding pursuant to the Clean Vehicle Rebate Project authorized by Statutes of 2007, Chapter 750 does not violate this section.

CHAPTER 2. ZEV INFRASTRUCTURE PROGRAM

ARTICLE 1. Purpose of Chapter.

80210. Purpose.

The purpose of this chapter is to reduce GHG emissions from California's transportation sector by:

(a) Making refueling a ZEV more accessible and convenient than refueling a diesel or gasoline-powered vehicle for every Californian regardless of where they live or work.

(b) Closing any ZEV infrastructure or electric grid gaps in the state identified by CEC pursuant to AB 2127 (2018) or another relevant state agency analysis to ensure that California residents can fuel ZEVs where they live, work, and play.

(c) Increasing access for disadvantaged, low-income, and moderate-income communities and consumers to passenger ZEV fueling infrastructure, and to increase the placement of that passenger ZEV infrastructure in those communities and with those consumers in order to lower GHG emissions, enhance the air quality, and promote overall benefits for those communities and consumers.

(d) Ensuring the state's electric grid is prepared for the clean vehicle future accelerated by this division.

(e) Achieving GHG emissions reductions while maximizing domestic manufacturing and high-quality job growth in California.

ARTICLE 2. Implementation by California Energy Commission.

80211. Implementation.

(a) CEC shall use the moneys in the ZEV Infrastructure Investment Plan Sub-Fund, and the accounts established therein, to fund construction, planning, deployment, operation, or maintenance of ZEV fueling stations in this state, certification programs for personnel installing ZEV fueling stations, and public education outreach necessary to ensure California residents are aware of, and educated on, how to use the incentives made available by this chapter. CEC may use moneys in the ZEV Infrastructure Investment Plan Sub-Fund, and the accounts established therein, for direct expenditures, rebates, grants, block grants, or loans.

(b) CEC shall consult and coordinate with the Public Utilities Commission, applicable public utility electrical corporations, and applicable local publicly owned electric utilities to ensure the following so that the purposes of this chapter can be accomplished without delay:

(1) Electric utilities plan, engineer, and construct the necessary infrastructure on the utility side of the meter, and that the work is funded in a timely manner.

(2) None of the activities compromise the reliability of the electric grid.

(c) CEC shall be guided by, but not limited to, the following principles in designing any program utilizing funds under this chapter:

(1) Low Cost to Drivers - Ensure that drivers have the opportunity for ZEV charging at a reasonable cost.

(2) Price Transparency - Strive for transparency of charging or fueling pricing to allow drivers to know what they will be charged for charging or fueling prior to arriving at a ZEV fueling station.

(3) Long-Term Reliability - Ensure that the ZEV charging or fueling infrastructure continues to be well-maintained, operational, and available over the long-term.

(4) Grid Support - Ensure that drivers and fleet operators benefit from charging and load management in a manner that supports operation of the electric grid.

(5) Robust Grid - Ensure that the electric grid can support ZEV charging, remains reliable, and that it can take advantage of the flexible nature of ZEV-related load and energy storage inherent in vehicle batteries, in collaboration with other relevant state agencies.

(6) Equitable Access - Ensuring all California residents can access ZEV fueling.

80212. Accounts.

(a) Moneys in the ZEV Infrastructure Investment Plan Sub-Fund shall be deposited into the following accounts, which are hereby established therein:

(1) Except as provided in subdivision (d), fifty percent (50%) into the Infrastructure Access Account.

(2) After the deposit into the Infrastructure Access Account pursuant to paragraph (1), the remainder shall be deposited into the General Infrastructure Account.

(b) Moneys in the Infrastructure Access Account shall be dedicated solely for projects, activities, and to the benefit of people, in low-income and disadvantaged communities.

(c) For at least the five consecutive fiscal years commencing July 1, 2023, CEC shall ensure that the following spending minimums are met for moneys in both the Infrastructure Access Account and the General Infrastructure Account:

(1) At least twenty percent (20%) shall be spent on programs, projects, or activities authorized by Article 3 of this chapter.

(2) At least ten percent (10%) shall be spent on programs, projects, or activities authorized by Article 4 of this chapter.

(3) At least ten percent (10%) shall be spent on programs, projects, or activities authorized by Article 5 of this chapter.

(4) At least ten percent (10%) shall be spent on programs, projects, or activities authorized by Article 6 of this chapter.

(d)(1) On and after July 1, 2026, the maximum balance in the Infrastructure Access Account shall be two hundred percent (200%) of the average annual amount deposited therein during the immediately prior two fiscal years.

(2) As long as the Infrastructure Access Account is at or above its maximum balance, moneys otherwise required to be deposited into that account shall instead be deposited into the General Infrastructure Account

ARTICLE 3. Multifamily Dwelling ZEV Charging Stations.

80213. Multifamily Dwelling ZEV Charging Stations.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund construction, planning, deployment, operation, or maintenance of charging stations at or near multifamily dwelling properties to serve residents of multifamily dwelling properties.

(b) In allocating moneys pursuant to this article, CEC shall consider charging hardware or systems that support the operation and cost-effectiveness of the electric grid.

(c) When awarding moneys directly to third-party providers of charging station construction, planning, equipment, maintenance, operation, or installation, CEC shall award moneys based on a competitive process.

ARTICLE 4. Single-Family Dwelling ZEV Charging Stations.

80214. Single-Family Dwelling ZEV Charging Stations.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund charging stations and electrical upgrades at single-family dwelling properties as set forth in this section.

(b)(1) Moneys described in subdivision (a) shall be made available as rebates, block grants, grants, or direct expenditures for electrical work including wiring, conduit, or electric panel upgrades, and purchase or installation of CEC-preapproved L2 hardware or charging systems at single-family dwelling properties.

(2) In allocating moneys under this section, CEC shall consider charging hardware or systems that support the operation and cost-effectiveness of the electric grid.

ARTICLE 5. Passenger ZEV Fast-Fueling Infrastructure.

80215. Funding for Passenger ZEV Fast-Fueling Infrastructure.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund deployment of passenger ZEV fast-fueling infrastructure as set forth in this section.

(b)(1) Moneys described in subdivision (a) shall be made available as rebates, block grants, grants, subsidized loans, or direct expenditures for deployment of passenger ZEV fast-fueling infrastructure.

(2) CEC shall prioritize allocations for projects in low-income and disadvantaged communities, locations near multifamily dwelling properties that cannot be served by onsite charging infrastructure, city centers, airports, and other locations that CEC determines are not well-served by passenger ZEV fast-fueling infrastructure. In addition, CEC may prioritize allocations for projects at critical infrastructure locations along emergency egress routes.

(c) The State of California shall prioritize, work with local governments, and fast-track, to the maximum extent possible, permitting and zoning for installation of passenger ZEV fast-fueling infrastructure in order to minimize the time needed to make those fueling stations operational.

(d) When awarding moneys directly to third-party providers of fast-fueling station equipment, maintenance, operation, and installation, CEC shall award moneys based on a competitive process.

(e) The state shall make available state-owned properties as sites for installation of passenger ZEV fast-fueling infrastructure where doing so is feasible, reasonable, cost-effective, and would further the purposes of this division.

ARTICLE 6. Medium- and Heavy-Duty ZEV Fueling Infrastructure.

80216. Funding for Medium- and Heavy-Duty ZEV Fueling Infrastructure.

(a) Moneys in the Infrastructure Access Account and General Infrastructure Account shall be used to fund deployment of medium- and heavy-duty ZEV fueling infrastructure as set forth in this section.

(b)(1) Moneys described in subdivision (a) shall be made available as rebates, block grants, grants, subsidized loans, or direct expenditures for deployment of medium- and heavy-duty ZEV fueling infrastructure.

(2) CEC shall prioritize allocations for projects in locations that CEC determines are not well-served by medium- and heavy-duty ZEV fueling infrastructure.

(c) The State of California shall prioritize, work with local governments, and fast-track, to the maximum extent possible, permitting and zoning for installation of medium- and heavy-duty ZEV fueling infrastructure under this section in order to minimize the time needed to make that fueling infrastructure operational.

(d) When awarding moneys directly to third-party providers of medium- and heavy-duty ZEV fueling infrastructure equipment, maintenance, operation, and installation, CEC shall award moneys based on a competitive process.

(e) The state shall make available state-owned properties as sites for installation of medium- and heavy-duty ZEV fueling infrastructure under this section where doing so is feasible, reasonable, cost-effective, and would further the purposes of this division.

CHAPTER 3. ZEV AFFORDABILITY PROGRAM

ARTICLE 1. Purpose of Chapter.

80217. Purpose.

The purpose of this chapter is to reduce GHG emissions from California's transportation sector by:

- (a) Making ZEVs accessible and affordable to all California residents.
- (b) Converting passenger vehicles, which are the state's largest single source of GHG emissions, to ZEVs as quickly as possible.
- (c) Converting medium-, heavy-duty, and off-road vehicles to ZEVs with a focus on benefitting the air quality in low-income and disadvantaged communities while reducing GHG emissions.
- (d) Increasing access to zero-emission clean mobility options that do not require car ownership.
- (e) Providing access to, and affordability for, moderate-income, low-income and disadvantaged communities and consumers to ZEVs, to increase the placement of ZEVs in those communities and with those consumers to lower GHG emissions, enhance air quality, and promote overall benefits for those communities and consumers.

(f) Converting passenger vehicles that are used for high-utilization purposes to ZEVs as quickly as possible in order to reduce GHG emissions as quickly as possible.

(g) Maximizing domestic manufacturing and high-quality job growth in California.

ARTICLE 2. Implementation by CARB.

80218. Implementation.

(a) CARB shall use the moneys in the ZEV and Clean Mobility Sub-Fund, and the accounts established therein, to fund rebates, loans, block grants, grants, and other financial incentives for programs authorized under this chapter, and public education outreach necessary to ensure California residents are aware of, and educated on how to utilize, those programs.

(b) Passenger vehicles are the largest single-source of GHG emissions in this state. Therefore, in order to effectively reduce GHG emissions from passenger vehicles, CARB shall ensure that, during at least the five consecutive fiscal years commencing July 1, 2023, at least two-thirds ($\frac{2}{3}$) of the total moneys deposited in the ZEV and Clean Mobility Sub-Fund shall be allocated to projects, programs, purposes, and activities that support the deployment of passenger ZEVs operated in this state.

80219. Accounts.

(a) Except as provided in subdivision (c), moneys in the ZEV and Clean Mobility Sub-Fund shall be deposited into the following accounts as follows, which are hereby established therein:

(1) Fifty percent (50%) into the ZEV Equity and Air Quality Account.

(2) Fifty percent (50%) into the ZEV General Account.

(b) Moneys in the ZEV Equity and Air Quality Account shall be allocated to fund programs that primarily benefit people who live in low-income and disadvantaged communities. Programs eligible for funding from the ZEV Equity and Air Quality Account include, but are not limited to, the programs described in Article 3.

(c)(1) On and after July 1, 2026, the maximum balance in the ZEV Equity and Air Quality Account shall be two hundred percent (200%) of the average annual amount deposited therein during the immediately prior two fiscal years.

(2) As long as the ZEV Equity and Air Quality Account is at or above its maximum balance, one hundred percent (100%) of the moneys transferred to the ZEV and Clean Mobility Sub-Fund shall be deposited into the ZEV General Account.

ARTICLE 3. GHG Reduction, Affordability, Equity, and Air Quality Programs.

80220. Eligible Programs.

Programs eligible for funding pursuant to this chapter may include, but are not limited to, those that:

(a) Provide block grants, grants, loans, or other incentives for zero-emission school buses so pupils ride to school in ZEVs.

(b) Provide block grants, grants, loans, or other incentives for zero-emission transit buses so people get to where they need to go in ZEVs.

(c) Provide incentives, grants, and block grants for governments and businesses to buy medium-, heavy-duty, and off-road agricultural and construction ZEVs.

(d) Provide financing assistance to help those without access to capital or high credit acquire new and used ZEVs.

(e) Help people retire old polluting vehicles and replace them with new and used ZEVs or other zero-emission mobility options.

(f) Help agricultural workers and others utilize zero-emission vanpools.

(g) Provide local air quality benefits in communities overburdened by diesel pollution, in addition to reducing GHG emissions.

(h) Increase access to clean mobility options, including but not limited to:

(1) Electric bikes.

(2) Bike-sharing.

(3) Protected bike lanes.

(4) Transit passes.

(i) Provide financial incentives pursuant to Article 4.

ARTICLE 4. Factory New Passenger ZEV Incentive Program.

80221. Factory New Passenger ZEV Incentive Program.

(a)(1) CARB shall establish a factory new ZEV incentive program pursuant to this article.

(2) Moneys in the ZEV General Account shall be used to fund rebates, subsidies, grants, and other financial incentives determined by CARB for all California residents to purchase or lease factory new ZEVs, as set forth in this section. Moneys in the ZEV Equity and Air Quality Account may also be used for this purpose.

(b) In dispersing moneys pursuant to this section, CARB shall prioritize applications in the following order:

(1) Applications from California residents described in paragraph (1) of subdivision (c) of Section 80228.

(2) Applications from California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228 for passenger ZEVs for high-utilization purposes.

(3) Applications from other California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228.

(c)(1) A California resident described in paragraph (1) of subdivision (c) of Section 80228 shall be eligible for a refundable point-of-sale rebate when purchasing or leasing a factory new ZEV. The rebate shall be transferable to licensed automobile dealers and other financing entities.

(2) Rebate amount and eligibility for California residents described in paragraph (1) of this subdivision shall be determined by CARB. In determining rebate amount and eligibility, CARB shall prioritize maximizing the number of California residents who gain the ability to afford to lease or purchase a factory new ZEV as a result of this section.

(d) California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228 shall be eligible for a point-of-sale rebate per vehicle purchased to apply toward the purchase or lease of factory new ZEVs for use in California. Rebates provided pursuant to this subdivision shall be funded from the ZEV General Account.

(1) Rebate amount and eligibility for California residents described in paragraphs (2) and (3) of subdivision (c) of Section 80228 shall be determined by CARB. Rebate amounts and allocations shall be consistent with meeting the state's ZEV and climate goals and regulations.

(2) In determining rebate amount and eligibility, CARB shall prioritize achieving the greatest reduction in GHG emissions from California's transportation sector. CARB shall

establish rebate amount and eligibility under this subdivision in a manner that furthers the purposes described in subdivisions (b) and (f) of Section 80217.

(e) CARB may impose a reasonable limit on the number or aggregate value of rebates a California resident may obtain in a single fiscal year, so long as CARB demonstrates by clear and convincing evidence that the limit does not undermine the accomplishment of the purposes described in subdivisions (b) and (f) of Section 80217.

(f) Subject to the priorities listed in subdivision (b), CARB shall make every effort to disburse all moneys in the ZEV General Account for permissible uses under this section by the end of each fiscal year consistent with the purposes set forth in this chapter.

ARTICLE 5. Minimum Ownership or Lease Requirements for Compliance with this Chapter.

80222. Minimum Registration Requirements.

If an incentive is obtained pursuant to this chapter for the purchase or lease of a ZEV, CARB may require the vehicle to be registered with the Department of Motor Vehicles for a specified period of time.

CHAPTER 4. REDUCING WILDFIRE GHG EMISSIONS

ARTICLE 1. Purpose of Chapter.

80223. Purpose.

The purposes of this chapter are as follows:

(a) To ensure the State of California and local governments have sufficient firefighting capacity to reduce the amount of GHG emissions from extreme wildfires, while also reducing the air pollution wildfires produce.

(b) To reduce GHG emissions from extreme fire events in California through improvements in wildfire suppression, prevention, mitigation, resilience, and preparedness, and restoration and maintenance of a more natural, safer fire regime on California's landscapes.

(c) To mitigate, prevent, and suppress impacts, including GHG emissions, of extreme wildfire events upon people, essential infrastructure, and communities.

(d) To advance wildfire prevention implementation activities.

ARTICLE 2. Wildfire Prevention, Mitigation, and Suppression Resources.

80224. Accounts.

(a) Moneys in the Wildfire GHG Emissions Reduction Sub-Fund shall be deposited into the following accounts, where are hereby established therein:

(1) Twenty-five percent (25%) into the State Fire Marshal Prevention and Suppression Account.

(2) Seventy-five percent (75%) into the General Prevention and Suppression Account.

(b) During the six fiscal years commencing July 1, 2024 and ending June 30, 2030, up to twenty-five percent (25%) of the moneys deposited in the General Prevention and Suppression Account shall be used for wildfire prevention and resilience efforts, including efforts described in paragraphs (4) through (6) of subdivision (a) of Section 80226.

80225. Fire Prevention and Suppression Efforts Within the Office of State Fire Marshal.

(a) Moneys in the State Fire Marshal Prevention and Suppression Account shall be available for the exclusive distribution and use by the Office of the State Fire Marshal for wildfire prevention and suppression efforts as set forth in this section.

(b) Fire prevention and suppression efforts funded by the State Fire Marshal Prevention and Suppression Account shall be selected by the Office of the State Fire Marshal in conjunction with a statewide apprenticeship committee established to improve the quality of education and training within the fire service and set professional standards for firefighters in the state.

80226. Additional Fire Prevention and Suppression Resources.

(a) Moneys in the General Prevention and Suppression Account shall be used by CAL FIRE for additional efforts to prevent, manage and suppress wildfires in this state. Moneys may be used for the following:

(1) Retaining, housing, training, and hiring CAL FIRE permanent and seasonal firefighters necessary to prevent and suppress wildfires.

(2) Advanced wildfire detection and monitoring systems, including camera and satellite networks.

(3) Improving fire suppression and safety infrastructure in fire-prone communities.

(4) Improving defensible spaces around homes and communities.

(5) Grants for home-hardening retrofits focused on low-income communities.

(6) Support activities and programs such as forest resilience programs, prescribed burning, watershed restoration and management, and vegetation management.

(b) In expending moneys pursuant to this section, primary priority shall be given to paragraph (1) of subdivision (a).

80227. Non-Supplantation.

(a) Moneys in the Wildfire GHG Emissions Reduction Sub-Fund, and the accounts established therein, shall be used to supplement, and not replace, existing moneys appropriated for the purposes described in this chapter.

(b) The State of California bears the burden of proving by clear and convincing evidence that the moneys in the Wildfire GHG Emissions Reduction Sub-Fund, and the accounts established therein, are not being used to supplant preexisting moneys appropriated for the purposes described in this chapter.

CHAPTER 5. DEFINITIONS

80228. Definitions.

For purposes of this division, as used in both the singular and plural form, the following definitions shall apply:

(a) "California Air Resources Board" or "CARB" means the State Air Resources Board established at Division 26 (commencing with Section 39000) of the Health and Safety Code.

(b) "California Department of Forestry and Fire Protection" or "CAL FIRE" means the Department of Forestry and Fire Protection established at Chapter 2.5 (commencing with Section 700) of Division 1 of the Public Resources Code.

(c) “California resident” means all of the following:

- (1) An individual resident of this state.
- (2) A legal entity that has employees or owns property in California.
- (3) A state or local government agency.

(d) “City center” means an area within an incorporated municipality intended by the city for development of an urban center with higher intensity residential, retail, office, and entertainment uses.

(e) “Electric utility” is either a public utility electrical corporation or local publicly owned electric utility.

(f) “Energy Resources Conservation and Development Commission,” “California Energy Commission,” or “CEC” means the State Energy Resources Conservation and Development Commission established at Chapter 3 (commencing with Section 25200) of Division 15 of the Public Resources Code.

(g) “Fast-fueling infrastructure” includes, but is not limited to, electric vehicle charging at high power such as 150kW DCFC chargers and hydrogen fueling stations.

(h) “Fund,” when used as a proper noun, means the Clean Cars and Clean Air Trust Fund established in Section 80203.

(i) “Greenhouse gas” or “GHG” means carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and other fluorinated greenhouse gases as defined in Section 95102 of Title 17 of the California Code of Regulations.

(j) “High-utilization purpose” means a use of a ZEV where the purchaser can provide documentation that such use is likely to result in more than 25,000 miles per year on average.

(k) “Level 2 charging station” means a charging station with a typical Voltage rating of 208-250V, a typical Amperage rating of 15-90 Amperes, and a typical male plug of SAE J1772 to mate or interact with a typical port or inductive charging or other charging system.

(l) “Licensed automobile dealer” means a person or entity licensed by the State of California to engage in the sale of motor vehicles.

(m) “Local publicly owned electric utility” has the same meaning as provided in Section 224.3 of the Public Utilities Code.

(n)(1) “Low-income and disadvantaged community” means any of the following:

(A) A disadvantaged community identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code.

(B) A low-income community described in paragraph (2) of subdivision (d) of Section 39713 of the Health and Safety Code.

(2) “Low-income and disadvantaged community” also includes a low-income household, as defined in paragraph (1) of subdivision (d) of Section 39713 of the Health and Safety Code, that is outside of, but within a 1/2 mile of, a community described in subparagraph (A) of paragraph (1) of this subdivision.

(o) “Multifamily dwelling property” means a real property improvement intended for human habitation with more than 4 dwelling units.

(p) “Passenger ZEV” means a passenger vehicle as defined in Section 465 of the Vehicle Code that also meets the definition of a “Zero-emission vehicle.”

(q) “Public utility electrical corporation” means an electrical corporation as defined in Section 218 of the Public Utilities Code that also meets the definition of a “public utility” as set forth in Section 216 of the Public Utilities Code.

(r) “Single-family dwelling property” means a real property improvement intended for human habitation with 4 or fewer dwelling units.

(s) “State or local government agency” means the State of California, a city, a county, a city and county, or a special district, or any public authority, public agency, or other political subdivision or public corporation in the State.

(t) “Zero-emission vehicle” or “ZEV” means a vehicle that is eligible to earn compliance credits for zero-emission operations under CARB’s ZEV, Advanced Clean Truck, or other relevant regulations, as determined by CARB.

(u) “ZEV fueling” means, but is not limited to, electric vehicle electric battery charging.

CHAPTER 6. REALLOCATION OF MONEYS.

80229. Modification of Percentage Allocations of Moneys.

(a)(1) The percentage allocation of money described in subdivision (c) of Section 80212 may be modified by CEC after June 30, 2028 as set forth in this section.

(2) The percentage allocation of money described in subdivision (b) of Section 80218 may be modified by CARB after June 30, 2028 as set forth in this section.

(b)(1) All modifications to percentage allocations of money described in subdivision (a) shall be accomplished through a public process with at least a 30-day comment period, including at least one stakeholder workshop. The modification shall be consistent with an annual or multi-year investment plan.

(2) When making modifications pursuant to paragraph (1), CEC and CARB shall convene a stakeholder advisory committee to review and provide input into the annual or multi-year investment plan.

(c) CEC and CARB shall not propose a modification to the percentage allocations of money described in subdivision (a) unless and until CEC or CARB, as the case may be:

(1) Determines that another percentage allocation would better serve the purposes of this division.

(2) Publishes a report describing how the modification of the percentage allocation will better serve the purposes of this division.

CHAPTER 7. AMENDMENTS.

80230. Amendment of Division.

(a)(1) Except as provided in paragraph (2), the Legislature may amend this division by a statute passed in each house of the Legislature by rollcall vote entered into the journal, three-fourths of the membership concurring, provided that the statute is consistent with, and furthers the purpose of, this division.

(2) The Legislature may amend subdivision (a) of Section 80207 by a rollcall vote entered into the journal, two-thirds of the membership concurring, provided that the statute is consistent with, and furthers the purpose of, this division.

(b) No statute enacted after October 1, 2021, but prior to the effective date of this division, that would constitute an amendment of this division, shall be operative after the

effective date of this division unless the statute was passed in accordance with the requirements of subdivision (a).

SECTION 2. Section 17044 is hereby added to Chapter 2 (commencing with Section 17041) of Part 10 of Division 2 of the Revenue and Taxation Code, to read:

17044. (a) For each taxable year beginning on or after January 1, 2023, in addition to any other taxes imposed by this part, an additional tax shall be imposed at the rate of 1.75 percent on that portion of a taxpayer's taxable income in excess of two million dollars (\$2,000,000).

(b) For purposes of applying Part 10.2 (commencing with Section 18401) of Division 2, the tax imposed under this section shall be treated as if imposed under Section 17041.

(c) The following shall not apply to the tax imposed by this section:

(1) The provisions of Section 17039, relating to the allowance of credits.

(2) The provisions of Section 17041, relating to filing status and recomputation of the income tax brackets.

(3) The provisions of Section 17045, relating to joint returns.

(d) The revenues generated from the tax imposed by this section shall be deposited into the Clean Cars and Clean Air Trust Fund established by Section 80203 of the Public Resources Code.

SECTION 3. Sunset.

(a) Except as provided in subdivision (b), the provisions of this Act shall become inoperative as follows:

(1) The following section shall become inoperative on January 1, 2043:

(A) Section 2, adding Section 17044 to the Revenue and Taxation Code.

(2) The following sections shall become inoperative on June 30, 2043:

(A) Section 1, adding Division 47 to the Public Resources Code.

(b)(1) Notwithstanding subdivision (a), if for three consecutive calendar years on or after January 1, 2030 the statewide greenhouse gas emissions are at least 80 percent below the statewide 1990 level of greenhouse gas emissions as reported in the greenhouse gas inventory

required under Section 39607.4 of the Health and Safety Code, then the provisions of this Act shall become inoperative as set forth in this subdivision:

(2) The section of this Act described in subparagraph (A) of paragraph (1) of subdivision (a) shall become inoperative on the January 1 following the calendar year in which the condition set forth in paragraph (1) is satisfied.

(3) The section of this Act described in subparagraph (A) of paragraph (2) of subdivision (a) shall become inoperative on the next June 30 following the end of the calendar year in which the condition set forth in paragraph (1) is satisfied.

(c) Any moneys remaining in the Clean Cars and Clean Air Trust Fund after Division 47 of the Public Resources Code becomes inoperative shall be appropriated by the Legislature to further the purposes of this Act.

(d) Any section of this Act that becomes inoperative pursuant to this section is hereby repealed one year after the date the section becomes inoperative.

SECTION 4. Severability.

The provisions of this Act are severable. If any portion, section, subdivision, paragraph, subparagraph, clause, sentence, phrase, word, or application of this Act is for any reason held to be invalid by a decision of any court of competent jurisdiction, that decision shall not affect the validity of the remaining portions of this Act. The People of the State of California hereby declare that they would have adopted this Act and each and every portion, section, subdivision, paragraph, subparagraph, clause, sentence, phrase, word, and application not declared invalid or unconstitutional without regard to whether any part of this Act or application thereof would be subsequently declared invalid.

SECTION 5. Conflicting and Non-Conflicting Initiative Measures.

The People of the State of California hereby find and declare:

(a) Conflicting Initiative Measures.

In the event that this initiative measure and another initiative measure or measures that raises state revenues to fund reductions in GHG emissions from transportation and wildfires

appear on the same statewide election ballot, the other initiative measure or measures shall be deemed to be in conflict with this measure. In the event that this initiative measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other initiative measure or measures shall be null and void.

(b) Non-conflicting Initiative Measures.

(1) This initiative measure is an exercise of the statewide voters' initiative power pursuant to Section 1 of Article IV, and Section 8 of Article II, of the California Constitution.

(2)(A) Other initiative measures that deal with the procedures for the adoption of taxes, fees, and charges by the state Legislature, local legislative bodies, and local voters deal with separate and distinct constitutional powers from the constitutional powers described in paragraph (1). These initiatives include, but are not necessarily limited to, the initiatives initially designated by the Attorney General as Initiative No. 21-0026 and Initiative No. 21-0042.

(B) Other initiative measures that increase taxes on personal incomes to fund programs or efforts not including reductions in GHG emissions from transportation and wildfires deal with separate and distinct subjects. These initiatives include, but are not necessarily limited to, the initiative initially designated by the Attorney General as Initiative No. 21-0022.

(3) For purposes of subdivision (b) of Section 10 of Article II of the California Constitution, because they deal with separate and distinct constitutional powers and separate and distinct subjects, this initiative measure does not conflict with any initiative measure described in paragraph (2). The voters hereby declare that this initiative measure and the initiative measures described in paragraph (2) are not competing all-or-nothing alternatives. The voters hereby freely and unequivocally express their intent that if this initiative measure and any of the initiative measures described in paragraph (2) are approved at the same election, that both this initiative measure and the other initiative measure(s) should both be given full force and effect.

(c) If this initiative measure is approved by the voters but superseded in whole or in part by any other conflicting initiative measure approved by the voters at the same election, and such conflicting measure is later held invalid, this measure shall be self-executing and given full force and effect.

SECTION 6. Liberal Construction.

This Act is an exercise of the initiative power of the people of the State of California pursuant to Article II and Article IV of the Constitution, and shall be liberally construed to effectuate the purposes set forth in this Act.

SECTION 7. Standing.

Notwithstanding any other provision of law, if the state or any of its officials fail to defend the constitutionality of this act, following its approval by the voters, any other state or local government agency of this state shall have the authority to intervene on behalf of the State of California in any court action challenging the constitutionality of this act for the purpose of defending its constitutionality, whether that action is in state or federal trial court, on appeal, or on discretionary review by the Supreme Court of California or the Supreme Court of the United States. The reasonable fees and costs of defending the action shall be a charge on funds appropriated to the Department of Justice, which shall be satisfied promptly.

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Memorandum

AGENDA ITEM 8

DATE: July 21, 2022
TO: Transportation Authority Board
FROM: Rachel Hiatt - Deputy Director for Planning
SUBJECT: 7/26/22 Board Meeting: San Francisco Planning Department Southeast Rail Station Study Final Report

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>Staff from the San Francisco Planning Department will present the final report for the Southeast Rail Station Study (SERSS). This study began in 2020 with the support of Prop K funding through Resolution 2019-014. The SERSS evaluated options for the future configuration of Caltrain stations within Southeast San Francisco, including the potential need to reconstruct or relocate the existing 22nd St Station as part of the development of the Pennsylvania Avenue Extension (PAX) project as well as an evaluation of options to restore Caltrain service to the Bayview, which was lost with the 2005 closure of the Paul Avenue Station. The study recommends that stations at or around both locations should advance, and that while the consideration of potential 22nd St Station reconstruction or relocation options is dependent upon the PAX process, efforts to implement a station in the Bayview can and should proceed immediately. We anticipate bringing a Prop K appropriation request for pre-environmental work to the Board in September.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

In 2018, the San Francisco Planning Department, in partnership with the Transportation Authority and other agencies, concluded the Railyard Alignment and Benefits (RAB) Study. The RAB Study established the City’s preferred alignment for the Caltrain/HSR corridor, with this alignment including the Pennsylvania Avenue Extension (PAX) tunnel that would extend



south from the planned Downtown Rail Extension (DTX) alignment, beneath Seventh Street and Pennsylvania Avenue. PAX will eliminate conflicts between rail and other road users at the existing at-grade rail crossings at 16th Street and Mission Bay Drive. However, depending on the eventual design and alignment of PAX, the existing 22nd Street station could require reconfiguration or replacement. The Transportation Authority is currently leading pre-environmental phase planning and design studies of the PAX project.

In October 2018, through Resolution 2019-014, the Transportation Authority allocated \$160,000 in Prop K sales tax funds to the San Francisco Planning Department to conduct a study of potential design concepts for reconfiguration or replacement of the existing 22nd Street Station. Prop K funds leveraged a Priority Development Area grant from the Metropolitan Transportation Commission (MTC). The Study's scope was subsequently expanded beyond the 22nd Street Station zone to include consideration of potential station locations between 4th and King/Townsend and Bayshore Station to serve both the existing 22nd Street Station zone as well as the Bayview. As such, the initiative was re-named as the Southeast Rail Stations Study (SERSS) and has examined potential station options both in the 22nd Street area and within the Bayview.

Options for a reconfigured or replacement station in the vicinity of the current 22nd Street Station include re-building a station at 22nd Street, a new underground station near Mariposa Street (within the PAX alignment), or a new above-grade station at Cesar Chavez Street, south of the extents of the PAX.

SERSS is also prioritizing the restoration of Caltrain service to the Bayview. The Paul Avenue Caltrain Station was closed in 2005. Anticipating the closure, and based on the Bayview Community Revitalization Report recommendations, in 2003, the Transportation Authority included funding for a potential replacement station at Oakdale Avenue in the countywide transport plan and Prop K sales tax measure. The Transportation Authority completed an engineering feasibility study in 2005 and a ridership study in 2014, both of which indicated positive results for the Oakdale site. There have been a number of subsequent changes to land uses and other factors, including the development of a new site for San Francisco City College and the Southeast Community Center at Third St & Evans Avenue. In this context, the SERSS conducted an overall assessment of potential station locations in the Bayview, including Oakdale as well as Williams and Evans Avenues.

DISCUSSION

Findings. The SERSS Final Report confirms the need for two Caltrain stations in San Francisco between 4th and Townsend and Bayshore. The Study also recommends that detailed planning and design for a new station in the Bayview proceed in the immediate-term, independent of longer-term planning for the PAX project.

While no recommendation is made with respect to a preferred location for the 22nd Street reconfiguration or replacement stations, the report does highlight that the location option at



Cesar Chavez Street received the most negative feedback during outreach and does not serve the existing destinations currently accessible by using the existing 22nd Street Station.

In the Bayview, the report notes strong negative feedback with respect to the Williams Ave location option, and support for both Evans and Oakdale. Community members expressed support for Oakdale by noting the history of planning and prior commitments to a station at this location, its location closer to the center of the existing community, the Third Street commercial area, and to connections with three Muni lines, while community members in support of Evans believed that location would better serve the new 5-acre City College and Southeast Community Center site at Third & Evans while offering better connections to the developments to the East, such as the Shipyards. Though not a recommendation of the report, at its meeting on July 14, 2022, the San Francisco Planning Commission endorsed the Oakdale location as its preferred option to advance in the Bayview.

Next Steps. Based on the recommendations from the SERSS report, the 22nd Street reconfiguration or replacement options will be folded into the ongoing work to advance the PAX project, led by the Transportation Authority.

In the Bayview, Transportation Authority staff will return to the Board later in 2022 to request funding for a pre-environmental study with the key objectives of engaging with the community and stakeholders - including Caltrain, SFMTA, and SF Planning Department - to determine the preferred location for the Bayview station, developing preliminary design and service options (including station access plans and ridership modeling), and preparing for environmental clearance.

A new at-grade Caltrain station in the Bayview has an estimated capital cost of approximately \$100 million, with higher costs, potentially up to \$200 million, for an elevated station as would be required at Evans. The Transportation Authority will develop refined cost estimates and a funding plan as part of this next phase of work. The currently adopted Prop K expenditure plan includes funding that is anticipated to be sufficient to complete environmental clearance; final design and construction will require the leverage of additional local, regional, state, and/or federal funds. The proposed 2022 sales tax expenditure plan includes approximately \$28 million for a future Bayview Caltrain Station, and the station may also have the opportunity to be partially funded by private contributions, either through development impact fees or other programs.

FINANCIAL IMPACT

None. This is an information item.

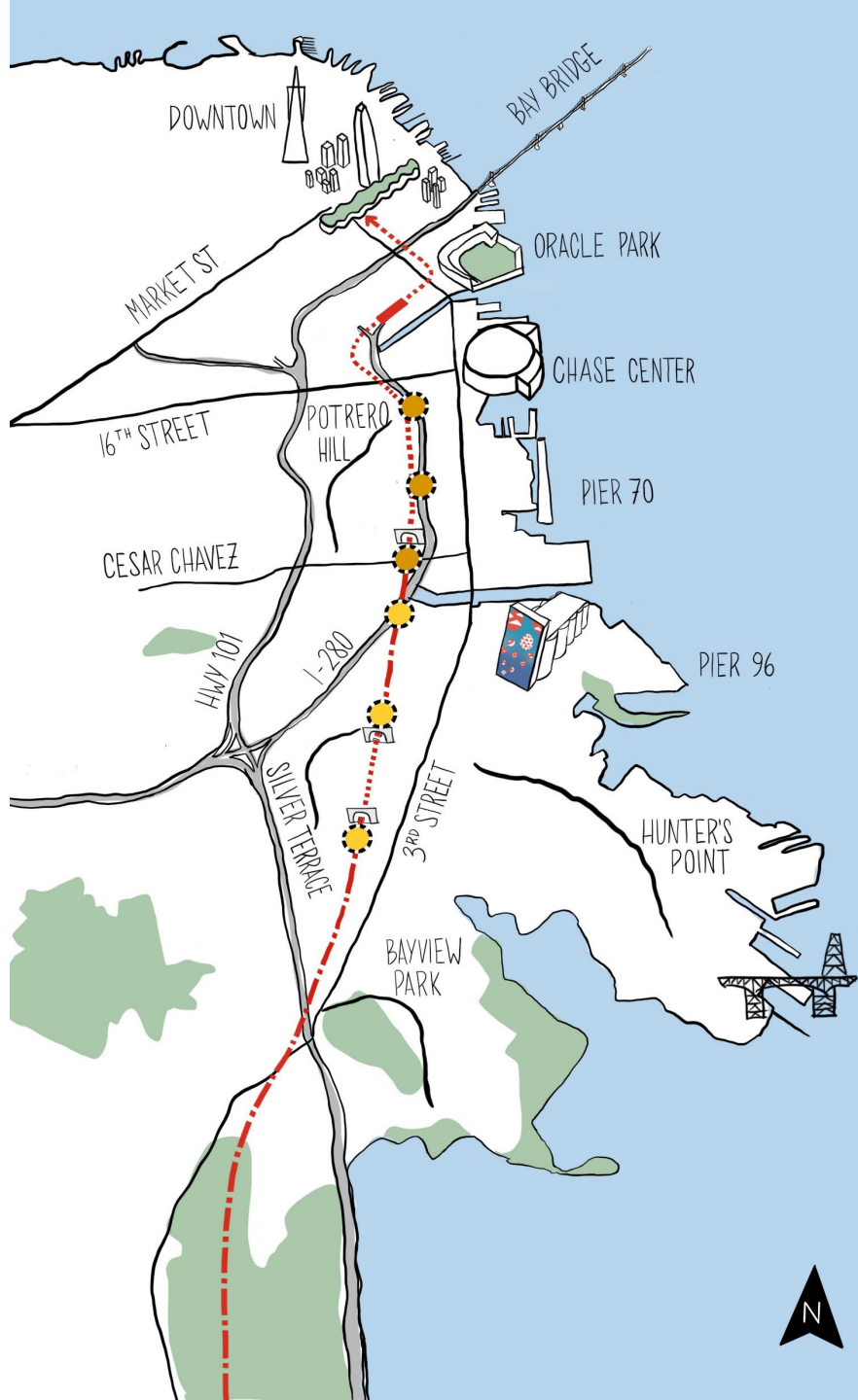
CAC POSITION

None. This is an information item. The CAC will be briefed on this item in Fall 2022.



SUPPLEMENTAL MATERIALS

- Attachment 1 - San Francisco Planning Department Presentation of the Southeast Rail Station Study Final Report
- Enclosure 1 - Southeast Rail Station Study Final Report



Southeast Rail Station Study

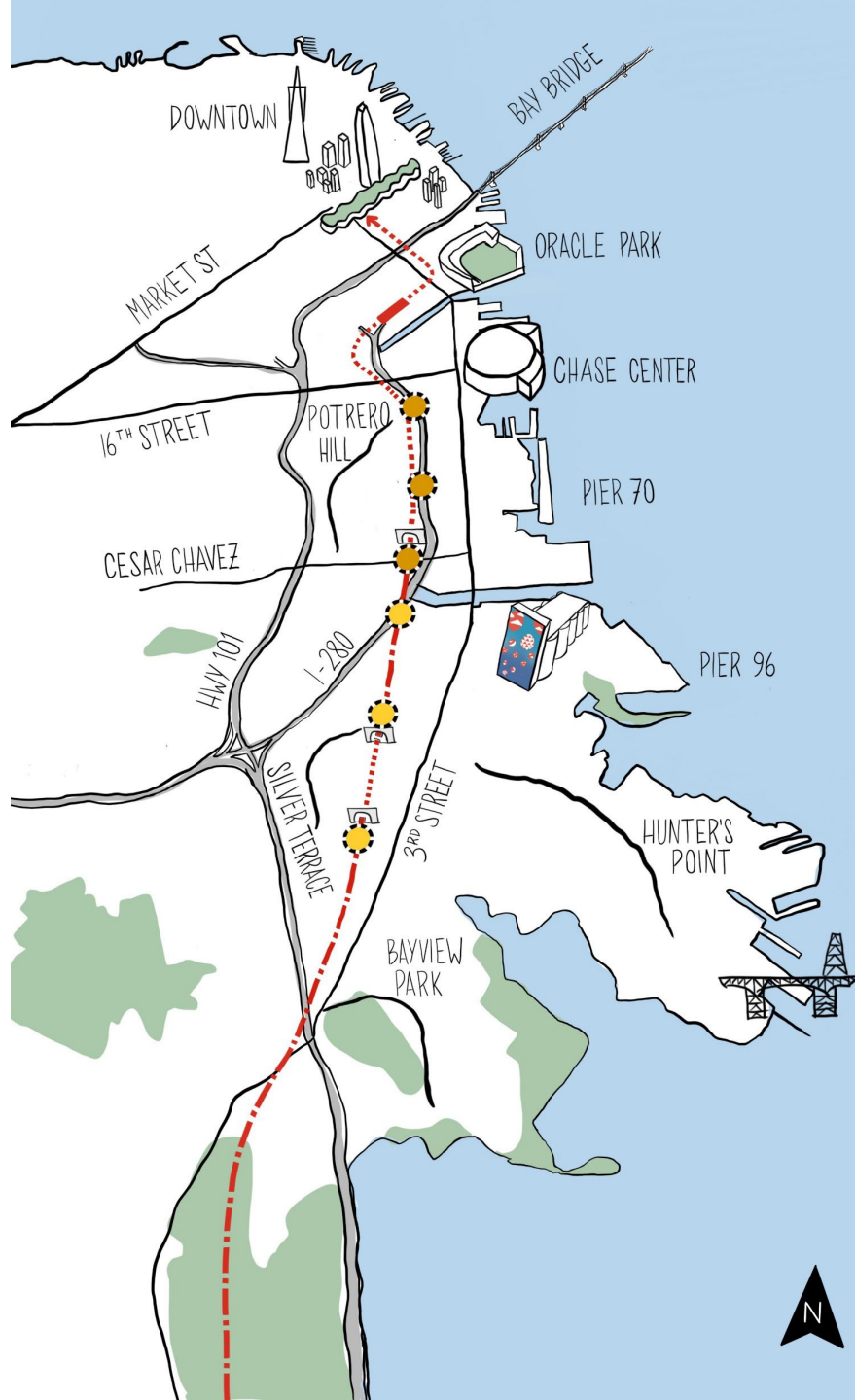
Findings and Recommendations

SFCTA Board
July 26, 2022



Today's Presentation

1. **Background & Process**
2. Spring & Summer Events
3. July Planning Commission Action
4. What's Next?





Study Purpose

- Increase and enhance regional rail service in southeast San Francisco
- Evaluate station options to restore rail access to the Bayview community
- Evaluate station options that may be needed to support the Pennsylvania Avenue tunnel





Study Schedule

Summer 2020 - Fall 2021	Technical Studies (e.g., land use, initial design)
October 2021 – June 2022	Public Outreach
May 12, 2022	Presentation at Planning Commission hearing
June 9, 2022	Community Meeting on Bayview Options
July 14, 2022	Endorsement at Planning Commission with recommendations
July 26, 2022	Presentation at SF County Transportation Authority Board meeting

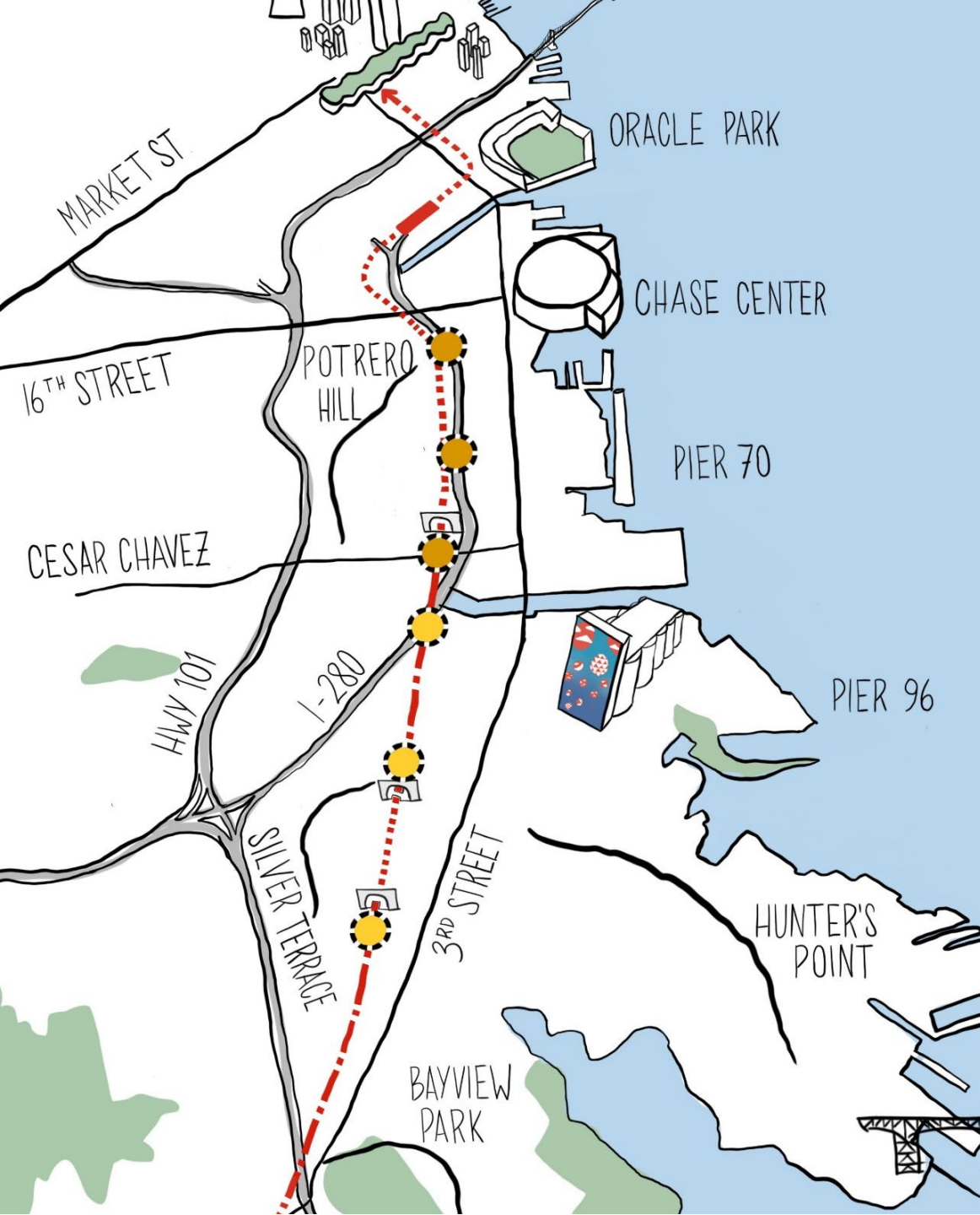
Station Groups

Potrero/Dogpatch locations

- Mariposa
- 22nd Street
- Cesar Chavez

Bayview locations

- Evans
- Oakdale
- Williams



NEWS

Public transit fails its mission in the Bayview

'You're really a second-class citizen' if you live in this neighborhood

By Carly Graf Examiner staff writer · November 22, 2021 10:00 am - Updated November 22, 2021 4:55 pm



Passengers board a T-Third Street Muni train bound for Sunnydale at the Oakdale/Palou station in the Bayview District. (Kevin N. Hume/The Examiner)

San Francisco Examiner, November 22, 2021 (Carly Graf)

Bayview Station: History

Against a history of red-lining and disinvestment, City Agencies have pledged to support a Bayview Station for 20-years

1982: low ridership prompts recommendation to shut Paul Ave Stn

2002: Bayview Community Revitalization Plan

2003: Prop K Sales Tax includes \$7.9 million for Oakdale Station

2005: Paul Avenue Station Closes

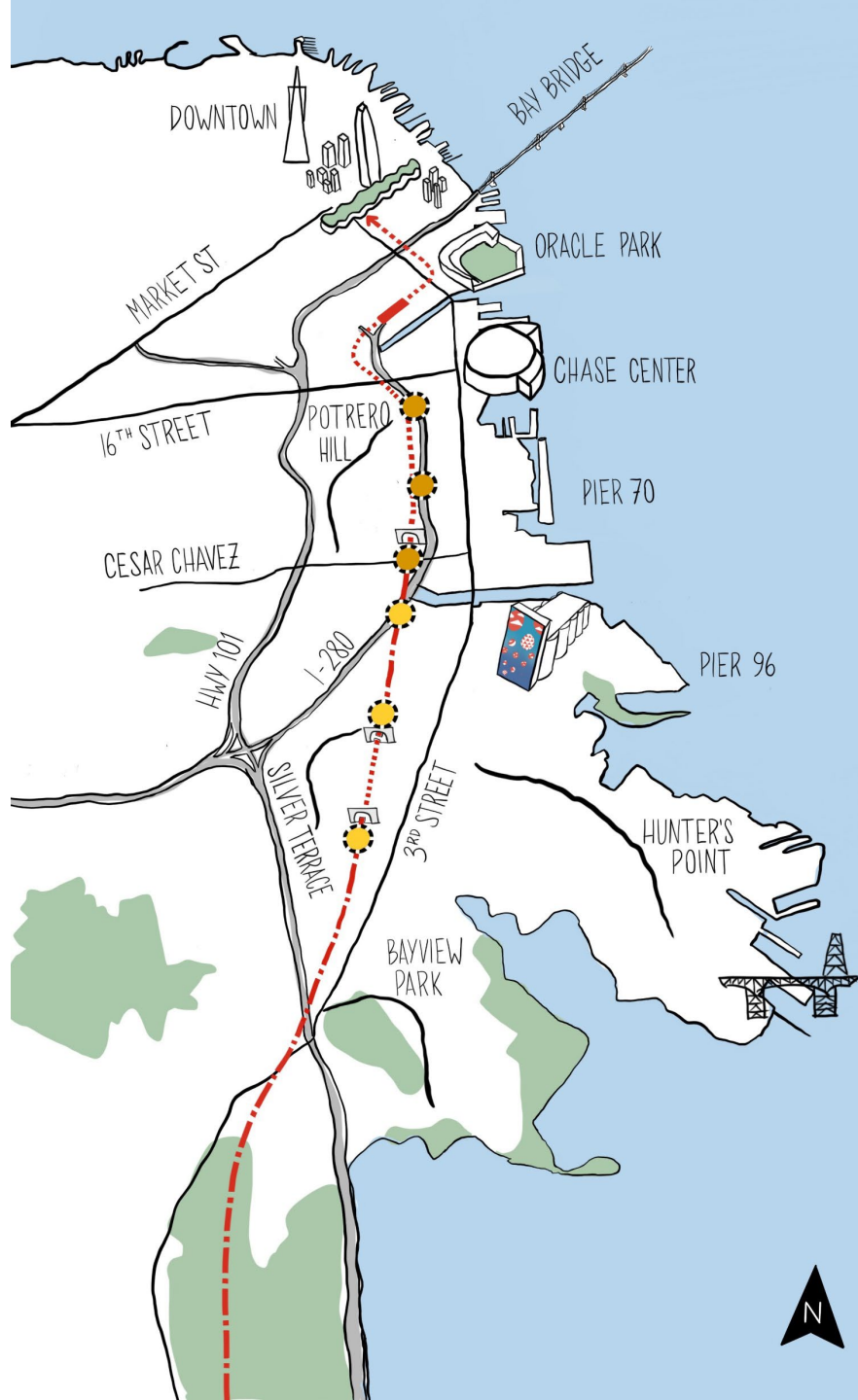
2005: SFCTA completes station feasibility study; affirms Oakdale

2014: Travel modeling affirms ridership demand at Oakdale

2020: SFMTA Community Based Transportation Plan

2021: ConnectSF Transit Corridors Study

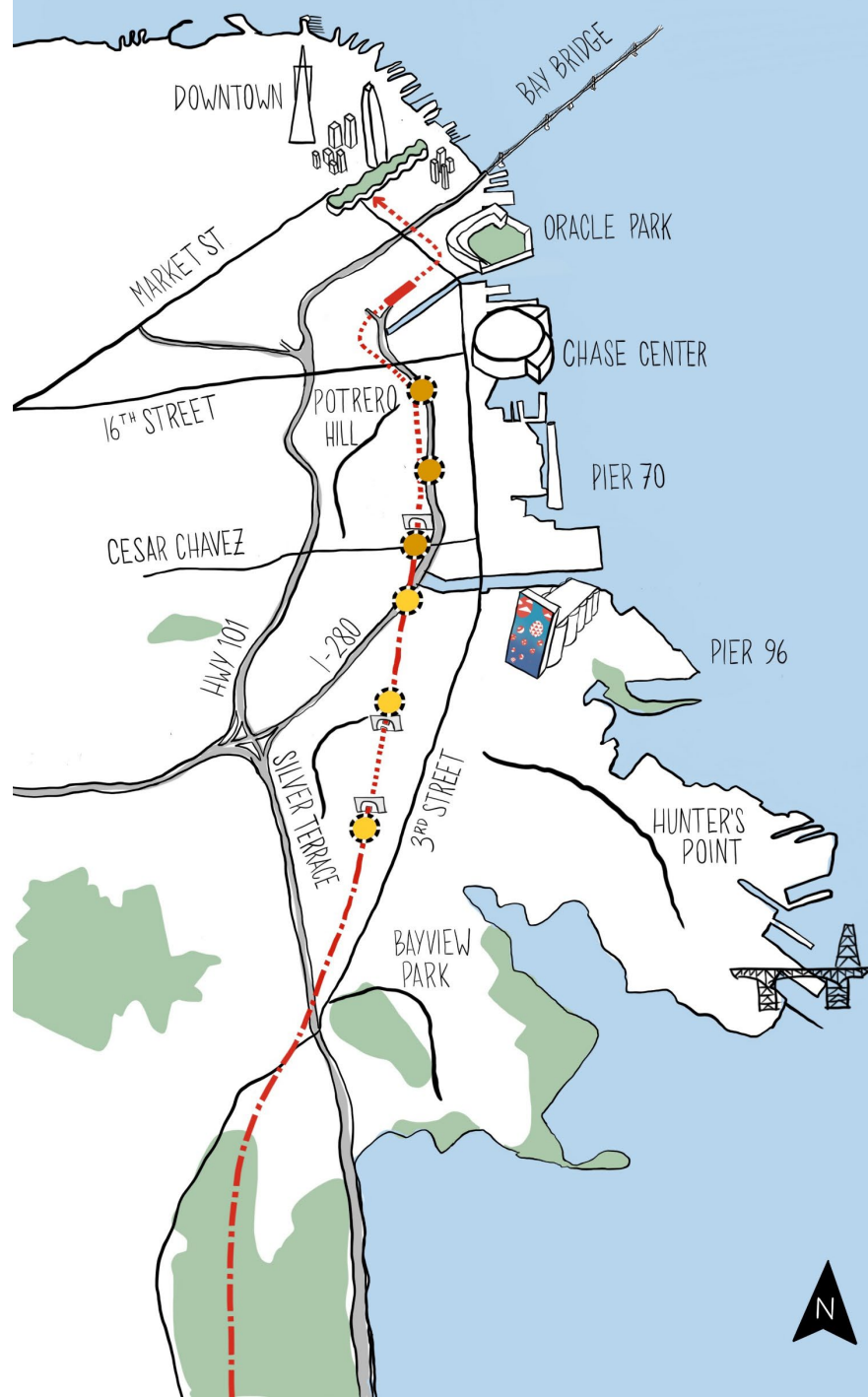
2022: Southeast Rail Station Study



Today's Presentation

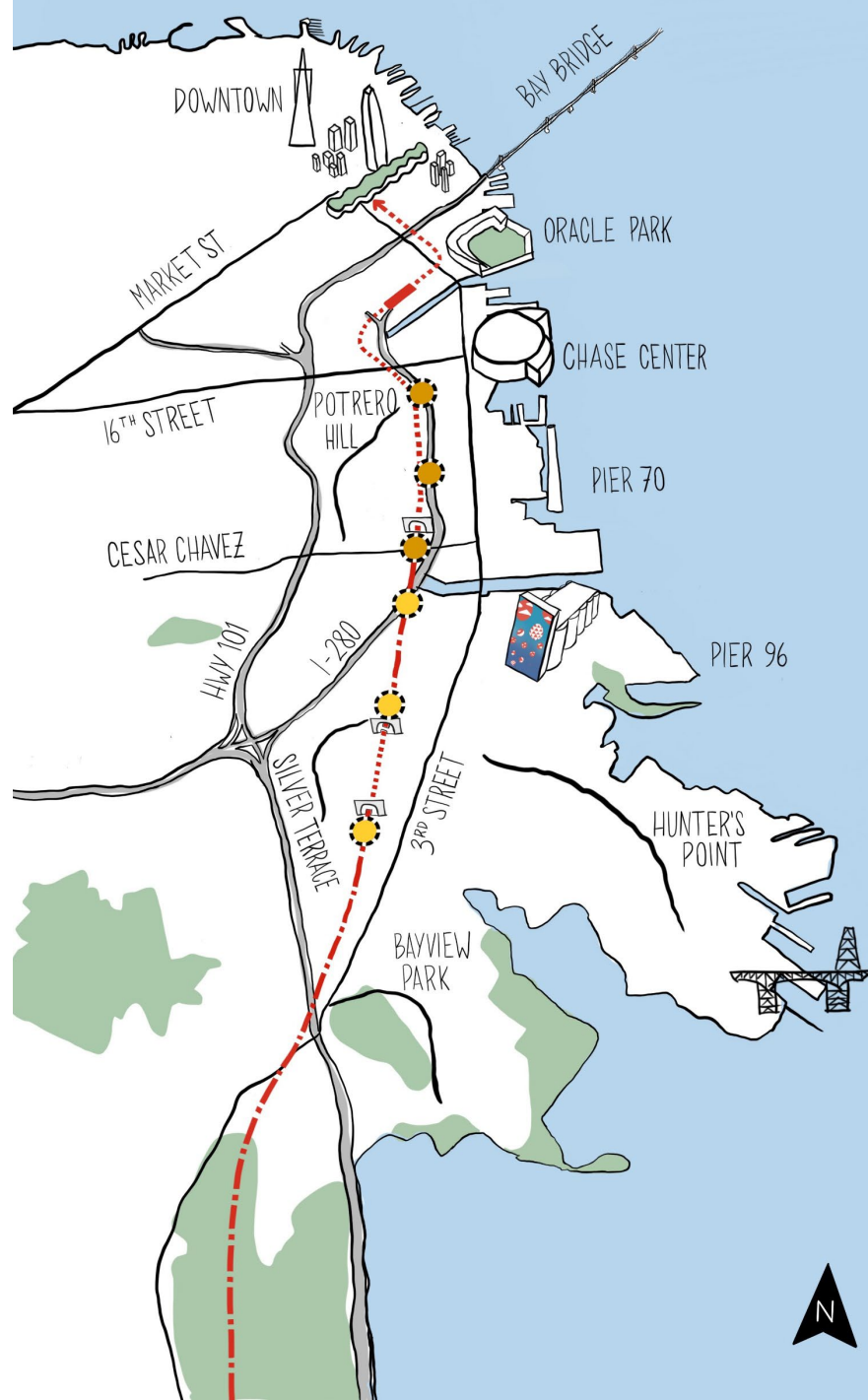
1. Background & Process
- 2. Spring & Summer Events**
3. July Planning Commission Action
4. What's Next?

Planning Commission Discussion: May 2022



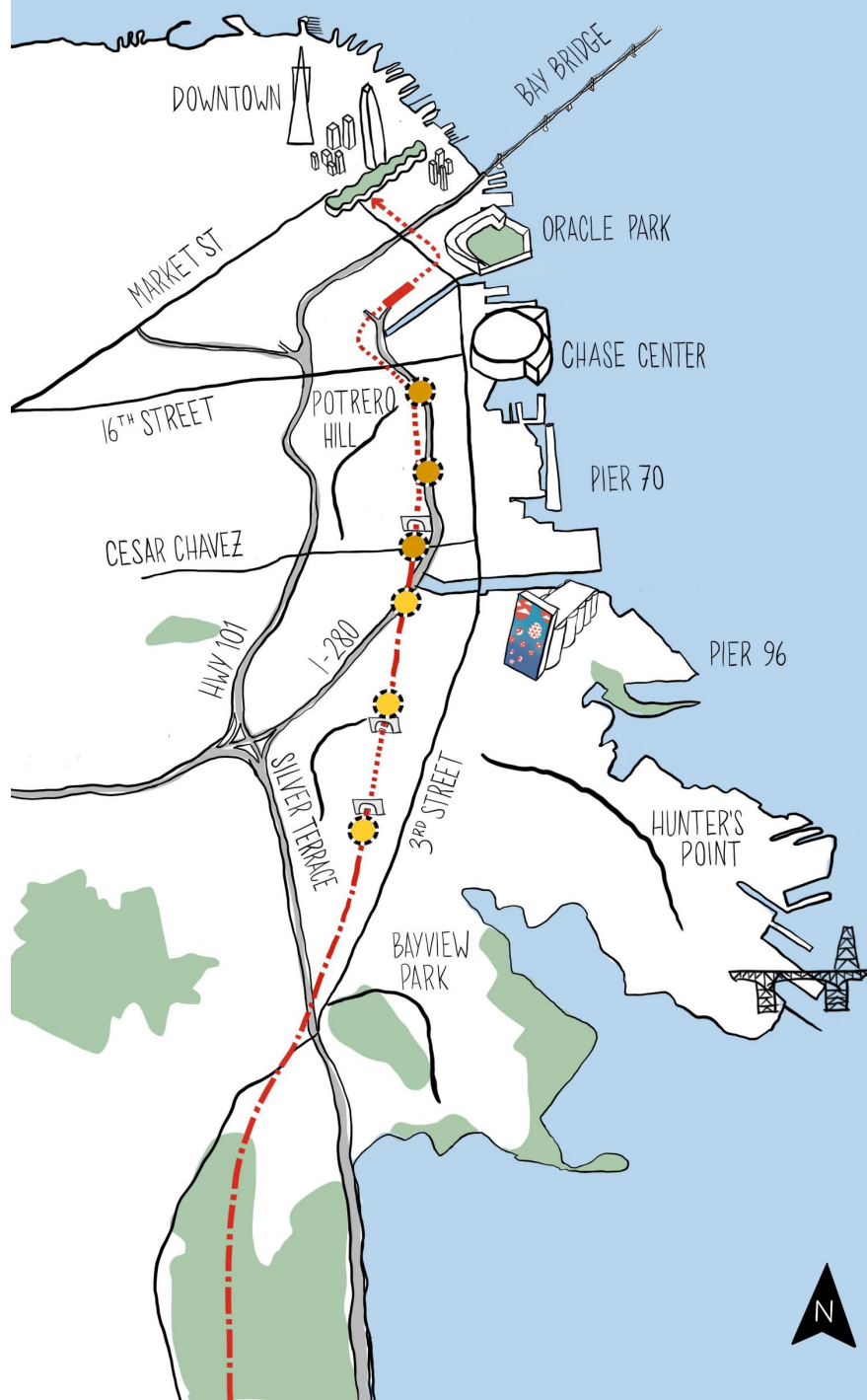
- Support for new and improved stations
- Support to maintain PDR zoning in the study area
- Need for future work based on draft Housing Element to address displacement risks
- Seek affordable housing opportunities with Mayor's Office of Housing
- Need for affordable and easy-to-use transit
- Deliver on past promises

Bayview Community Meeting June 2022

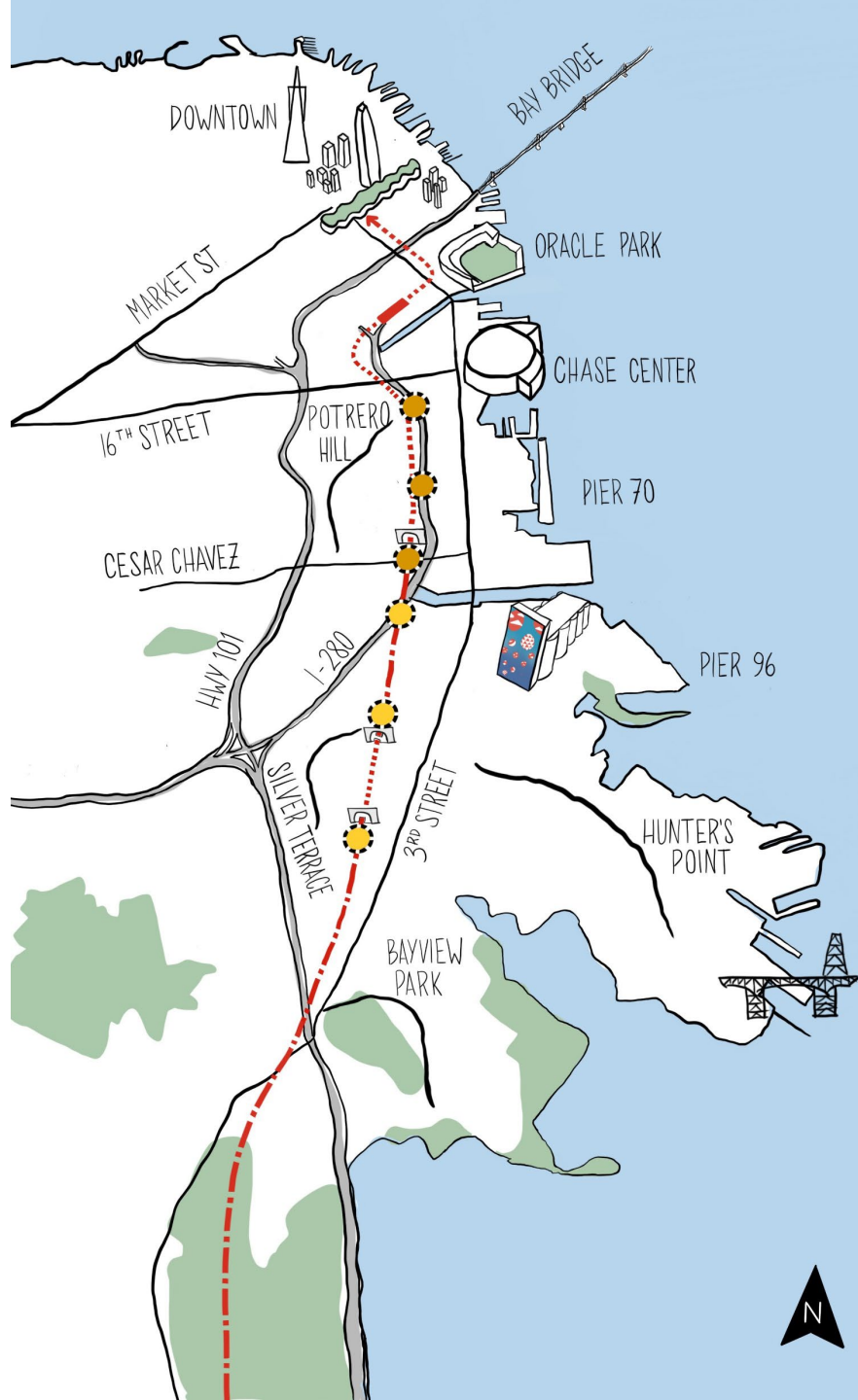


- Support for new and improved stations that will foster economic opportunity for current residents
- Concerns about gentrification
- Interest in connections to recent and planned development
- Must address environmental risks
- Caltrain and MTA access, transfers, costs, and safety

Bayview Community Meeting: Station Discussion



- Discussion mirrored past feedback on Evans and Oakdale
- Future engagement to focus on detailed ridership, cost and construction
- Plurality of attendees supported Oakdale location

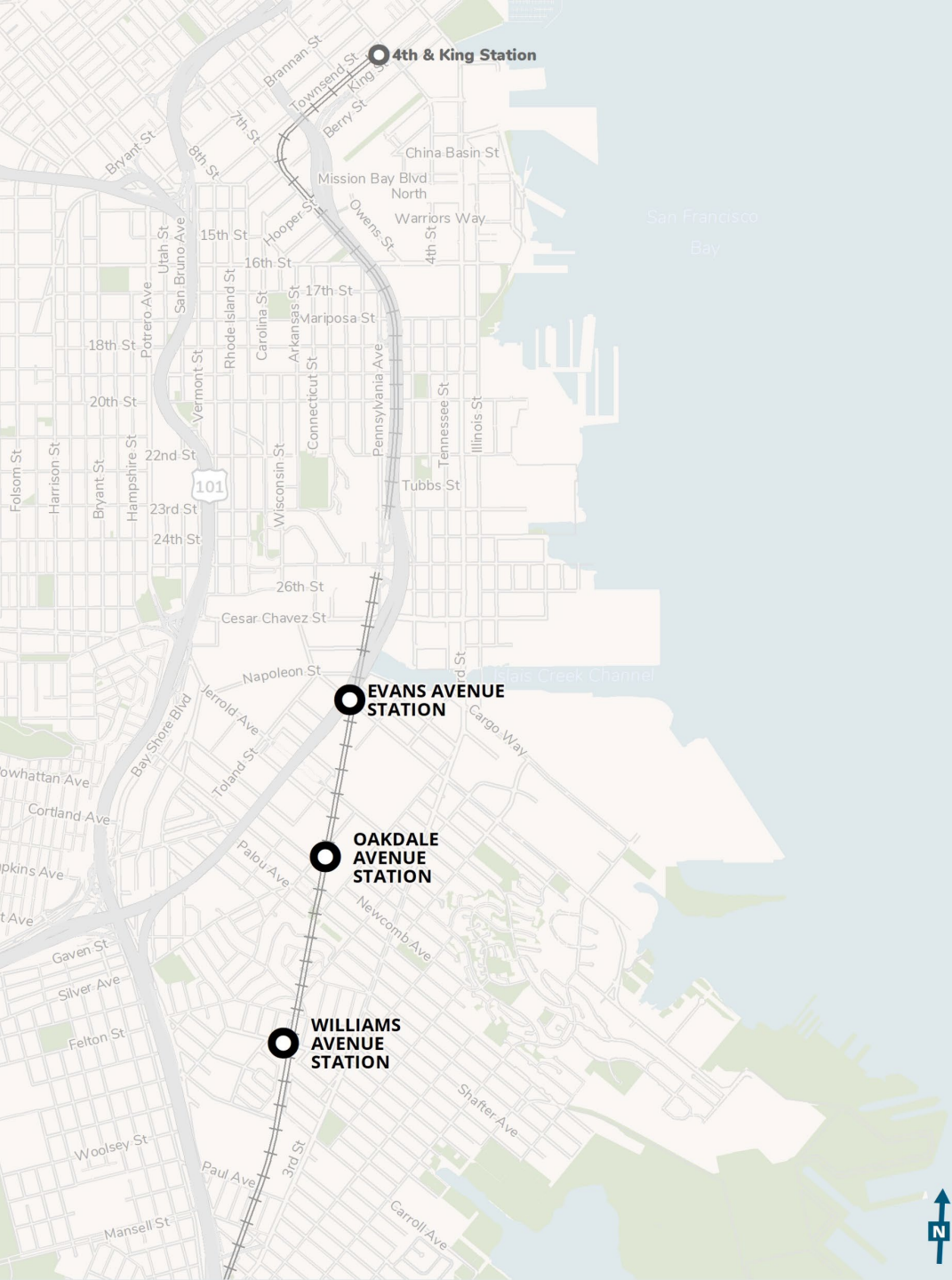


Today's Presentation

1. Background & Process
2. Spring & Summer Events
3. **July Planning Commission Action:
Endorse the Study and Urge Decision Makers**
4. What's Next?

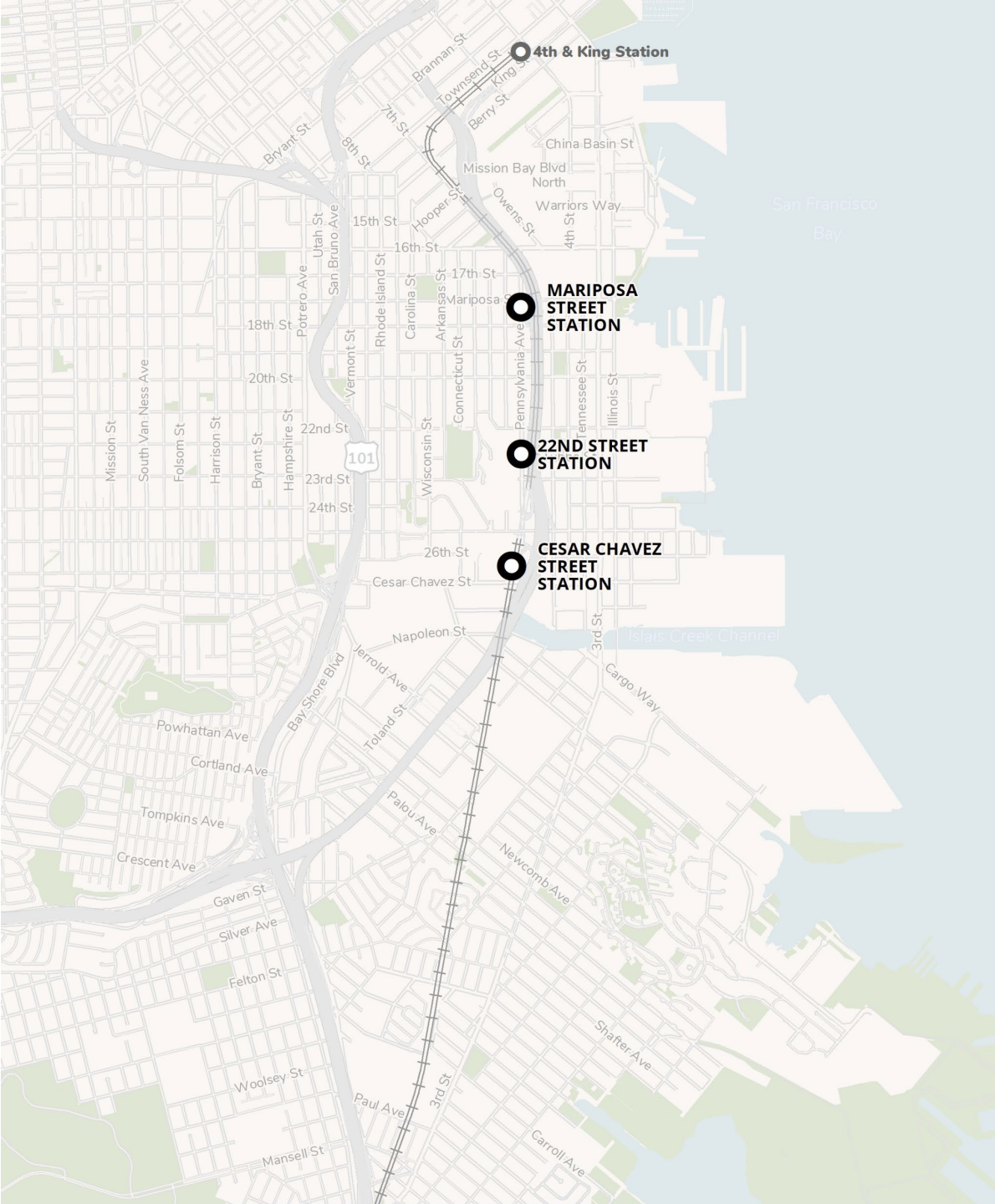
Bayview Station: Planning Commission Recommendations

- a. Restore Caltrain service, without delay
- b. Commit funding to advance the work
- c. SFMTA & Caltrain to plan for coordinated service & fares
- d. Based on current information, support the **Oakdale** location due to:
 - Community support
 - Current and planned land use
 - Connection to SFMTA services
 - Cost of construction



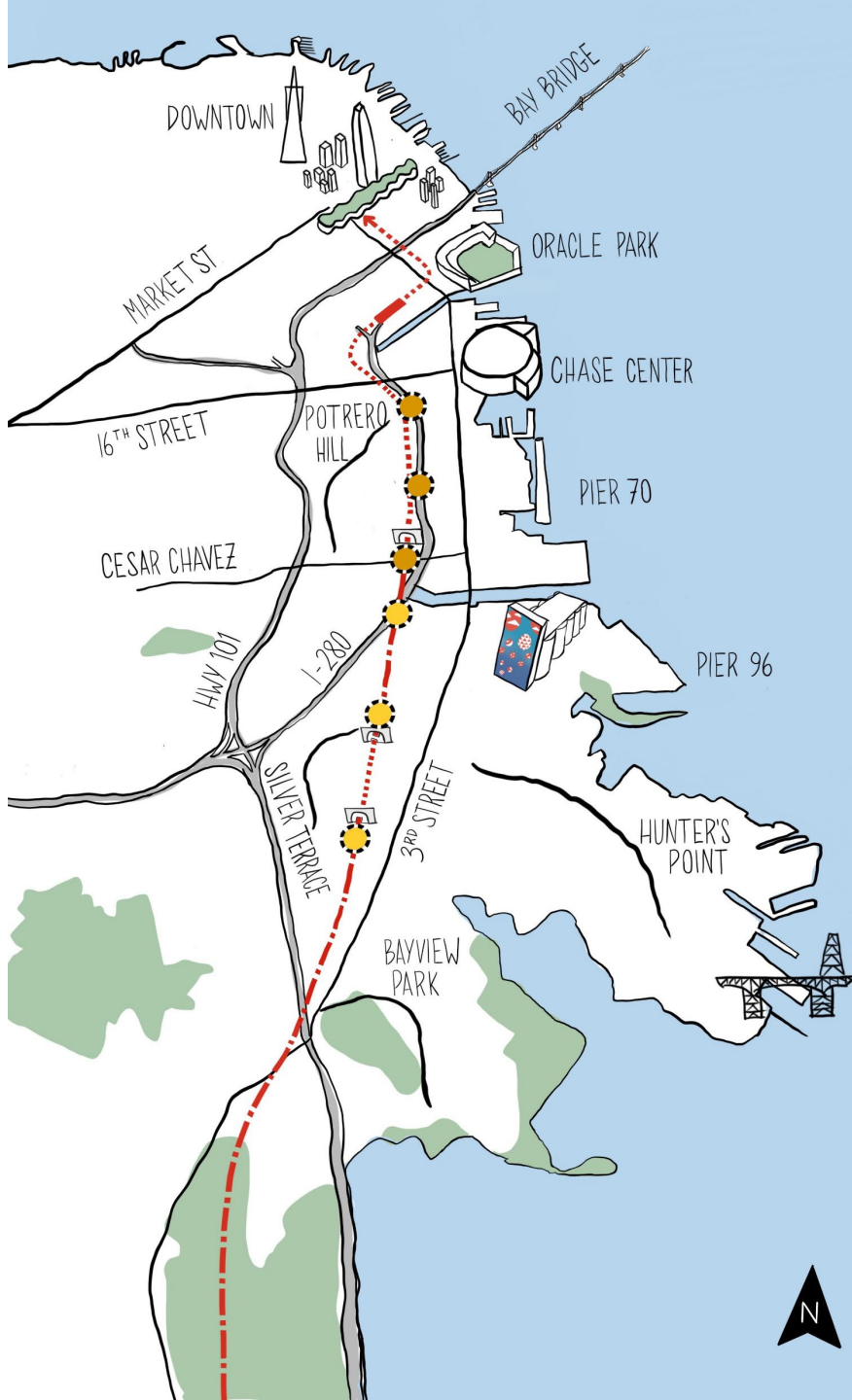
Dogpatch/Potrero Options

- Continue work to advance the **Pennsylvania Avenue Tunnel (PAX)**
- Based on current information, support station location at **22nd St or Mariposa/16th St** due to:
 - Community support
 - Current and planned land uses
 - Connection to SFMTA services



Today's Presentation

1. Background & Process
2. Spring & Summer Events
3. July Planning Commission Action
- 4. What's Next?**



Agency Representatives



Funding & management of next phase
(design & environmental review)

Andy Heidel
andrew.heidel@sfcta.org
415.522.4836



Coordinate land use, Housing Element policies, and
work with Mayor's Office of Housing

Jeremy Shaw
jeremy.shaw@sfgov.org
628.652.7449



Coordination with local bus service, bicycle and
pedestrian access, and passenger drop-off

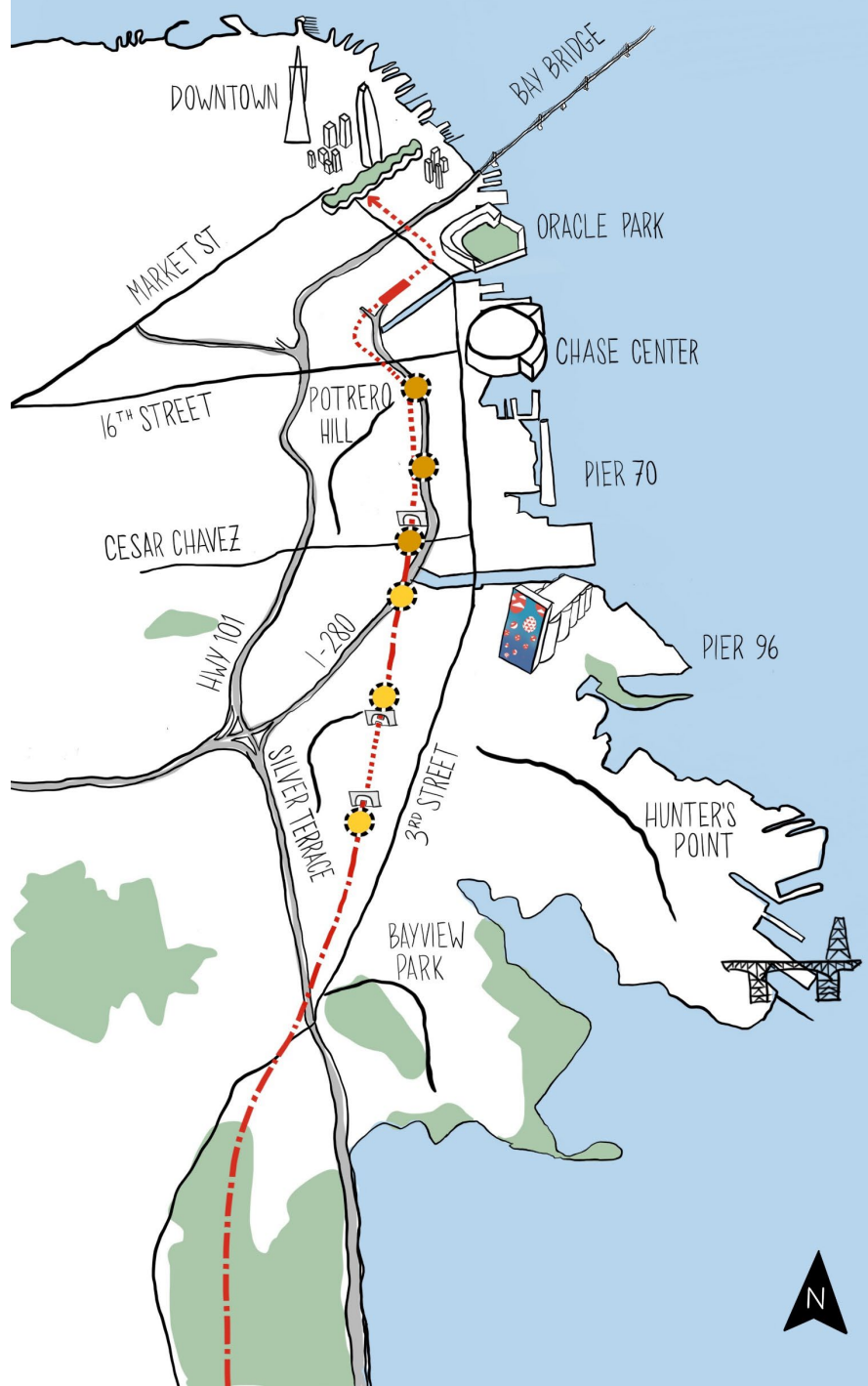
Christopher Kidd
christopher.kidd@sfmta.com
415.646.2852



Train service, affordability, design, and
environmental review

Anthony Simmons
simmonsa@caltrain.com
415.659.8895

Thank you!





Memorandum

AGENDA ITEM 9

DATE: September 22, 2022
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 10/18/2022 Board Meeting: Allocate \$3,701,000, in Prop K Funds with Conditions, and Appropriate \$800,000 for Five Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$347,000 in Prop K funds to Golden Gate Bridge, Highway, and Transit District (GGBHTD) for:</p> <ol style="list-style-type: none"> 1. San Francisco Ferry Terminal Security Improvement <p>Allocate \$3,354,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 2. Application-Based Traffic Calming Program FY20-21 Cycle Construction (\$2,762,000) 3. Application-Based Traffic Calming Program FY21-22 Cycle Design (\$312,000) 4. Schools Engineering Program FY22-23 (\$280,000) <p>Appropriate \$800,000 in Prop K funds for:</p> <ol style="list-style-type: none"> 5. Bayview Station Preliminary Design and Pre-Environmental <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, 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 and appropriate \$4,501,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop K Fiscal Year 2022/23 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 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The Community Advisory Committee will consider this item at its September 28, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary – FY 2022/23
- Attachment 5 – Allocation Request Forms (5)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	9	GGBHTD	San Francisco Ferry Terminal Security Improvement	\$ 347,000	\$ 347,000	95%	0%	Design	3
Prop K	16	SFCTA	Bayview Station Preliminary Design and Pre-Environmental	\$ 800,000	\$ 800,000	74%	0%	Planning	10
Prop K	38	SFMTA	Application-Based Traffic Calming Program FY20-21 Cycle Construction	\$ 2,762,000	\$ 2,762,000	51%	0%	Construction	1,2,4,5,6,7,8,9,10,11
Prop K	38	SFMTA	Application-Based Traffic Calming Program FY21-22 Cycle Design	\$ 312,000	\$ 312,000	51%	0%	Design	Citywide
Prop K	38	SFMTA	Schools Engineering Program FY22-23	\$ 280,000	\$ 280,000	51%	0%	Planning, Design, Construction	TBD
TOTAL				\$ 4,501,000	\$ 4,501,000	58%	0%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan 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) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: GGBHTD (Golden Gate Bridge, Highway, and Transit District); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

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

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K 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 K Funds Requested	Project Description
9	GGBHTD	San Francisco Ferry Terminal Security Improvement	\$ 347,000	Requested funds will be used to design security improvements at the San Francisco Ferry Terminal. The project includes additional security measures, including fencing and barriers to prevent unauthorized access to the terminal and docked ferries. Design is expected to start in January 2023 and the project is expected to be open for use by Fall 2024.
16	SFCTA	Bayview Station Preliminary Design and Pre-Environmental	\$ 800,000	This study will finalize selection of a new Caltrain station location and prepare for environmental approval. The Paul Avenue Caltrain Station was closed in 2005, and development of a replacement station was included in the Prop K Expenditure Plan. SFCTA completed an engineering feasibility study in 2005 and a ridership study in 2014, both of which recommended a new station at Oakdale. This study would build on earlier work, while accounting for changes to land uses and other factors in the neighborhood and will include multi-lingual outreach and community engagement. Upon completion, expected by September 2023, the final report, including the preferred station location, will be presented to the Board for approval.
38	SFMTA	Application-Based Traffic Calming Program FY20-21 Cycle Construction	\$ 2,762,000	Funds would be used for the construction phase for traffic calming improvements at 102 site-specific locations on residential streets as identified, evaluated and ranked through the SFMTA's Application-Based Traffic Calming Program's FY20-21 cycle (applications were due in June 2020). The scope includes approximately 200 individual traffic calming measures, including speed humps, speed cushions, speed tables and raised crosswalks. SFMTA anticipates all locations will be open for use by September 2023. See the attached Allocation Request Form for the list of approved locations.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	Application-Based Traffic Calming Program FY21-22 Cycle Design	\$ 312,000	Requested funds will be used to design 208 traffic calming projects (i.e., site specific locations) as identified, evaluated and ranked through the SFMTA's Application-Based Traffic Calming Programs FY21-22 cycle (applications were due in June 2021). The scope consists of approximately 396 individual traffic calming devices, including speed humps, speed cushions, speed tables, raised crosswalks and traffic islands. Design is anticipated to be done by October 2023 and all locations constructed and open for use by December 2024. See the attached Allocation Request Form for the list of approved locations.
38	SFMTA	Schools Engineering Program FY22-23	\$ 280,000	<p>Schools Engineering is an annual program within San Francisco's Safe Routes to School program. This request will fund five walk audits for the 2022-2023 program which serves all K-12 schools in San Francisco (public and private). Walk audits are collaborative assessments that involve gathering information about infrastructure issues, motorist behavior and pedestrian/bicycling behavior around schools. The SFMTA is also requesting funds to design and implement approximately 30 low-cost, relatively easy to implement measures recommended by the audits. Funding for the School Traffic Operations Signage & Markings subprogram and the School Loading Zone Traffic Calming sub-program is already in place for the 2022-2023 school year.</p> <p>SFMTA staff will determine school sites for walk audits primarily based on collision data around schools, focusing on schools that have not had significant infrastructure improvements and schools that have capacity to participate in a walk through, including support from staff, parents, and the principal. See the attached Allocation Request Form for the schools where audits have been performed since 2019. The SFMTA anticipates that audits and implementation of low-cost recommendations will be completed by March 2025.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
TOTAL			\$4,501,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
9	GGBHTD	San Francisco Ferry Terminal Security Improvement	\$ 347,000	5-Year Prioritization Program (5YPP) Amendment: Funding this request requires a concurrent amendment to the Ferry 5YPP to reprogram funds from the planning phase to the design phase of the subject project. See attached Allocation Request Form for details.
16	SFCTA	Bayview Station Preliminary Design and Pre-Environmental	\$ 800,000	Special Condition: SFCTA shall present a final report, including the recommended station location and the final Environmental Clearance Plan, to the Board for approval.
38	SFMTA	Application-Based Traffic Calming Program FY20-21 Cycle Construction	\$ 2,762,000	5YPP Amendment: This request requires a concurrent amendment to the Traffic Calming 5YPP to reprogram a total of \$663,640 from Schools Engineering Program (\$300,000), Vision Zero Proactive Traffic Calming Program (\$250,000), and Speed Radar Sign Installation (\$113,640) to the subject project. SFMTA has indicated that it has sufficient funds for the Schools Engineering program for FY 2022/23 and \$2 million in FY 2023/24. With respect to Vision Zero Proactive Traffic Calming, SFMTA does not plan to request funds for this program until mid-2023, after it has coordinated with the Department of Public Health on the updated High Injury Network. See attached Allocation Request form for details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFMTA	Application-Based Traffic Calming Program FY21-22 Cycle Design	\$ 312,000	5YPP Amendment: This request requires a concurrent amendment to the Traffic Calming 5YPP to reprogram \$312,000 from Speed Radar Sign Installation to the subject project. See attached Allocation Request Form for details.
38	SFMTA	Schools Engineering Program FY22-23	\$ 280,000	
TOTAL			\$ 4,501,000	

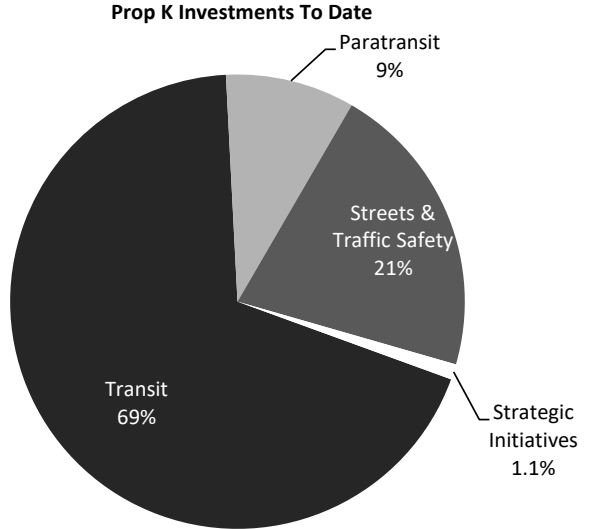
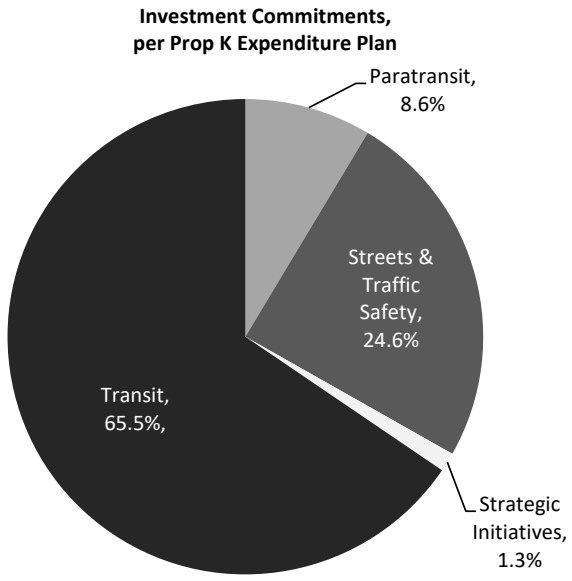
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY2022/23**

PROP K SALES TAX

FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 28,299,778	\$ 16,169,149	\$ 10,080,810	\$ 1,749,819	\$ 300,000
Current Request(s)	\$ 4,501,000	\$ 1,393,200	\$ 2,492,300	\$ 615,500	\$ -
New Total Allocations	\$ 32,800,778	\$ 17,562,349	\$ 12,573,110	\$ 2,365,319	\$ 300,000

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Ferry Terminal Security Improvement Project
Grant Recipient:	Golden Gate Bridge, Highway, and Transit District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Ferry
Current PROP K Request:	\$347,000
Supervisory District	District 03

REQUEST

Brief Project Description

This project will provide security improvements at the San Francisco Ferry Terminal. The project will design additional security measures, including fencing and barriers to prevent unauthorized access to the terminal and docked ferries.

Detailed Scope, Project Benefits and Community Outreach

The scope includes improvements to existing security fencing, construction of additional security fencing and installation of improved terminal access controls at the Golden Gate Ferry's San Francisco Terminal to prevent unauthorized access to the terminal, passengers and docked ferries.

Enhancement of existing security fencing, the construction of new security fencing and installation of modern terminal access controls (roll-up/roll-down gates and electronic door locks) will help deter and prevent unauthorized entry that might result in an Active Threat incident, deployment of a weapons of mass destruction or use of the ferry terminal, passengers and/or the ferry in support of a criminal activity. As a result, this project closes or mitigates identified maritime security risk vulnerabilities gaps in the applicable Area Maritime Security Plan, the terminal's Facility Security Plan and Port-wide Risk Management Plan. This investment also enhances business continuity and recovery from Transit Security Incidents. When combined, these impacts will make a more secure and resilient port.

Physical security fencing/access controls are a critical element in the port's layered defense strategy to prevent unauthorized entry into ferry terminals, uncontrolled access to passengers, terminal/facility personnel and ferry crew members. Such an investment will help prevent and deter Active Threat incidents and other emerging threats in the maritime domain.

Project Location

San Francisco Ferry Terminal, Golden Gate Ferry

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 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 K 5YPP Amount:	\$347,000

Justification for Necessary Amendment

Request includes an amendment to the Ferry 5YPP to reprogram \$65,000 from the Environmental phase of the Gangways and Piers Reconstruction project to the Design phase. The security project falls under the approved Gangways and Piers project and has become more urgent to move ahead of the greater Gangways and Piers project due to an increase in security incidents.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Ferry Terminal Security Improvement Project
Grant Recipient:	Golden Gate Bridge, Highway, and Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

The design phase may require coordination and permits from the Bay Conservation and Development Commission (BCDC) and/or the Port of San Francisco. Federal construction phase funds through FEMA's Port Security Grant Program (PSGP) must be expended by September 2024.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Ferry Terminal Security Improvement Project
Grant Recipient:	Golden Gate Bridge, Highway, and Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-109: Ferry	\$347,000	\$0	\$0	\$347,000
Phases In Current Request Total:	\$347,000	\$0	\$0	\$347,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$347,000	\$0	\$0	\$347,000
GGBHTD	\$0	\$139,492	\$0	\$139,492
Port Security Grant Program	\$0	\$1,000,000	\$0	\$1,000,000
Funding Plan for Entire Project Total:	\$347,000	\$1,139,492	\$0	\$1,486,492

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$347,000	\$347,000	GGB Staff
Construction	\$1,139,492		GGB Staff
Operations	\$0		
Total:	\$1,486,492	\$347,000	

% Complete of Design:	0.0%
As of Date:	09/16/2022
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of Construction
1. Total Labor *	\$ 347,000	
2. Consultant	\$ -	
3. Other Direct Costs	\$ -	
4. Contingency	\$ -	
TOTAL PHASE	\$ 347,000	30%

TOTAL LABOR COST BY AGENCY	
GGBHTD	\$ 347,000
TOTAL	\$ 347,000

** GGBHTD: Design phase of SFFT Security Improvements will be performed in-house by District Engineering Staff.*

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Ferry Terminal Security Improvement Project
Grant Recipient:	Golden Gate Bridge, Highway, and Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$347,000	Total PROP K Recommended	\$347,000

SGA Project Number:		Name:	San Francisco Ferry Terminal Security Improvement
Sponsor:	Golden Gate Bridge, Highway, and Transit District	Expiration Date:	03/31/2023
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-109	\$208,200	\$138,800	\$0	\$0	\$0	\$347,000

Deliverables

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

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Ferry Category 5YPP to reprogram \$65,000 from Environmental phase of Gangway and Piers Project to Design and Engineering phase. See attached 5YPP amendment for details.
2. Project costs incurred prior to execution of the Standard Grant Agreement are not eligible for reimbursement.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	100%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	San Francisco Ferry Terminal Security Improvement Project
Grant Recipient:	Golden Gate Bridge, Highway, and Transit District

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$347,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

JR

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	John Eberle	Jennifer Raupach
Title:	Deputy District Engineer	Principal Analyst
Phone:	(415) 923-2003	(415) 923-2206
Email:	jeberle@goldengate.org	jraupach@goldengate.org

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Ferry Category (EP 9)
Programming and Allocations to Date
 Pending October 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Port	Downtown Ferry Terminal - Passenger Circulation Improvements	CON	Allocated	\$240,000					\$240,000
Port	Downtown Ferry Terminal Float Rehabilitation	PS&E	Programmed				\$200,000		\$200,000
Port	Downtown Ferry Terminal Float Rehabilitation	CON	Programmed					\$400,000	\$400,000
GGBHTD	Gangway and Piers Project - Reconstruction	1, 3 PA&ED	Programmed			\$0			\$0
GGBHTD	Gangway and Piers Project - Reconstruction	PS&E	Pending			\$347,000			\$347,000
GGBHTD	Gangway and Piers Project - Reconstruction	CON	Programmed					\$900,000	\$900,000
TBD	Ferry Placeholder	2 TBD	Programmed				\$135,905		\$135,905
Total Programmed in 2019 5YPP				\$240,000	\$0	\$347,000	\$335,905	\$1,300,000	\$2,222,905
Total Allocated and Pending				\$240,000	\$0	\$347,000	\$0	\$0	\$587,000
Total Unallocated				\$0	\$0	\$0	\$335,905	\$1,300,000	\$1,635,905
Total Programmed in 2021 Strategic Plan				\$240,000	\$0	\$347,000	\$335,905	\$1,300,000	\$2,222,905
Deobligated Funds						\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule (Resolution 22-020, 12/7/2021)
- ² 5YPP amendment to reprogram \$135,905 to Ferry Placeholder from deobligated funds from projects completed under budget.
- ³ 5YPP amendment to reprogram \$65,000 to Gangway and Piers Project - Reconstruction PS&E from Gangway and Piers Project - Reconstruction PA&ED. (Resolution 2023-xx, 10/25/2022)

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY20-21 Cycle Construction
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$2,762,000
Supervisorial Districts	District 01, District 02, District 04, District 05, District 06, District 07, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description

Construction of 102 traffic calming projects identified, evaluated and ranked through the SFMTA Application-Based Residential Street Traffic Calming Program. The projects will consist of approximately 200 individual traffic calming measures, including speed humps, speed cushions, speed tables and raised crosswalks.

Detailed Scope, Project Benefits and Community Outreach

Background

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$2,762,000 in Prop K funds for the Application-Based Residential Street Traffic Calming Program FY20-21 Cycle. This allocation will cover the construction of traffic calming devices throughout the city that were identified through the planning and design processes funded by Prop K in May 2020 (138-907149) and September 2021 (138-907176), respectively.

Planning Phase (Complete)

- **Application:** Residents who are concerned about speeding on their streets submit applications and neighborhood petitions to initiate the process for receiving traffic calming measures. Applications for the FY20-21 cycle were due on June 30, 2020.
- **Evaluation & Ranking:** Once applications are received, SFMTA staff collect the additional data needed to determine whether an application qualifies. This includes conducting speed & traffic count and reviewing data on the number of collisions for each location. Once this data is gathered for all applications, they are ranked based primarily on speeds, traffic counts, collisions and the land use within a short proximity to the street, which can include the presence of schools, transit stops, the bicycle network, commercial zoning and parks.
- **Inform Applicants:** Once the evaluation and ranking phase is complete, applicants were informed whether their location met the criteria for acceptance and would receive a traffic calming project as part of the FY20-21 cycle. This process was completed in August 2021.

Detailed Design Phase (Substantially Complete)

- **Design Review & Device Selection:** SFMTA staff reviewed each of the accepted application locations to determine the appropriate traffic calming tool, then those recommendations were reviewed and okayed by SFFD and Muni, where applicable.
- **Final Approval:** SFMTA engineers finalize the designs and bring the proposals through the SFMTA's standard Transportation Advisory Staff Committee (TASC) – Public Hearing – City Traffic Engineer approval process. 19 locations are still pending TASC approval due to an SFFD hold on project reviews during the summer that has since been resolved. SFMTA expect public hearings to be held for the final batch of locations by the end of October 2022.

Construction Phase (Current Request)

- **Scope:** SFMTA anticipates constructing approximately 200 traffic calming devices with this allocation. This number is an estimate based on past traffic calming cycles and assumes about two devices at each of the 102 approved locations. A final list of accepted locations is attached to this allocation request and a final list of devices approved for construction will be provided with the first quarterly report for this grant.
- **Key Tasks:**
 - Prepare work orders and update striping drawings
 - Mark location of devices in the field
 - Construct devices to SFMTA specifications
 - Conduct quality control inspections
 - Install permanent signs and markings

Environmental Review

All traffic calming measures that are proposed in this allocation request have been determined to be categorically exempt from CEQA review by the SFMTA Environmental Planning Team and the San Francisco Planning Department.

Cost

The construction budget for FY20-21 cycle is higher than last cycle (\$1,612,000 for FY19-20 cycle) due to increased construction costs by SFPW and higher anticipated costs associated with using a private contractor to complete a significant portion of the scope. In addition, construction support costs have increased due to higher labor rates for city staff.

Schedule

Construction will occur on a rolling basis beginning as early as winter 2022, but the actual schedule will depend on several factors, including when SFMTA accounting books the funds and sets up the budget; and, the availability of San Francisco Public Works (SFPW) and as-needed private contractors to perform the work. We anticipate construction will be performed by SFPW and/or a private contractor as necessary to meet demand, and regardless of the delivery method, construction is expected to be substantially complete by September 2023.

Project Location

various

Project Phase(s)

Construction (CON)

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$2,098,360

Justification for Necessary Amendment

This request includes an amendment to Traffic Calming 5YPP to fully fund the project. The 5YPP amendment request is as follows:

*reprogram \$300,000 from Schools Engineering to the subject project. This amendment would reduce Schools Engineering FY 22/23 funds from \$800,000 to \$500,000. There is currently a request pending for \$312,000 of the \$500,000 for school walk audits (the subject of a separate item on this agenda). SFMTA has sufficient funds to implement the Schools Engineering program for the 2022-23 school year. Furthermore, there is an additional \$2,000,000 available for allocation in FY 23/24.

*reprogram \$113,640 from Speed Radar Sign Installation to the subject project. This amendment would reduce Speed Radar Sign Installation FY 22/23 funds \$541,180 to \$427,540. SFMTA does not plan to request funds for speed radar signs until Spring 2023, after it has developed the next list of locations. Furthermore, there is an additional \$180,000 available for allocation in FY23/24.

*reprogram \$250,000 from Vision Zero Proactive Traffic Calming to the subject project. This amendment would reduce Vision Zero Proactive Traffic Calming FY 22/23 funds from \$750,000 to \$500,000. SFMTA does not plan to request funds for proactive traffic calming until mid-2023, after it has coordinated with the Department of Public Health on the updated High Injury Network.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY20-21 Cycle Construction
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2020	Apr-May-Jun	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2022	Apr-May-Jun	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2023
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2024

SCHEDULE DETAILS

Residents will be periodically notified via email of the construction schedule. Staff will answer any questions or address concerns from residents about their projects. Construction for all traffic calming projects is coordinated with other citywide efforts.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY20-21 Cycle Construction
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$663,640	\$2,098,360	\$0	\$2,762,000
Phases In Current Request Total:	\$663,640	\$2,098,360	\$0	\$2,762,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$663,640	\$2,098,360	\$396,164	\$3,158,164
Funding Plan for Entire Project Total:	\$663,640	\$2,098,360	\$396,164	\$3,158,164

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$220,387		Costs incurred + cost to complete
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$175,777		Costs incurred + cost to complete
Construction	\$2,762,000	\$2,762,000	Engineer's estimate based on prior work
Operations	\$0		
Total:	\$3,158,164	\$2,762,000	

% Complete of Design:	98.0%
As of Date:	06/28/2022
Expected Useful Life:	30 Years

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Application-Based Traffic Calming Program - FY20-21 Cycle Construction

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	SFMTA STAFF LABOR	CONTRACTS & SERVICES	CONSTRUCTION COSTS	TOTAL PROJECT COSTS	CURRENT REQUEST
A. PLANNING/CONCEPTUAL ENGINEERING (Not included in this allocation)	\$ 140,387	\$ 80,000	\$ -	\$ 220,387	\$ -
B. DESIGN ENGINEERING (Not included in this allocation)	\$ 175,777	\$ -	\$ -	\$ 175,777	\$ -
C. CONSTRUCTION	\$ 153,000	\$ -	\$ 2,609,000	\$ 2,762,000	\$ 2,762,000
GRAND TOTALS	\$ 469,164	\$ 80,000	\$ 2,609,000	\$ 3,158,164	\$ 2,762,000

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

C. CONSTRUCTION

Position	FY23 Hourly Rate	FY23 Annual Salary	FY23 MFB Per FTE	FY23 Salary + MFB	FY23 Overhead Cost	FY23 Fully Burdened Labor Cost	FY23 Fully Burdened Hourly Rate	Hours	FTE	Cost
Engineer Principal (5212)	\$ 129,2016	\$ 268,739	\$ 85,892	\$ 354,631	\$ 255,385	\$ 632,616	\$ 304.14		0.000	\$ -
Sr. Engineer (5211)	\$ 103,4956	\$ 215,271	\$ 72,075	\$ 287,346	\$ 206,789	\$ 512,237	\$ 246.27	40	0.019	\$ 9,728
Engineer (5241)	\$ 89,4400	\$ 186,035	\$ 64,520	\$ 250,555	\$ 180,217	\$ 446,416	\$ 214.62	140	0.067	\$ 29,940
Transit Planner IV (5290)	\$ 81,4581	\$ 169,433	\$ 60,230	\$ 229,663	\$ 165,128	\$ 406,038	\$ 195.21		0.000	\$ -
Associate Engineer (5207)	\$ 77,2388	\$ 160,657	\$ 57,962	\$ 218,618	\$ 157,151	\$ 389,279	\$ 187.15	200	0.096	\$ 37,401
Assistant Engineer (5203)	\$ 66,3678	\$ 138,045	\$ 52,748	\$ 190,793	\$ 137,026	\$ 339,427	\$ 163.19	400	0.192	\$ 65,274
Engineering Associate (5366)	\$ 62,3231	\$ 129,632	\$ 50,535	\$ 180,167	\$ 129,353	\$ 320,422	\$ 154.05	40	0.019	\$ 6,162
Junior Engineer (5201)	\$ 58,7622	\$ 122,225	\$ 48,587	\$ 170,813	\$ 122,599	\$ 303,690	\$ 146.00		0.000	\$ -
Engineering Assistant (5362)	\$ 48,5497	\$ 100,983	\$ 43,001	\$ 143,985	\$ 103,227	\$ 255,703	\$ 122.93		0.000	\$ -
Senior Clerk (1406)	\$ 44,0481	\$ 91,620	\$ 40,074	\$ 131,694	\$ 94,373	\$ 233,772	\$ 112.39	40	0.019	\$ 4,496
								859	0.413	
C. Construction Support LABOR SUBTOTAL										\$ 153,000

Construction	Unit Cost	# Units	Total	Notes
Asphalt Raised Crosswalk	\$ 16,000.00	6	\$ 96,000	Engineer's estimate based on prior similar work (6 locations at 1 device per)
Speed Table	\$ 14,000.00	8	\$ 112,000	Engineer's estimate based on prior similar work (4 locations at 2 devices per)
Speed Hump/Cushion	\$ 12,000.00	180	\$ 2,160,000	Engineer's estimate based on prior similar work (90 locations at 2 devices per)
Traffic Island	\$ 10,000.00	4	\$ 40,000	Engineer's estimate based on prior similar work (2 locations at 2 devices per)
Permanent Markings and Signs	\$ 1,500.00	198	\$ 297,000	MTA Paint Shop and Sign Shop Costs
CONSTRUCTION SUBTOTAL			\$ 2,609,000	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY20-21 Cycle Construction
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$2,762,000	Total PROP K Recommended	\$2,762,000

SGA Project Number:		Name:	Application-Based Traffic Calming Program FY20-21 Cycle Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-138	\$300,000	\$2,047,700	\$414,300	\$0	\$0	\$2,762,000

Deliverables

1. Quarterly progress reports shall provide the number of traffic calming improvements constructed in the previous quarter by type and location, and note any changes to the accepted project locations, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for definitions.

2. With the first project quarterly progress report due Sponsor 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 K 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 recommended allocation is contingent upon amendment of the Prop K Traffic Calming 5YPP to reprogram a total of \$663,640 from Schools Engineering Program (\$300,000), Vision Zero Proactive Traffic Calming Program (\$250,000), and Speed Radar Sign Installation (\$113,640) to the subject project. See attached 5YPP amendment for details.

Notes

1. Reminder: Prop K attribution is required on any public materials developed for the subject project. See Standard Grant Agreement for details.

2. SFCTA will not reimburse expenses for the construction phase activities until Transportation Authority staff has received evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY20-21 Cycle Construction
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$2,762,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	damon.curtis@sfmta.com	joel.goldberg@sfmta.com

Application-Based Traffic Calming Program FY20-21 Cycle
CON Phase - Locations (FINAL) and Devices (TBD)

NO.	LOCATION	SUPERVISOR DISTRICT
1	03rd Ave, Cabrillo St to Fulton St	1
2	10th Ave, Cabrillo St to Fulton St	1
3	19th Ave, Fulton St to Cabrillo St	1
4	21st Ave, Fulton St to Cabrillo St	1
5	27th Ave, Cabrillo St to Fulton St	1
6	30th Ave, Cabrillo St to Fulton St	1
7	34th Ave, Balboa St to Anza St	1
8	34th Ave, Balboa St to Cabrillo St	1
9	34th Ave, Fulton St to Cabrillo St	1
10	Anza St, Blake St to Cook St	1
11	Anza St, Cook St to Spruce St	1
12	Anza St, Spruce St to Parker Ave	1
13	Clement St, 28th Ave to 29th Ave	1
14	Filbert St, Hyde St to Leavenworth St	2
15	22nd Ave, Taraval St to Ulloa St	4
16	34th Ave, Quintara St to Rivera St	4
17	35th Ave, Irving St to Lincoln Way	4
18	35th Ave, Kirkham St to Lawton St	4
19	35th Ave, Pacheco St to Ortega St	4
20	42nd Ave, Irving St to Lincoln Way	4
21	45th Ave, Quintara St to Pacheco St	4
22	47th Ave, Taraval St to Ulloa St	4
23	09th Ave, Judah St to Kirkham St	5
24	Linden St, Laguna St to Octavia St	5
25	Oak St, Shrader St to Stanyan St	5
26	Harriet St, Folsom St to Harrison St	6
27	Hawthorne St, Folsom St to Harrison St	6
28	Shipley St, 4th St to 5th St	6
29	Shipley St, 5th St to 6th St	6
30	14th Ave, Ulloa St to Vicente St	7
31	15th Ave, Rivera St to Santiago St	7
32	15th Ave, Ulloa St to Vicente St	7
33	16th Ave, Rivera St to Santiago St	7
34	Clearfield Dr, Sloat Blvd/34th Ave to Ocean Ave	7
35	Palmetto Ave, St. Charles Ave to Chester Ave	7
36	Rockridge Dr, Radio Terrace to Funston Ave	7
37	San Anselmo Ave, San Benito Way to Santa Clara Ave	7
38	Vasquez Ave, Hernandez Ave to Pacheco St	7
39	Vasquez Ave, Pacheco St to Garcia Ave	7
40	Westgate Dr, Kenwood Way to Upland Dr	7
41	Yerba Buena Ave, Plymouth Ave to Miraloma Dr	7
42	18th St, Market St to Danvers St	8
43	22nd St, Dolores St to Chattanooga St	8
44	23rd St, Castro St to Noe St	8
45	Day St, Church St to Dolores St	8
46	Elizabeth St, Castro St to Diamond St	8
47	Joost Ave, Acacia St to Baden St	8
48	Merritt St, Market St to Danvers St	8
49	Richland Ave, Mission St to Arlington St	8
50	Cambridge St, Burrows St to Becon St	9

51	Cambridge St, Felton St to Burrows St	9
52	Felton St, Bowdoin St to Dartmouth St	9
53	Felton St, Dartmouth St to Colby St	9
54	Florida St, 25th St to 26th St	9
55	Folsom St, Eugenia Ave to Powhattan Ave	9
56	Hampshire St, 22nd St to 23rd St	9
57	Pond St, 16th St to 17th St	9
58	San Carlos St, 18th St to 19th St	9
59	Shotwell St, 25th St to 26th St	9
60	Woodward St, 14th St to Duboce St	9
61	York St, 23rd St to 24th St	9
62	Arelious Walker Dr, Donner Dr to Carroll Ave	10
63	Bayview St, Newhall St to Flora St	10

Application-Based Traffic Calming Program FY20-21 Cycle CON Phase - Locations (FINAL) and Devices (TBD)

64	Carroll Ave, Arelious Walker Dr to Giants Dr	10
65	Donahue St, Innes Ave to Galvez Ave	10
66	Gilman Ave, 3rd St to Jennings St	10
67	Gilman Ave, Bill Walsh Way to Griffith St	10
68	Gilman Ave, Griffith St to Hawes St	10
69	Gilman Ave, Hawes St to Ingalls St	10
70	Gilman Ave, Ingalls St to Jennings St	10
71	Indiana St, 19th St to 20th St	10
72	Ingerson Ave, Jennings St to Ingalls St	10
73	Kansas St, 17th St to Mariposa St	10
74	La Salle Ave, Cashmere St to Mendell St	10
75	La Salle Ave, Cashmere St to Newcomb St	10
76	Middle Point Road, Harbor Road to Innes Ave	10
77	Rhode Island St, 20th St to Southern Heights Ave	10
78	Santa Fe Ave, Silver Ave to Quint St	10
79	Silver Ave from Charter Oak Ave to Elmira St	10
80	Silver Ave from Elmira St to Ledyard St	10
81	Silver Ave from Ledyard St to Scotia Ave	10
82	Silver Ave from Revere Ave to Thomas Ave	10
83	Silver Ave from Santa Fe Ave to Scotia Ave	10
84	Silver Ave from Santa Fe Ave to Topeka Ave	10
85	Silver Ave from Thomas Ave to Topeka Ave	10
86	Thornton Ave, Neptune St to Venus St	10
87	Underwood Ave, Keith St to Lane St	10
88	Wallace Ave, 3rd St to Keith St	10
89	Whitney Young Cir, Mabrey /Richards Lane to Lindsay Cir/Hillview Ct	10
90	Wisconsin St, 22nd St to Madera St (800 block)	10
91	Wisconsin St, Madera St to 23rd St (900 block)	10
92	Caine Ave, Lakeview Ave to Lobos Ave	11
93	Dublin St/LaGrande Ave, Persia Ave to Brazil Ave	11
94	Howth St, Geneva Ave to Niagara Ave	11
95	Lakeview Ave, Granada Ave to Miramar Ave	11
96	Lobos Ave, Caine Ave to Plymouth Ave	11
97	Louisburg St, Niagara Ave to Geneva Ave	11
98	Maynard St, Mission St to Craut St	11
99	Naples St, Peru Ave to Avalon Ave	11
100	Paris St, Brazil St to Excelsior St	11
101	Ralston St, Garfield St to Shields St	11
102	Vienna St, Excelsior St to Brazil St	11

Applications evaluated and accepted in 2020-2021 (construction has either been completed or is in process through a separate Traffic Calming program)

n/a	Anza St, Wood St to Collins St	1
n/a	Anza St, Collins St to Blake St	1
n/a	10th Ave, Irving St to Judah St	5
n/a	Joost Ave, Ridgewood Ave to Genessee St	7
n/a	Cortland Ave, Mission St to Coleridge St	9
n/a	Cortland Ave, Coleridge St to Prospect Ave	9
n/a	Cortland Ave, Prospect Ave to Winfield St	9
n/a	Cortland Ave, Winfield St to Elsie St	9
n/a	Crescent Ave, Agnon Ave to Murray St	9
n/a	Crescent Ave, Arnold Ave to Murray St	9
n/a	Crescent Ave, Porter St to Roscoe St	9
n/a	18th St, Carolina St to Arkansas St	10
n/a	Palou Ave, Rankin St to Quint St	10
n/a	Jules Ave, Grafton Ave to Holloway Ave	11
n/a	Lakeview Ave, Majestic Ave to Caine Ave	11
n/a	London Steet, Italy Ave to France Ave	11
n/a	Maynard St, Congdon St to Craut St	11
n/a	Mount Vernon Ave, Ellington Ave to Del Monte St	11

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending October 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000					\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000					\$210,000
SFMTA	Ocean Avenue Safety Improvements 28	PLAN/CER	Programmed			\$30,000			\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming 15	PS&E	Programmed	\$0					\$0
SFMTA	Sloat Skyline Intersection Improvements 28	PA&ED	Programmed			\$379,000			\$379,000
Local/Neighborhood Program									
Any Eligible	NTIP Placeholder	6, 7, 9, 14, 18, 19, 21, 22, 25, 27, 28	Any	Programmed			\$145,600		\$145,600
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] 9	PS&E	Allocated		\$300,000				\$300,000
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] 18	CON	Allocated		\$676,000				\$676,000
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] 7	PS&E	Allocated	\$295,600					\$295,600
SFMTA	District 11 Traffic Calming [NTIP Capital] 6	PLAN, PS&E, CON	Allocated	\$600,000					\$600,000
SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] 14	PS&E, CON	Allocated		\$132,600				\$132,600
SFMTA	Lake Merced Quick Build [NTIP Capital] 21	PLAN, PS&E	Allocated		\$149,500				\$149,500
SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital] 22	CON	Allocated		\$400,000				\$400,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds 8	CON	Allocated		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation 3	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning 4	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program 23	Any	Programmed						\$0
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836				\$141,836

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
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Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Application-Based Traffic Calming Program ²³ - FY19/20 Cycle Construction	CON	Allocated			\$1,612,000			\$1,612,000
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387				\$220,387
SFMTA	Application-Based Traffic Calming Program ^{23, 24} - FY20/21 Cycle Design	Any	Allocated			\$175,777			\$175,777
SFMTA	Application-Based Traffic Calming Program ²⁴ - FY21/22 Cycle Planning	PLAN	Allocated			\$250,000			\$250,000
SFMTA	District 9 FY21 Traffic Calming [NTIP] ²⁵	PS&E, CON	Allocated			\$165,000			\$165,000
SFMTA	14th Street Road Diet [NTIP Capital] ²⁷	CON	Allocated			\$60,700			\$60,700
SFMTA	Application-Based Traffic Calming Program ^{29, 33} FY20-21 Cycle Construction	Any	Pending				\$2,762,000		\$2,762,000
SFMTA	Application-Based Local Streets Traffic Calming Program ^{29, 33}	Any	Programmed				\$0		\$0
SFMTA	Application-Based Traffic Calming Program ³⁴ FY21-22 Cycle Design	PS&E	Pending				\$312,000		
SFMTA	Application-Based Local Streets Traffic Calming Program ²⁸	Any	Programmed					\$1,200,000	\$1,200,000
SFMTA	Central Richmond Traffic Safety ¹	PS&E, CON	Allocated	\$596,420					\$596,420
SFMTA	Bayview Community Based Transportation Plan - Additional Funds ⁵	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Advancing Equity through Safer Streets ^{1, 13}	Any	Programmed						\$0
SFMTA	Advancing Equity through Safer Streets ^{18, 19}	Any	Programmed						\$0
SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] ¹⁹	PS&E	Allocated		\$115,000				\$115,000
SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] ¹⁹	CON	Allocated		\$785,000				\$785,000
SFMTA	Vision Zero Proactive Traffic Calming ³⁰	Any	Programmed						\$0
SFMTA	20MPH Speed Limit Reductions ³¹	CON	Allocated			\$750,000			\$750,000
SFMTA	Vision Zero Proactive Traffic Calming ^{30, 33}	Any	Programmed				\$500,000		\$500,000
SFMTA	Vision Zero Proactive Traffic Calming ³⁰	Any	Programmed					\$750,000	\$750,000
SFMTA	Speed Radar Sign Installation ^{28, 34}	Any	Programmed			\$0			\$0
SFMTA	Speed Radar Sign Installation	PLAN	Allocated	\$30,820					\$30,820

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Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Speed Radar Sign Installation	CON	Allocated	\$148,000					\$148,000
SFMTA	Speed Radar Sign Installation 28,33, 34	Any	Programmed			\$0			\$0
SFMTA	Speed Radar Sign Installation 28, 34	Any	Programmed				\$0		\$0
SFMTA	Speed Radar Sign Installation 28, 34	Any	Programmed				\$115,540		\$115,540
SFMTA	Speed Radar Sign Installation 28	Any	Programmed					\$180,000	\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation 16	PLAN/ CER	Allocated		\$100,000	\$0			\$100,000
Schools Program									
SFMTA	Schools Engineering Program FY 20	PLAN, PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	Schools Engineering Program FY 22 26	PLAN, PS&E, CON	Allocated			\$925,000			\$925,000
SFMTA	Schools Engineering Program 19, 20, 26	Any	Programmed						\$0
SFMTA	Traffic Calming Removal and Replacement - FY21 20	PS&E	Allocated		\$4,106				\$4,106
SFMTA	Traffic Calming Removal and Replacement - FY21 20	CON	Allocated		\$45,894				\$45,894
SFMTA	Schools Engineering Program 26, 28, 33,35	Any	Programmed				\$220,000		\$220,000
SFMTA	Schools Engineering Program FY22-23 Cycle 35	PLAN, PS&E, CON	Pending				\$280,000		
SFMTA	Schools Engineering Program 28	Any	Programmed				\$0	\$1,000,000	\$1,000,000
SFMTA	Schools Engineering Program 28	Any	Programmed					\$1,000,000	\$1,000,000
Corridor Improvements									
SFMTA	6th Street Safety Improvements 2, 10	CON	Allocated		\$4,000,000				\$4,000,000
SFMTA	Vision Zero Quick-Build Program Implementation 2	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SFMTA	Vision Zero Quick-Build Program Implementation 2, 11, 13, 16, 28	PS&E, CON	Programmed						\$0
SFMTA	Vision Zero Quick-Build Program Implementation 16, 28	PS&E, CON	Programmed						\$0
SFMTA	Slow Streets Program 11	CON	Allocated		\$750,000				\$750,000

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Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Citywide Daylighting ¹³	PS&E, CON	Allocated		\$500,000				\$500,000
SFMTA	Vision Zero Quick-Build Program Implementation ^{2, 28}	PS&E, CON	Allocated			\$1,602,457			\$1,602,457
SFMTA	Ocean Avenue Safety Improvements ^{10, 28}	PS&E	Programmed			\$900,000			\$900,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Bulbouts	PS&E	Allocated		\$110,000				\$110,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	PS&E	Allocated		\$70,000				\$70,000
SFMTA	Bayview Community Based Transportation Plan Implementation ²⁸	CON	Programmed			\$2,280,000			\$2,280,000
SFMTA	Bayview Community Based Transportation Plan Near Term Implementation ²⁸	CON	Programmed			\$85,000			\$85,000
SFMTA	Excelsior Neighborhood Traffic Calming ^{15, 32}	CON	Programmed			\$1,150,000			\$1,150,000
SFMTA	Excelsior Neighborhood Traffic Calming: Sickles Avenue Streetscape ³²	PS&E	Pending				\$900,000		\$900,000
SFMTA	Excelsior Neighborhood Traffic Calming ¹⁵	PS&E, CON	Allocated		\$550,000				\$550,000
SFMTA	Sloat Skyline Intersection Improvements ^{17, 28}	PS&E	Programmed			\$235,029			\$235,029
SFMTA	Upper Market Street Safety Improvements [NTIP Capital] ¹²	CON	Allocated		\$1,183,813				\$1,183,813
SFMTA	Safer Taylor Street ^{12, 13}	PS&E	Programmed	\$0					\$0
SFMTA	Safer Taylor Street	PS&E	Allocated	\$2,047,958					\$2,047,958
SFMTA	Safer Taylor Street ¹⁰	CON	Programmed						\$0
SFMTA	Great Highway Traffic Management ¹⁷	CON	Allocated		\$424,971				\$424,971
Total Programmed in 2019 5YPP				\$12,197,293	\$10,709,107	\$10,745,563	\$5,089,540	\$4,130,000	\$42,871,503
Total Allocated and Pending				\$12,197,293	\$10,709,107	\$5,540,934	\$4,254,000	\$0	\$32,701,334
Total Unallocated				\$0	\$0	\$5,204,629	\$835,540	\$4,130,000	\$10,170,169
Total Programmed in 2021 Strategic Plan				\$12,197,293	\$10,709,107	\$11,826,743	\$4,008,360	\$4,130,000	\$42,871,503
Deobligated Funds						\$13,021	\$161,948	\$0	\$174,969
Cumulative Remaining Programming Capacity				\$0	\$0	\$1,094,201	\$174,969	\$174,969	\$174,969
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to accommodate allocation of \$596,420 for Central Richmond Traffic Safety (Resolution 20-003, 7/23/2019)
 Advancing Equity through Safer Streets: Reduced by \$596,420 in FY2019/20 to \$153,580.
 Central Richmond Traffic Safety: Added project with \$596,420 in FY2019/20.
- ² Strategic Plan and 5YPP amendment to accommodate allocation of \$5,226,200 and programming of \$2,500,000 for Vision Zero Quick-Build Program Implementation (Resolution 20-003, 7/23/2019)
 6th Street Safety Improvements: Reduced by \$5,226,200 in FY2019/20 to \$4,000,000.
 Funds advanced from outside of current 5YPP period: \$1,250,000 advanced to FY2020/21, and \$1,250,000 advanced to FY2021/22.
 Vision Zero Quick-Build Program Implementation: Added project with \$5,226,200 in FY2019/20, \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.
- ³ 5YPP amendment to accommodate allocation of \$1,253,103 for Application-Based Traffic Calming Program FY18/19 Cycle Implementation (Resolution 20-009, 09/24/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$53,103 from \$100,899 to \$47,796.
 Application-Based Local Streets Traffic Calming Program: Programming increased by \$53,103 from \$1,200,000 to \$1,253,103 in FY2019/20.
- ⁴ 5YPP amendment to accommodate allocation of \$203,192 for Application-Based Traffic Calming Program - FY19/20 Cycle Planning (Resolution 20-009, 09/24/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$203,192 from \$304,091 to \$100,899.
 Application-Based Local Streets Traffic Calming Program FY19/20 Cycle Planning: Added project with \$203,192 in FY2019/20.
- ⁵ 5YPP amendment to accommodate allocation of \$50,000 for Bayview Community Based Transportation Plan (Resolution 20-014, 10/22/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$50,000 from \$100,899 to \$50,899.
 Bayview Community Based Transportation Plan: Added project with \$50,000 in FY2019/20.
- ⁶ 5YPP amendment to accommodate allocation of \$600,000 for District 11 Traffic Calming [NTIP Capital] (Resolution 20-014, 10/22/2019).
 NTIP Placeholder: Reduced by \$600,000 from \$2,850,000 to \$2,250,000.
 District 11 Traffic Calming [NTIP Capital]: Added project with \$600,000 in FY2019/20.
- ⁷ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
 NTIP Placeholder: Reduced from \$2,250,000 to \$1,954,400
 District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$295,600 in Fiscal Year 2019/20 for construction.
- ⁸ 5YPP amendment to accommodate allocation of \$50,000 for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (Resolution 20-0XX, 6/xx/2020).
 Cumulative Remaining Capacity: Reduced from \$50,899 to \$899 in FY2020/21.
 Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$50,000 in FY2020/21.
- ⁹ To accommodate funding of Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2020-061, 06/23/2020):
 NTIP Placeholder: Reduced from \$1,954,400 in FY2019/20 to \$1,654,400.
 Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$300,000 in FY2020/21.
- ¹⁰ Cost-neutral 5YPP amendment to accommodate requested cash flow for 6th Street Safety Improvements (Resolution 21-09, 09/22/2020).
 Ocean Avenue Safety Improvements: Slowed cash flow between FY2020/21 and FY2022/23 from FY2020/21 and FY2021/22 by delaying \$385,000 in cash flow from FY 2020/21 to FY2022/23.
 Safer Taylor (Construction): Reduced programming from \$1,022,499 to \$0 in FY2020/21.
 Excelsior Neighborhood Traffic Calming (Construction): Delayed \$1,300,000 in cash flow from FY2021/22 to FY2022/23.
 6th Street Safety Improvements: Advanced cash flow from FY2022/23 to FY2020/21 (\$500,000) and FY2021/22 (\$2,207,499).
- ¹¹ 5YPP amendment to accommodate allocation of \$750,000 for Slow Streets Program (Resolution 21-009, 09/22/2020).
 Vision Zero Quick-Build Implementation: Reduced placeholder from \$1.25 million to \$500,000 in FY2020/21.

- Slow Streets Program: Added project with \$750,000 in FY2020/21.
- ¹² 5YPP amendment to fund Upper Market Street Safety Improvements [NTIP Capital] (Resolution 2021-016, 10/27/2020).
 Cumulative Remaining Programming Capacity: Reduced from \$1,023,398 to \$0.
 Safer Taylor (Design): Reduced programming from \$359,292 to \$198,877 in FY2019/20.
 Upper Market Street Safety Improvements [NTIP Capital]: Added project with \$1,183,813 in FY2020/21.
- ¹³ 5YPP amendment to fund Citywide Daylighting (Resolution 21-020, 11/17/2020).
 Advancing Equity through Safer Streets: Reduced from \$153,580 to \$0 in FY2019/20.
 Safer Taylor Street: Reduced from \$198,877 to \$0 in FY2019/20.
 Vision Zero Quick-Build Program Implementation: Reduced from \$500,000 to \$352,457 in FY2020/21.
 Citywide Daylighting: Added project with \$500,000 in FY2020/21 design and construction funds.
- ¹⁴ To accommodate funding of District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] (Resolution 2021-023, 06/23/2020):
 NTIP Placeholder: Reduced from \$1,654,400 in FY2019/20 to \$1,521,800.
 District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]: Added project with \$132,600 in FY2020/21.
- ¹⁵ To accommodate funding of Excelsior Neighborhood Traffic Calming (Resolution 2021-023, 12/15/2020):
 Excelsior Neighborhood Traffic Calming (PS&E): Reduced from \$520,000 to \$0 FY2019/20.
 Excelsior Neighborhood Traffic Calming (Construction): Reduced from \$2,080,000 to \$2,050,000 in FY2020/21.
 Excelsior Neighborhood Traffic Calming: Added project with \$550,000 in FY2020/21 design and construction funds.
- ¹⁶ 5YPP amendment to accommodate allocation of \$100,000 for Safe Streets Evaluation (Resolution 21-029, 02/23/2021).
 Safe Streets Evaluation: Advanced \$100,000 from FY21/22 to FY20/21.
 Vision Zero Quick-Build Program Implementation: Delayed \$100,000 from FY20/21 to FY21/22.
- ¹⁷ 5YPP amendment to accommodate allocation of \$424,971 for Great Highway Traffic Management (Resolution 21-029, 02/23/2021).
 Sloat Skyline Intersection Improvements (Design): Reduced from \$660,000 in FY2019/20 to \$235,029.
 Great Highway Traffic Management: Added project with \$424,971 in FY2020/21 construction funds.
- ¹⁸ 5YPP amendment to fund Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2021-036, 03/23/2021):
 NTIP Placeholder: Reduced from \$1,521,800 in FY2019/20 to \$1,070,800.
 Advancing Equity through Safer Streets: Reduced from \$750,000 in FY2020/21 to \$525,000.
 Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$676,000 in FY2020/21.
 Add Safe Streets Evaluation Program FY21 with \$150,000 in FY20/21.
- ¹⁹ 5YPP amendment to fund Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (Resolution 2021-040, 4/27/2021):
 Advancing Equity through Safer Streets: Reduced placeholder from \$525,000 to \$0 in FY2020/21.
 Schools Engineering Program: Reduced placeholder by \$225,000 from \$1,000,000 to \$775,000 in FY2020/21; program funding needs are delayed due to impacts from the COVID-19 pandemic.
 NTIP Placeholder: Reduced by \$150,000 from \$1,070,800 to \$920,800.
 Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods: Added project with \$900,000 in FY2020/21.
- ²⁰ 5YPP amendment to fund Traffic Calming Removal and Replacement - FY21 (Resolution 2021-040, 4/27/2021):
 Schools Engineering Program: Reduce placeholder from \$775,000 to \$725,000 in FY2020/21; need for these funds is reduced due to impacts of the COVID-19 pandemic.
 Traffic Calming Removal and Replacement - FY21: Add project with \$50,000 in FY2020/21.
- ²¹ To accommodate funding of Lake Merced Quick Build [NTIP Capital] (Resolution 2021-040, 4/27/2021):
 NTIP Placeholder: Reduced by \$149,500 from \$920,800 to \$771,300.

- Lake Merced Quick Build [NTIP Capital]: Added project with \$149,500 in FY2020/21.
- ²² To accommodate funding of Minnesota and 25th Street Intersection Improvements [NTIP Capital] (Resolution 2021-047, 5/25/2021):
NTIP Placeholder: Reduced by \$400,000 from \$771,300 to \$371,300.
Minnesota and 25th Street Intersection Improvements [NTIP Capital]: Added project with \$400,000 in FY2020/21.
- ²³ To accommodate funding of \$1,612,000 for Application-Based Traffic Calming Program FY19/20 Cycle Construction (Resolution 21-053, 6/22/2021).
Application-Based Local Streets Traffic Calming Program in FY20/21: Reduced by \$837,777 from \$837,777 to \$0.
Application-Based Local Streets Traffic Calming Program in FY21/22: Reduced by \$774,223 from \$1,200,000 to \$425,777.
- ²⁴ To accommodate funding of \$250,000 for Application-Based Traffic Calming Program FY21/22 Cycle Planning (Resolution 21-053, 6/22/2021).
Application-Based Local Streets Traffic Calming Program in FY21/22: Reduced by \$250,000 from \$425,777 to \$175,777.
- ²⁵ 5YPP amendment to accommodate allocation of \$165,000 for District 9 Traffic Calming [NTIP Capital] (Resolution 2022-002, 7/27/2021)
NTIP Placeholder: Reduced by \$165,000 from \$371,300 to \$206,300.
District 9 Traffic Calming [NTIP Capital]: Added project with \$165,000 in FY2021/22.
- ²⁶ To accommodate funding of Schools Engineering Program FY 22 (Resolution 2022-011, 10/26/2021):
Schools Engineering Program Placeholder FY21: Reduced from \$725,000 to \$0 in FY2020/21
Schools Engineering Program Placeholder FY22: Reduced from \$1,000,000 to \$800,000 in FY2021/22
Schools Engineering Program FY 22: Added project with \$925,000 in FY2021/22.
- ²⁷ To accommodate funding of 14th Street Road Diet [NTIP Capital] in FY22 (Resolution 2021-11, 10/26/2021)
NTIP Placeholder: Reduced from \$206,300 to \$145,600 in FY2019/20.
14th Street Road Diet [NTIP Capital]: Added project with \$60,700 in FY2021/22 construction funds.
- ²⁸ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedules (Resolution 22-16, 12/07/2021)
- ²⁹ 5YPP amendment to reprogram \$898,360 in funds deobligated from projects completed under budget to the Application-Based Local Streets Traffic Calming Program in FY2022/23.
- ³⁰ Advancing Equity through Safer Streets has been renamed to Vision Zero Proactive Traffic Calming
- ³¹ To accommodate funding of 20MPH Speed Limit Reductions in FY2021/22 (Resolution 2022-040, 3/22/2022)
Vision Zero Proactive Traffic Calming: Reduced from \$750,000 to \$0 in FY2021/22.
20MPH Speed Limit Reductions: Added project with \$750,000 in FY2021/22 construction funds.
- ³² To accommodate funding of Excelsior Neighborhood Traffic Calming: Sickles Avenue Streetscape (Resolution 2023-009 9/27/2022):
Excelsior Neighborhood Traffic Calming: Reduced from \$2,050,000 to \$1,150,000 for construction in FY2021/22.
Excelsior Neighborhood Traffic Calming: Sickles Avenue Streetscape. Added project with \$900,000 for design in FY2022/23
- ³³ 5YPP amendment to fund Application-Based Traffic Calming Program Construction FY21 (Resolution 2023-xx, 10/25/2022):
Schools Engineering Program: Reduced from \$800,000 to \$500,000 in FY2022/23
Vision Zero Proactive Traffic Calming Program: Reduced from \$750,000 to \$500,000 in FY2022/23
Speed Radar Installation: Reduced from \$180,000 to \$66,360 in FY 2021/22
Application-Based Traffic Calming Program FY20-21 Cycle Construction: Combined placeholder amounts (\$898,360 + \$1,200,000), updated name from Application-Based Local Streets Traffic Calming Program and reprogrammed a total of \$663,640 per amendment described above.
- ³⁴ 5YPP amendment to fund Application-Based Traffic Calming Design FY21-22 Cycle Design. (Resolution 2023-xx, 10/25/2022)
Speed Radar Installation: Reduced from \$1,180 to \$0 in FY 2021/22
Speed Radar Installation: Reduced from \$66,360 to \$0 in FY 2021/22
Speed Radar Installation: Reduced from \$180,000 to \$0 in FY 2022/23

Speed Radar Installation: Reduced from \$180,000 to \$115,540 in FY 2022/23

Application-Based Traffic Calming Program FY21-22 Cycle Design: Added project and reprogrammed a total of \$312,000 per amendment described above.

³⁵ To accommodate funding of Schools Engineering Program FY22-23 Cycle (Resolution 2023-xx, 10/25/2022):

Schools Engineering: Reduced from \$500,000 to \$220,000 for planning/design/construction in FY2022/23.

Schools Engineering Program FY-22-23 Cycle: Added project with \$280,000 for planning/design/construction in FY2022/23

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY21-22 Cycle Design
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$312,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Detailed design of approximately 208 traffic calming projects identified through the SFMTA Application-Based Residential Street Traffic Calming Program. The projects will consist of approximately 400 individual traffic calming measures including speed humps, speed cushions, speed tables and raised crosswalks.

Detailed Scope, Project Benefits and Community Outreach

PROJECT BACKGROUND

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$312,000 in Prop K funds for the Application-Based Residential Street Traffic Calming Program FY21-22 Cycle. This allocation will cover detailed design phase of traffic calming devices located throughout the city. The list of projects was determined through a planning process funded by Prop K in September 2021, as described below.

PLANNING PHASE (Nearly complete and funded by 138-907173)

- Application: Residents concerned about speeding on their streets submitted applications and neighborhood petitions to request traffic calming on their block. The application window for FY21-22 cycle closed on June 30, 2021.
- Evaluation: SFMTA staff collects data and evaluates each application based on a number of factors, including but not limited to: traffic speeds, traffic volumes, collisions, whether the block is on a Muni route or part of the bicycle network, and adjacent land use such as the presence of schools and parks.
- Notification: Once the evaluation and ranking phase was complete, applicants were notified whether or not their location met the criteria for acceptance and will receive a traffic calming project. This process was substantially completed for FY21-22 cycle in July 2022.

DETAILED DESIGN PHASE (Current Request)

- Design Review: SFMTA staff will complete design for each of the proposed traffic calming measures and carry each measure through the SFMTA review and legislative approval process, beginning with TASC (Transportation Advisory Staff Committee), which is comprised of representatives from the different branches within the SFMTA Streets Division (including transit) and representatives from other potentially affected agencies (including the SFFD).
- Final Approval: Following TASC, the proposal will be considered at an SFMTA Engineering Public Hearing where residents have an opportunity to provide feedback, followed by final approval by the City Traffic Engineer.
- Outreach: Outreach during the design phase will consist of targeted communication with fronting property owners where necessary and the standard public notification process associated with Engineering Public Hearings.

The Residential Street Traffic Calming Program received applications for a total of 341 blocks as part of the FY21-22 cycle. Based on our review and evaluations, SFMTA staff recommends up to 208 blocks proceed to design phase as part of this allocation. A breakdown is provided below, and a detailed list of the locations is attached:

- 149 “accepted” locations that will be designed with funding from this allocation.
- 39 “corridor” locations that will be designed with funding from this allocation.
- 20 “new data pending” locations where additional data will be collected to determine which will be designed with funding from this allocation (data collection is funded by 138-907173).
- 16 “funded by other” locations that will be designed and constructed by separate projects using alternate funding.

SCOPE

SFMTA staff anticipates the following devices will be designed and ultimately constructed, however, all final device types and quantities will be determined during design phase:

- Speed Cushions – approximately 360 (180 locations at 2 devices per)
- Speed Tables – approximately 5 (5 locations at 1 device per)
- Raised Crosswalks – approximately 15 (15 locations at 1 device per)
- Traffic Islands – approximately 16 (8 locations at 2 devices per)

Key tasks associated with design phase include:

- Confirm preferred location, type, quantity and design for all recommended traffic calming devices
- Create and/or update striping drawings (Official City Records)
- Document internal City approval (TASC)
- Complete public hearing process (Public Hearing & City Traffic Engineer Directive)
- Develop preliminary cost estimates

ENVIRONMENTAL

All traffic calming measures that are proposed in this allocation request have been determined to be categorically exempt from CEQA review by the SFMTA Environmental Planning Team and the San Francisco Planning Department.

SCHEDULE

The Planning phase, which received separate funding, began in October 2021 and substantially concluded in July 2022. Design phase is expected to begin in January 2023 and continue through October 2023. Near the conclusion of design phase, a separate request will be submitted for

construction phase, which is anticipated to begin in January 2024. Construction will be performed by San Francisco Public Works (SFPW) and as-needed private contractors as necessary to meet demand. Regardless of delivery method, construction is expected to be complete by December 2024.

Timeline/Steps for applications received in the FY21-22 Application- Based Traffic Calming Program Cycle

1. Jul 2020 – Jun 2021: Application window
2. Apr – Sep 2021: Obtain funding for PLANNING PHASE
3. Oct 2021 – May 2022: Collect traffic data for each block
4. Jun 2022: Evaluate and analyze to determine which applications meet (or do not meet) the criteria for acceptance and notify applicants
5. Jul – Dec 2022: Obtain funding for DESIGN PHASE
6. Jan 2023 – Jun 2023: Select appropriate type, quantity and location of traffic calming device(s) for each block; review with Muni and SFFD; public hearing and final approval by City Traffic Engineer
7. Jul – Oct 2023: Prepare preliminary cost estimates and obtain funding for CONSTRUCTION PHASE
8. Nov – Dec 2023: Transfer funding and/or set up as-needed contracts
9. Jan 2024 – Dec 2024: Construction by SFPW and/or private contractor (pre-marking and work order preparation will occur during construction phase as needed)

Project Location

Citywide

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$0

Justification for Necessary Amendment

This request includes an amendment to Traffic Calming 5YPP to reprogram \$312,000 from Speed Radar Sign Installation to the subject project. This amendment would reduce Speed Radar Sign Installation FY 22/23 funds from \$427,540 to \$115,540 in FY 22/23 funds. SFMTA does not plan to request funds for speed radar signs until Spring 2023, after it has developed the next list of locations. Furthermore, there is an additional \$180,000 available for allocation in FY23/24.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY21-22 Cycle Design
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2021	Jul-Aug-Sep	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Oct-Nov-Dec	2023
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2024		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2025

SCHEDULE DETAILS

Outreach during the design phase will consist of targeted communication with fronting property owners where necessary and the standard public notification process associated with Engineering Public Hearings.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY21-22 Cycle Design
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$312,000	\$0	\$0	\$312,000
Phases In Current Request Total:	\$312,000	\$0	\$0	\$312,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$5,726,000	\$0	\$250,000	\$5,976,000
Funding Plan for Entire Project Total:	\$5,726,000	\$0	\$250,000	\$5,976,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000		Costs incurred + cost to complete
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$312,000	\$312,000	Engineer's estimate based on prior work
Construction	\$5,102,000		Engineer's estimate based on prior work
Operations	\$0		
Total:	\$5,664,000	\$312,000	

% Complete of Design:	0.0%
As of Date:	08/23/2022
Expected Useful Life:	30 Years

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

Project Name: Application-Based Traffic Calming Program FY21-22 Cycle - DES Phase

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	SFMTA STAFF LABOR	CONTRACTS & SERVICES	CONSTRUCTION COSTS	TOTAL PROJECT COSTS	CURRENT REQUEST
A. PLANNING/CONCEPTUAL ENGINEERING (Prior allocation 138-907173)	\$ 150,000	\$ 100,000	\$ -	\$ 250,000	
B. DESIGN ENGINEERING (current request)	\$ 312,000	\$ -	\$ -	\$ 312,000	\$ 312,000
C. CONSTRUCTION (future request)	\$ 312,000	\$ -	\$ 5,102,000	\$ 5,414,000	
GRAND TOTALS	\$ 774,000	\$ 100,000	\$ 5,102,000	\$ 5,976,000	\$ 312,000

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. PLANNING/CONCEPTUAL ENGINEERING (Prior allocation 138-907173)

Position	FY23 Hourly Rate	FY23 Annual Salary	FY23 MFB Per FTE	FY23 Salary + MFB	FY23 Overhead Cost	FY23 Fully Burdened Labor Cost	FY23 Fully Burdened Hourly Rate	Hours	FTE	Cost
Engineer Principal (5212)	\$ 129,2016	\$ 268,739	\$ 85,892	\$ 354,631	\$ 255,385	\$ 632,616	\$ 304.14		0.000	\$ -
Sr. Engineer (5211)	\$ 103,4956	\$ 215,271	\$ 72,075	\$ 287,346	\$ 206,789	\$ 512,237	\$ 246.27	40	0.019	\$ 9,848
Engineer (5241)	\$ 89,4400	\$ 186,035	\$ 64,520	\$ 250,555	\$ 180,217	\$ 446,416	\$ 214.62	120	0.058	\$ 25,778
Transit Planner IV (5290)	\$ 81,4581	\$ 169,433	\$ 60,230	\$ 229,663	\$ 165,128	\$ 406,038	\$ 195.21		0.000	\$ -
Associate Engineer (5207)	\$ 77,2388	\$ 160,657	\$ 57,962	\$ 218,618	\$ 157,151	\$ 389,279	\$ 187.15	205	0.099	\$ 38,441
Assistant Engineer (5203)	\$ 66,3678	\$ 138,045	\$ 52,748	\$ 190,793	\$ 137,026	\$ 339,427	\$ 163.19	400	0.192	\$ 65,274
Engineering Associate (5366)	\$ 62,3231	\$ 129,632	\$ 50,535	\$ 180,167	\$ 129,353	\$ 320,422	\$ 154.05	40	0.019	\$ 6,162
Junior Engineer (5201)	\$ 58,7622	\$ 122,225	\$ 48,587	\$ 170,813	\$ 122,599	\$ 303,690	\$ 146.00		0.000	\$ -
Engineering Assistant (5362)	\$ 48,5497	\$ 100,983	\$ 43,001	\$ 143,985	\$ 103,227	\$ 255,703	\$ 122.93		0.000	\$ -
Senior Clerk (1406)	\$ 44,0481	\$ 91,620	\$ 40,074	\$ 131,694	\$ 94,373	\$ 233,772	\$ 112.39	40	0.019	\$ 4,496
								846	0.406	

A. Planning/Preliminary Engineering LABOR SUBTOTAL \$ 150,000

Contracts & Services	Unit Cost	# Units	Total
Speed Surveys	\$ 400	250	\$ 100,000
SERVICE CONTRACT SUBTOTAL			\$ 100,000

B. DESIGN ENGINEERING (current request)

Position	FY23 Hourly Rate	FY23 Annual Salary	FY23 MFB Per FTE	FY23 Salary + MFB	FY23 Overhead Cost	FY23 Fully Burdened Labor Cost	FY23 Fully Burdened Hourly Rate	Hours	FTE	Cost
Engineer Principal (5212)	\$ 129,2016	\$ 268,739	\$ 85,892	\$ 354,631	\$ 255,385	\$ 632,616	\$ 304.14		0.000	\$ -
Sr. Engineer (5211)	\$ 103,4956	\$ 215,271	\$ 72,075	\$ 287,346	\$ 206,789	\$ 512,237	\$ 246.27	122	0.059	\$ 30,081
Engineer (5241)	\$ 89,4400	\$ 186,035	\$ 64,520	\$ 250,555	\$ 180,217	\$ 446,416	\$ 214.62	400	0.192	\$ 85,742
Transit Planner IV (5290)	\$ 81,4581	\$ 169,433	\$ 60,230	\$ 229,663	\$ 165,128	\$ 406,038	\$ 195.21		0.000	\$ -
Associate Engineer (5207)	\$ 77,2388	\$ 160,657	\$ 57,962	\$ 218,618	\$ 157,151	\$ 389,279	\$ 187.15	500	0.240	\$ 93,483
Assistant Engineer (5203)	\$ 66,3678	\$ 138,045	\$ 52,748	\$ 190,793	\$ 137,026	\$ 339,427	\$ 163.19	500	0.240	\$ 81,511
Engineering Associate (5366)	\$ 62,3231	\$ 129,632	\$ 50,535	\$ 180,167	\$ 129,353	\$ 320,422	\$ 154.05	80	0.038	\$ 12,247
Junior Engineer (5201)	\$ 58,7622	\$ 122,225	\$ 48,587	\$ 170,813	\$ 122,599	\$ 303,690	\$ 146.00		0.000	\$ -
Engineering Assistant (5362)	\$ 48,5497	\$ 100,983	\$ 43,001	\$ 143,985	\$ 103,227	\$ 255,703	\$ 122.93		0.000	\$ -
Senior Clerk (1406)	\$ 44,0481	\$ 91,620	\$ 40,074	\$ 131,694	\$ 94,373	\$ 233,772	\$ 112.39	80	0.038	\$ 8,935
								1,680	0.808	

B. Detailed Design LABOR SUBTOTAL \$ 312,000

C. CONSTRUCTION (future request)

Position	FY23 Hourly Rate	FY23 Annual Salary	FY23 MFB Per FTE	FY23 Salary + MFB	FY23 Overhead Cost	FY23 Fully Burdened Labor Cost	FY23 Fully Burdened Hourly Rate	Hours	FTE	Cost
Engineer Principal (5212)	\$ 129,2016	\$ 268,739	\$ 85,892	\$ 354,631	\$ 255,385	\$ 632,616	\$ 304.14		0.000	\$ -
Sr. Engineer (5211)	\$ 103,4956	\$ 215,271	\$ 72,075	\$ 287,346	\$ 206,789	\$ 512,237	\$ 246.27	122	0.059	\$ 30,081
Engineer (5241)	\$ 89,4400	\$ 186,035	\$ 64,520	\$ 250,555	\$ 180,217	\$ 446,416	\$ 214.62	400	0.192	\$ 85,742
Transit Planner IV (5290)	\$ 81,4581	\$ 169,433	\$ 60,230	\$ 229,663	\$ 165,128	\$ 406,038	\$ 195.21		0.000	\$ -
Associate Engineer (5207)	\$ 77,2388	\$ 160,657	\$ 57,962	\$ 218,618	\$ 157,151	\$ 389,279	\$ 187.15	500	0.240	\$ 93,483
Assistant Engineer (5203)	\$ 66,3678	\$ 138,045	\$ 52,748	\$ 190,793	\$ 137,026	\$ 339,427	\$ 163.19	500	0.240	\$ 81,511
Engineering Associate (5366)	\$ 62,3231	\$ 129,632	\$ 50,535	\$ 180,167	\$ 129,353	\$ 320,422	\$ 154.05	80	0.038	\$ 12,247
Junior Engineer (5201)	\$ 58,7622	\$ 122,225	\$ 48,587	\$ 170,813	\$ 122,599	\$ 303,690	\$ 146.00		0.000	\$ -
Engineering Assistant (5362)	\$ 48,5497	\$ 100,983	\$ 43,001	\$ 143,985	\$ 103,227	\$ 255,703	\$ 122.93		0.000	\$ -
Senior Clerk (1406)	\$ 44,0481	\$ 91,620	\$ 40,074	\$ 131,694	\$ 94,373	\$ 233,772	\$ 112.39	80	0.038	\$ 8,935
								1,680	0.808	

C. Construction Support LABOR SUBTOTAL \$ 312,000

Construction	Unit Cost	# Units	Total	Notes
Asphalt Raised Crosswalk	\$ 16,000.00	15	\$ 240,000	Engineer's estimate based on prior similar work
Speed Table	\$ 14,000.00	5	\$ 70,000	Engineer's estimate based on prior similar work
Speed Hump/Cushion	\$ 12,000.00	360	\$ 4,320,000	Engineer's estimate based on prior similar work
Traffic Island	\$ 10,000.00	16	\$ 160,000	Engineer's estimate based on prior similar work
Permanent Markings and Signs	\$ 1,500.00	208	\$ 312,000	MTA Paint Shop and Sign Shop Costs
CONSTRUCTION SUBTOTAL			\$ 5,102,000	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY21-22 Cycle Design
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$312,000	Total PROP K Recommended	\$312,000

SGA Project Number:		Name:	Application-Based Traffic Calming Program FY21-22 Cycle Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2024
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-138	\$100,000	\$180,800	\$31,200	\$0	\$0	\$312,000

Deliverables

- Quarterly progress reports shall note any changes to the accepted project locations, in addition to all other requirements described in the Standard Grant Agreement (SGA). See SGA for details.
- On completion of the design phase, provide evidence of completion of design, e.g. SFMTA Board action(s) legislating the improvements planned for each location.

Special Conditions

- The recommended allocation is conditioned upon amendment to the Traffic Calming 5YPP to reprogram \$312,000 from Speed Radar Sign Installation to the subject project. See attached 5YPP amendment for details.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Application-Based Traffic Calming Program FY21-22 Cycle Design
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$312,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	damon.curtis@sfmta.com	joel.goldberg@sfmta.com

Application-Based Traffic Calming Program - FY21/22 Cycle Design

08.23.22

Applications - Evaluation Decisions

ID	STREET	BLOCK	SUPV DISTRICT	DECISION
1	11th Ave, Anza St to Geary Blvd	400	1	Accepted
2	15th Ave, Cabrillo St to Fulton St	700	1	Accepted
3	24th Ave, Cabrillo St to Fulton St	800	1	Accepted
4	24th Ave, Clement St to Geary Blvd	400	1	Accepted
5	33rd Ave, Cabrillo St to Fulton St	800	1	Accepted
6	37th Ave, Anza St to Geary Blvd	500	1	Accepted
7	42nd Ave, Balboa St to Cabrillo St	600	1	Accepted
8	43rd Ave, Anza St to Balboa St	600	1	Accepted
9	Beaumont Ave, Anza St to Geary Blvd	Unit	1	Accepted
10	Prado St, Scott St to Avila St	Unit	2	Accepted
11	Washington St, Gough St to Octavia St	2000	2	Accepted
12	Washington St, Octavia St to Laguna St	2100	2	Accepted
13	Leavenworth St, California St to Sacramento St	1100	3	Accepted
14	Victoria St, Urbano Dr South to Urbano Dr North	700	3	Accepted
15	17th Ave, Judah St to Kirkham St	1400	4	Accepted
16	24th Ave, Lawton St to Moraga St	1600	4	Accepted
17	25th Ave, Lincoln Wy to Irving St	1200	4	Accepted
18	31st Ave, Lincoln Wy to Irving St	1200	4	Accepted
19	34th Ave, Lincoln Wy to Irving St	1200	4	Accepted
20	35th Ave, Taraval St to Ulloa St	2400	4	Accepted
21	36th Ave, Lincoln Wy to Irving St	1200	4	Accepted
22	37th Ave, Lawton St to Moraga St	1600	4	Accepted
23	37th Ave, Judah St to Kirkham St	1400	4	Accepted
24	38th Ave, Judah St to Kirkham St	1400	4	Accepted
25	42nd Ave, Ulloa St to Vicente St	2500	4	Accepted
26	43rd Ave, Lawton St to Moraga St	1600	4	Accepted
27	44th Ave, Ortega St to Pacheco St	1900	4	Accepted
28	44th Ave, Ulloa St to Vicente St	2500	4	Accepted
29	45th Ave, Noriega St to Ortega St	1800	4	Accepted
30	46th Ave, Irving St to Judah St	1300	4	Accepted
31	Buena Vista East, Upper Ter to Park Hill	300	5	Accepted
32	Golden Gate Ave, Divisadero St to Broderick St	1700	5	Accepted
33	Hugo St, 6th Ave to 7th Ave	500	5	Accepted
34	McAllister St, Gough St to Octavia St	700	5	Accepted
35	McAllister St, Octavia St to Laguna St	800	5	Accepted
36	Parnassus Ave, Willard St to Hillway	300	5	Accepted
37	Seymour St, Turk St to Golden Gate Ave	Unit	5	Accepted
38	McCoppin St, Stevenson St to Jessie St	Unit	6	Accepted
39	Natoma St, 7th St to 8th St	600	6	Accepted
40	10th Ave, Ortega St to Pacheco St	1900	7	Accepted
41	10th Ave, Pacheco St to Quintara St	2000	7	Accepted
42	14th Ave, Rivera St to Santiago St	2200	7	Accepted
43	16th Ave, Quintara St to Rivera St	2100	7	Accepted
44	17th Ave, Noriega St to Ortega St	1800	7	Accepted
45	18th Ave, Pacheco St to Quintara St	2000	7	Accepted
46	18th Ave, Kirkham St to Lawton St	1500	7	Accepted
47	Christopher Dr, Crestmont Dr to Oak Park Dr	200 & 300	7	Accepted
48	Clearfield Dr, Ocean Ave to Eucalyptus Dr	100	7	Accepted
49	Clearfield Dr, Eucalyptus Dr to Gellert Dr	100	7	Accepted
50	Diamond St, Chenery St to Surrey St	2700	7	Accepted
51	Flood Ave, Edna St to Foerster St	300	7	Accepted
52	Flood Ave, Genessee St to Frida Kahlo Wy	500	7	Accepted
53	Flood Ave, Frida Kahlo Wy to Ridgewood Ave	500	7	Accepted
54	Flood Ave, Ridgewood Ave to Hazelwood Ave	500	7	Accepted
55	Foerster St, Hearst Ave to Flood Ave	200	7	Accepted
56	Funston Ave, Judah St to Kirkham St	1400	7	Accepted
57	Harold Ave, Bruce Ave to Ocean Ave	200	7	Accepted
58	Hazelwood Ave, Staples Ave to Flood Ave	Unit	7	Accepted
59	Hazelwood Ave, Flood Ave to Montecito Ave	Unit	7	Accepted
60	Magellan Ave, Sola Ave to Pacheco St	200	7	Accepted
61	Malta Dr, Mercato Ct to Valletta Ct	Unit	7	Accepted
62	Miraloma Dr, Yerba Buena Ave to Juanita Wy	40-195	7	Accepted
63	Miramar Ave, Wildwood Wy to Eastwood/Westwood Dr (SB)	500	7	Accepted

Application-Based Traffic Calming Program - FY21/22 Cycle Design

08.23.22

Applications - Evaluation Decisions

ID	STREET	BLOCK	SUPV DISTRICT	DECISION
64	Miramar Ave, Eastwood/Westwood Dr to Wildwood Wy (NB)	600	7	Accepted
65	Pacheco St, 8th Ave to 9th Ave	400	7	Accepted
66	Plymouth Ave, Grafton Ave to Lakeview Ave	900	7	Accepted
67	Plymouth Ave, Wildwood Wy to Greenwood Ave	1400	7	Accepted
68	Ridgewood Ave, Flood Ave to Hearst Ave	Unit	7	Accepted
69	San Benito Wy, Ocean Ave to Upland Dr	300	7	Accepted
70	Skyview Way, Gladeview Way to Aquavista Way	Unit	7	Accepted
71	Skyview Way, Aquavista Way to Marview Way	100	7	Accepted
72	Sotelo Ave, 9th Ave to Santa Rita Ave	Unit	7	Accepted
73	Stratford Dr, Banbury Dr to Junipero Serra Blvd	300	7	Accepted
74	Upland Dr, Aptos Ave to San Aleso Ave	500	7	Accepted
75	17th St, Ord St to Temple St	4300	8	Accepted
76	19th St, Diamond St to Eureka St	4300	8	Accepted
77	23rd St, Dolores St to Fair Oaks St	3600	8	Accepted
78	23rd St, Douglass St to Hoffman St	4300	8	Accepted
79	23rd St, Fair Oaks St to Guerrero St	3600	8	Accepted
80	Bemis St, Mateo St to Roanoke St	100	8	Accepted
81	Corbett Ave, Hopkins Ave to Cuesta Ct.	900	8	Accepted
82	Corbett Ave, Iron Aly to Graystone Ter	500	8	Accepted
83	Corbett Ave, Romain St to Hopkins Ave	700 & 800	8	Accepted
84	Diamond St, 21st St to 22nd St	400	8	Accepted
85	Duncan St, Dolores St to Guerrero St	100	8	Accepted
86	Eureka St, 21st St to 22nd St	400	8	Accepted
87	Hartford St, 19th St to 20th St	200	8	Accepted
88	Laidley St, Miguel St to Mateo St	300	8	Accepted
89	Lippard Ave, Chenery St to Bosworth St	Unit	8	Accepted
90	Lunado Wy, Estero Ave to Mercedes Wy	100	8	Accepted
91	Randall St, Chenery St to Church St	100	8	Accepted
92	21st St, Alabama St to Harrison St	2800	9	Accepted
93	23rd St, Bartlett St to Mission St	3300	9	Accepted
94	Benton Ave, Genebern Wy to College Ave	100	9	Accepted
95	Cambridge St, West View Ave to Sweeny St	100	9	Accepted
96	Cambridge St, Sweeny St to Silver Ave	100	9	Accepted
97	Cambridge St, Pioche St to Silliman St	200	9	Accepted
98	Cambridge St, Silliman St to Felton St	300	9	Accepted
99	Cambridge St, Bacon St to Wayland St	600	9	Accepted
100	Felton St, University St to Princeton St	1000	9	Accepted
101	Felton St, Princeton St to Amherst St	1100	9	Accepted
102	Florida St, 24th St to 25th St	1200	9	Accepted
103	Folsom St, Eugenia Ave to Cortland Ave	3700	9	Accepted
104	Genebern Wy, Murray St to College Ave	Unit	9	Accepted
105	Girard St, Mansell St to Olmstead St	800	9	Accepted
106	Nebraska St, Cortland St to Powhattan St	Unit	9	Accepted
107	Norwich St, Alabama St to Harrison St	Unit	9	Accepted
108	San Carlos St, 20th St to 21st St	300	9	Accepted
109	Santa Marina St, Mission St to Gladys St	Unit	9	Accepted
110	Santa Marina St, Gladys St to Prospect Ave	Unit	9	Accepted
111	Santa Marina St, Prospect Ave to Elsie St	100	9	Accepted
112	Shotwell St, 16th St to 17th St	Unit	9	Accepted
113	Silliman St, Harvard St to Oxford St	1500	9	Accepted
114	Sweeny St, Cambridge St to Princeton St	700	9	Accepted
115	Wayland St, Princeton St to Amherst St	1200	9	Accepted
116	Alpha St, Goettingen St to Tucker Ave	Unit	10	Accepted
117	Blanken Ave, Peninsula Ave to Tocoloma Ave	300	10	Accepted
118	Blanken Ave, Tocoloma Ave to Nueva Ave	400	10	Accepted
119	Blanken Ave, Nueva Ave to Gillette Ave	500	10	Accepted
120	Brookdale Ave, Blythdale Ave to Geneva Ave	200	10	Accepted
121	Gilman Ave, Bill Walsh Way to Arelious Walker Dr	900	10	Accepted
122	Hampshire St, 23rd St to 24th St	1100	10	Accepted
123	Indiana St, 20th St to 22nd St	800	10	Accepted
124	Kirkwood Ave, Earl St to Dormitory Rd	700	10	Accepted
125	Middle Point Rd, Innes Ave to West Point	100	10	Accepted
126	Quesada Ave, Lane St to Keith St	1500	10	Accepted

Application-Based Traffic Calming Program - FY21/22 Cycle Design

08.23.22

Applications - Evaluation Decisions

ID	STREET	BLOCK	SUPV DISTRICT	DECISION
127	Raymond Ave, Elloit St to Sawyer St	400	10	Accepted
128	Raymond Ave, Sawyer St to END	500	10	Accepted
129	Sawyer St, Visitacion Ave to Sunnysdale Ave	400	10	Accepted
130	Shafter Ave, Ingalls St to Jennings St	1300	10	Accepted
131	Sunnysdale Ave, Sawyer St to Garrison Ave	1200	10	Accepted
132	Teddy Ave, Delta St to Rutland St	200	10	Accepted
133	Tucker Ave, Alpha St to Rutland St	Unit	10	Accepted
134	Underwood Ave, Keith St to Jennings St	1200	10	Accepted
135	Venus St, Topeka Ave to Thornton Ave	Unit	10	Accepted
136	Wilde Ave, Rutland St to Gottengen St	300	10	Accepted
137	Bright St, Sargent St to Randolph St	200	11	Accepted
138	Cayuga Ave, San Juan Ave to Santa Rosa Ave	700	11	Accepted
139	Dublin St, Russia Ave to Persia Ave	100	11	Accepted
140	Liebig St, Lessing St to San Jose Ave	Unit	11	Accepted
141	Madrid St, France Ave to Italy Ave	700	11	Accepted
142	Margaret Ave, Ridge Ln to Lakeview Ave	Unit	11	Accepted
143	Minerva St, Plymouth Ave to Summit St	Unit	11	Accepted
144	Mt Vernon Ave, Delano Ave to Cayuga Ave	200	11	Accepted
145	Niagara Ave, Mission St to Alemany Blvd	Unit	11	Accepted
146	Prague St, Brazil Ave to Persia Ave	100	11	Accepted
147	Sadowa St, Capitol Ave to Orizaba Ave	200	11	Accepted
148	Victoria St, Holloway Ave to Garfield St	500	11	Accepted
149	Vienna St, Brazil Ave to Persia Ave	400	11	Accepted
150	Leland Ave, Bayshore Blvd to Desmond St	Unit	10	Corridor
151	Leland Ave, Desmond St to Alpha St	Unit	10	Corridor
152	Leland Ave, Alpha St to Peabody St	100	10	Corridor
153	Leland Ave, Peabody St to Rutland St	100	10	Corridor
154	Leland Ave, Rutland St to Cora St	200	10	Corridor
155	Leland Ave, Cora St to Delta St	200	10	Corridor
156	Leland Ave, Delta St to Schwerin St	300	10	Corridor
157	Leland Ave, Schwerin St to Rey St	300	10	Corridor
158	Leland Ave, Rey St to Elliot St	300	10	Corridor
159	Leland Ave, Elliot St to Britton St	400	10	Corridor
160	Leland Ave, Britton St to Loehr St	400	10	Corridor
161	Leland Ave, Loehr St to Sawyer St	400	10	Corridor
162	Leland Ave, Sawyer St to Hahn St	500	10	Corridor
163	Leland Ave, Hahn St to END	500	10	Corridor
164	Silver Ave, Mission St to Lisbon St	300	10	Corridor
165	Silver Ave, Lisbon St to Craut St	300 & 400	10	Corridor
166	Silver Ave, Craut St to Madrid St	400	10	Corridor
167	Silver Ave, Madrid St to Edinburgh St	400	10	Corridor
168	Silver Ave, Edinburgh St to Congdon St	400 & 500	10	Corridor
169	Silver Ave, Congdon St to Naples St	500	10	Corridor
170	Silver Ave, Naples St to Vienna St	500	10	Corridor
171	Silver Ave, Vienna St to Madison St	500	10	Corridor
172	Silver Ave, Madison St to Gambier St	600	10	Corridor
173	Silver Ave, Gambier St to Harvard St	600	10	Corridor
174	Silver Ave, Harvard St to Oxford St	700	10	Corridor
175	Silver Ave, Oxford St to Cambridge St	700	10	Corridor
176	Silver Ave, Cambridge St to Yale St	800	10	Corridor
177	Silver Ave, Yale St to Amherst St	800	10	Corridor
178	Silver Ave, Amherst St to Princeton St	900	10	Corridor
179	Visitacion Ave, Bayshore Blvd to Desmond St	500	10	Corridor
180	Visitacion Ave, Desmond St to Talbert St	600	10	Corridor
181	Visitacion Ave, Talbert St to Peabody St	700	10	Corridor
182	Visitacion Ave, Peabody St to Rutland St	800	10	Corridor
183	Visitacion Ave, Rutland St to Cora St	900	10	Corridor
184	Visitacion Ave, Schwerin St to Rey St	1200	10	Corridor
185	Visitacion Ave, Rey St to Britton St	1300	10	Corridor
186	Visitacion Ave, Britton St to Loehr St	1400	10	Corridor
187	Visitacion Ave, Loehr St to Sawyer St	1500	10	Corridor
188	Visitacion Ave, Sawyer St to Hahn St	1600	10	Corridor
189	15th Ave, California St to Clement St	200	1	New Data Pending

Application-Based Traffic Calming Program - FY21/22 Cycle Design

08.23.22

Applications - Evaluation Decisions

ID	STREET	BLOCK	SUPV DISTRICT	DECISION
190	16th Ave, Geary Blvd to Anza St	400	1	New Data Pending
191	28th Ave, California St to Clement St	300	1	New Data Pending
192	30th Ave, California St to Clement St	300	1	New Data Pending
193	30th Ave, Sea View Ter to California St	200	2	New Data Pending
194	Green St, Gough St to Octavia St	1700	2	New Data Pending
195	Jones St, Greenwich St to Lombard St	2200	3	New Data Pending
196	27th Ave, Ulloa St to Vicente St	2500	4	New Data Pending
197	Hazelwood Ave, Judson Ave to Staples Ave	Unit	7	New Data Pending
198	29th St, Dolores St to Church St	200	8	New Data Pending
199	Hartford St, 18th St to 19th St	100	8	New Data Pending
200	Whitney St, Fairmount St to Chenery St	200	8	New Data Pending
201	26th St, Bryant St to Florida St	2900	9	New Data Pending
202	26th St, Florida St to Alabama St	3000	9	New Data Pending
203	Ellert St, Bennington St to Andover St	100	9	New Data Pending
204	25th St, Indiana St to Pennsylvania St	1200	10	New Data Pending
205	25th St, Tennessee St to Minnesota St	1000	10	New Data Pending
206	25th St, Vermont St to San Bruno Ave	2500	10	New Data Pending
207	Lee Ave, Grafton Ave to Holloway Avenue	100	11	New Data Pending
208	Louisburg St, Mt Vernon Ave to Ridge Ln	300	11	New Data Pending
209	Lower Great Hwy, Irving Street to Judah St	1300	4	Funded by Other (Built)
210	Miramar Ave, Ocean Ave to Southwood Dr	300	7	Funded by Other (NTIP)
211	Miramar Ave, Southwood Dr to Eastwood/Westwood Dr	400	7	Funded by Other (NTIP)
212	Divisadero St, 14th St to Duboce Ave	Unit	8	Funded by Other (Built)
213	Lakeview Ave, Caine Ave to Majestic Ave	100	8	Funded by Other (NTIP)
214	Ellsworth St, Crescent Ave to Alemany Blvd	700 - 900	9	Funded by Other (Built)
215	Treat Ave, 21st St to 22nd St	800	9	Funded by Other (CRT)
216	25th St, Dakota St to Connecticut St	1600 & 1700	10	Funded by Other (NTIP)
217	25th St, Connecticut St to Wisconsin St	1800 & 1900	10	Funded by Other (NTIP)
218	Palou Ave, Silver Ave to Rankin St	1900	10	Funded by Other (CRT)
219	Palou Ave, Rankin St to Selby St	2000	10	Funded by Other (CRT)
220	Santa Fe Ave, Silver Ave to Quint St	Unit	10	Funded by Other (Built)
221	London St, Russia Ave to France Ave	500	11	Funded by Other (NTIP)
222	Moscow St, Brazil Ave to Persia Ave	400	11	Funded by Other (Schools)
223	Rome St, Mt Vernon Ave to Ottawa Ave	100	11	Funded by Other (NTIP)
224	South Hill Blvd, Toyon Ln to Canyon Dr	200	11	Funded by Other (NTIP)
225	04th Ave, Cornwall St to Clement St	200	1	Not Accepted
226	07th Ave, Anza St to Balboa St	500	1	Not Accepted
227	10th Ave, California St to Clement St	200	1	Not Accepted
228	11th Ave, California St to Clement St	200	1	Not Accepted
229	20th Ave, Clement St to Geary Blvd	300	1	Not Accepted
230	Anza St, Arguello Blvd to 2nd Ave	1000	1	Not Accepted
231	Anza St, 20th Ave to 21st Ave	2900	1	Not Accepted
232	California St, 16th Ave to 17th Ave	5400	1	Not Accepted
233	Rossi Ave, Anza St to Turk St	Unit	1	Not Accepted
234	14th Ave, Lake St to Wedemeyer St	Unit	2	Not Accepted
235	30th Ave, Lake St to Sea View Ter	200	2	Not Accepted
236	Beach St, Cervantes Blvd to Avila St	1800	2	Not Accepted
237	Clay St, Baker St to Lyon St	3100	2	Not Accepted
238	Greenwich St, Broderick St to Divisadero St	2600	2	Not Accepted
239	Jordan Ave, Geary Blvd to Euclid Ave	100	2	Not Accepted
240	Presidio Ave, Clay St to Washington St	200	2	Not Accepted
241	Presidio Ave, Sacramento St to Clay St	300	2	Not Accepted
242	Jones St, Clay St to Washington St	1300	3	Not Accepted
243	Jones St, Broadway to Vallejo St	1700	3	Not Accepted
244	Jones St, Vallejo St to Green St	1800	3	Not Accepted
245	Long Bridge St, El Dorado St to Mission Bay Blvd North	700	3	Not Accepted
246	23rd Ave, Irving St to Judah St	1300	4	Not Accepted
247	32nd Ave, Moraga St to Noriega St	1700	4	Not Accepted
248	34th Ave, Irving St to Judah St	1300	4	Not Accepted
249	48th Ave, Judah St to Kirkham St	1400	4	Not Accepted
250	Irving St, 41st Ave to 42nd Ave	4000	4	Not Accepted
251	Irving St, 42nd Ave to 43rd Ave	4100	4	Not Accepted
252	Ortega St, 28th Ave to 29th Ave	2100	4	Not Accepted

Application-Based Traffic Calming Program - FY21/22 Cycle Design

08.23.22

Applications - Evaluation Decisions

ID	STREET	BLOCK	SUPV DISTRICT	DECISION
253	Ortega St, 29th Ave to 30th Ave	2200	4	Not Accepted
254	Ashbury St, Hayes St to Grove St	100	5	Not Accepted
255	Buchanan St, Hermann St to Waller St	100	5	Not Accepted
256	Cole St, Waller St to Beulah St	700	5	Not Accepted
257	Cole St, Beulah St to Frederick St	700	5	Not Accepted
258	Golden Gate Ave, Baker St to Lyon St	1900	5	Not Accepted
259	Laussat St, Steiner St to Fillmore St	200	5	Not Accepted
260	Delancey St, Brannan St to Bryant St	500	6	Not Accepted
261	McCoppin St, Otis St to Jessie St	Unit	6	Not Accepted
262	McCoppin St, Jessie St to Stevenson St	Unit	6	Not Accepted
263	McCoppin St, Stevenson St to Valencia St	100	6	Not Accepted
264	South Park St, 2nd St to 3rd St	Unit	6	Not Accepted
265	Hearst Ave, Baden St to Circular Ave	Unit	7	Not Accepted
266	Magellan Ave, Plaza St to Sola Ave	100	7	Not Accepted
267	Miraloma Dr, Juanita Ave to Marnes Ave	Unit	7	Not Accepted
268	Miramar Ave, Eastwood/Westwood Dr to Northwood Dr	700	7	Not Accepted
269	Miramar Ave, Northwood Dr to Monterey Blvd	800	7	Not Accepted
270	Plymouth Ave, Greenwood Ave to Montecito Ave	1400	7	Not Accepted
271	Ridgewood Ave, Hearst Ave to Monterey Blvd	100	7	Not Accepted
272	Rosewood Dr, Fernwood Dr to Ravenwood Dr	Unit	7	Not Accepted
273	Sotelo Ave, Santa Rita Ave to Lopez Ave	Unit	7	Not Accepted
274	Upland Dr, Westgate Dr to San Aleso Ave	300 & 400	7	Not Accepted
275	Vicente St, 14th Ave to 15th Ave	300	7	Not Accepted
276	14th St, Sanchez St to Walter St	800	8	Not Accepted
277	14th St, Walter St to Noe St	800	8	Not Accepted
278	15th St, Dolores St to Church St	1900	8	Not Accepted
279	15th St, Church St to Market St	2000	8	Not Accepted
280	23rd St, Church St to Vicksburg St	3800	8	Not Accepted
281	Bemis St, Miguel St to Addison St	Unit	8	Not Accepted
282	Corbett Ave, Ord St to Hattie St	100	8	Not Accepted
283	Corbett Ave, Clayton St to Iron Aly	400	8	Not Accepted
284	Corbett Ave, Graystone Ter to Romain St	600	8	Not Accepted
285	Diamond Heights Blvd, Arbor St to Sussex St	5700	8	Not Accepted
286	Duncan St, Church St to Sanchez St	300	8	Not Accepted
287	Gold Mine Dr, Ora Wy to Jade Pl	100	8	Not Accepted
288	Gold Mine Dr, Topaz Wy to Diamond Hts Blvd	300 & 400	8	Not Accepted
289	Hill St, Castro St to Noe St	500	8	Not Accepted
290	Jersey St, Noe St to Sanchez St	200	8	Not Accepted
291	Noe St, 14th St to Henry St	100	8	Not Accepted
292	Roosevelt Wy, Loma Vista Ter to Lower Ter	400	8	Not Accepted
293	Uranus Ter, Deming St to 17th St	Unit	8	Not Accepted
294	21st St, Hampshire St to York St	2600	9	Not Accepted
295	Alabama St, 26th St to Cesar Chavez St	1400	9	Not Accepted
296	Benton Ave, College Ave to Justin Dr	200	9	Not Accepted
297	Bradford St, Bernal Hts Blvd to Powhattan Ave	Unit	9	Not Accepted
298	Castelo Ave, Gonzalez Dr to Cambon Dr	Unit	9	Not Accepted
299	Felton St, Yale St to Cambridge St	1300	9	Not Accepted
300	Felton St, Cambridge St to Oxford St	1400	9	Not Accepted
301	Girard St, Olmstead St to Dwight St	700	9	Not Accepted
302	Hamilton St, Wayland St to Woolsey St	500	9	Not Accepted
303	Harrison St, Norwich St to Precita Ave	3200	9	Not Accepted
304	Precita Ave, Alabama St to Florida St	600	9	Not Accepted
305	Putnam St, Tompkins Ave to Crescent Ave	200	9	Not Accepted
306	Wayland St, University St to Princeton St	1100	9	Not Accepted
307	Wayland St, Amherst St to Yale St	1300	9	Not Accepted
308	Wayland St, Yale St to Cambridge St	1400	9	Not Accepted
309	19th St, Indiana St to Minnesota St	800	10	Not Accepted
310	23rd St, Dakota St to Arkansas St	1700	10	Not Accepted
311	23rd St, Arkansas St to Wisconsin St	1800	10	Not Accepted
312	Blanken Ave, Tunnel Ave to Wheeler Ave	100	10	Not Accepted
313	Blanken Ave, Wheeler Ave to Peninsula Ave	200	10	Not Accepted
314	Bridgeview Dr, Newhall St to Tampa Ln	Unit & 100	10	Not Accepted
315	Bridgeview Dr, Tampa Ln to Topeka Ave	100 & 200	10	Not Accepted

Application-Based Traffic Calming Program - FY21/22 Cycle Design

08.23.22

Applications - Evaluation Decisions

ID	STREET	BLOCK	SUPV DISTRICT	DECISION
316	Carroll Ave, 3rd St to Caltrain Tracks	1700	10	Not Accepted
317	Connecticut St, 20th St to 22nd St (END)	500 & 600	10	Not Accepted
318	Cora St, Leland Ave to Visitacion Ave	Unit	10	Not Accepted
319	Ingalls Ave, Oakdale Ave to Palou Ave	1400	10	Not Accepted
320	Lathrop Ave, Peninsula Ave to Tocoloma Ave	300	10	Not Accepted
321	Lathrop Ave, Tocoloma Ave to Nueva Ave	400	10	Not Accepted
322	Lathrop Ave, Nueva Ave to Gillette Ave	500	10	Not Accepted
323	Mariposa St, Mississippi St to Texas St	1100	10	Not Accepted
324	Mariposa St, Connecticut St to Missouri St	1300	10	Not Accepted
325	Mariposa St, Carolina St to De Haro St	1700	10	Not Accepted
326	Mississippi St, 18th St to 19th St	300	10	Not Accepted
327	Missouri St, Sierra St to 22nd St	600	10	Not Accepted
328	Newhall St, Revere Ave to Bay View St	1700	10	Not Accepted
329	Quesada Ave, Jennings St to Ingalls St	1300	10	Not Accepted
330	Revere Ave, 3rd St to Lane St	1600	10	Not Accepted
331	Sunnydale Ave, Hahn St to Sawyer St	1400	10	Not Accepted
332	Tennessee St, 19th St to 20th St	700	10	Not Accepted
333	Texas St, Sierra St to 22nd St	600	10	Not Accepted
334	York St, 19th St to 20th St	600	10	Not Accepted
335	Yosemite Ave, 3rd St to Keith St	1600	10	Not Accepted
336	Congdon St, Trumbull St to Ney St	100	11	Not Accepted
337	Edinburgh St, Peru Ave to Silver Ave	Unit	11	Not Accepted
338	Italy Ave, Edinburgh St to Madrid St	400	11	Not Accepted
339	Lisbon St, Amazon Ave to Italy Ave	700	11	Not Accepted
340	Maynard St, Gladstone Dr to Trumbull St	300	11	Not Accepted
341	Thrift St, Plymouth Ave to Capital Ave	100	11	Not Accepted

149	ACCEPTED: Design of recommended improvements will be completed as part of this allocation
39	CORRIDOR: Location will be included in a corridor-wide design effort as part of this allocation
20	NEW DATA PENDING: Data will be recollected as part of FY21-22 Cycle Planning Phase (138-907173)
16	FUNDED BY OTHER: Design and construction of recommended improvements to be completed under separate project
117	NOT ACCEPTED: Location does not meet criteria therefore traffic calming is not warranted at this time

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending October 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000					\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000					\$210,000
SFMTA	Ocean Avenue Safety Improvements 28	PLAN/CER	Programmed			\$30,000			\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming 15	PS&E	Programmed	\$0					\$0
SFMTA	Sloat Skyline Intersection Improvements 28	PA&ED	Programmed			\$379,000			\$379,000
Local/Neighborhood Program									
Any Eligible	NTIP Placeholder	6, 7, 9, 14, 18, 19, 21, 22, 25, 27, 28	Any	Programmed			\$145,600		\$145,600
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] 9	PS&E	Allocated		\$300,000				\$300,000
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] 18	CON	Allocated		\$676,000				\$676,000
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] 7	PS&E	Allocated	\$295,600					\$295,600
SFMTA	District 11 Traffic Calming [NTIP Capital] 6	PLAN, PS&E, CON	Allocated	\$600,000					\$600,000
SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] 14	PS&E, CON	Allocated		\$132,600				\$132,600
SFMTA	Lake Merced Quick Build [NTIP Capital] 21	PLAN, PS&E	Allocated		\$149,500				\$149,500
SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital] 22	CON	Allocated		\$400,000				\$400,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds 8	CON	Allocated		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation 3	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning 4	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program 23	Any	Programmed						\$0
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836				\$141,836

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending October 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Application-Based Traffic Calming Program ²³ - FY19/20 Cycle Construction	CON	Allocated			\$1,612,000			\$1,612,000
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387				\$220,387
SFMTA	Application-Based Traffic Calming Program ^{23, 24} - FY20/21 Cycle Design	Any	Allocated			\$175,777			\$175,777
SFMTA	Application-Based Traffic Calming Program ²⁴ - FY21/22 Cycle Planning	PLAN	Allocated			\$250,000			\$250,000
SFMTA	District 9 FY21 Traffic Calming [NTIP] ²⁵	PS&E, CON	Allocated			\$165,000			\$165,000
SFMTA	14th Street Road Diet [NTIP Capital] ²⁷	CON	Allocated			\$60,700			\$60,700
SFMTA	Application-Based Traffic Calming Program ^{29, 33} FY20-21 Cycle Construction	Any	Pending				\$2,762,000		\$2,762,000
SFMTA	Application-Based Local Streets Traffic Calming Program ^{29, 33}	Any	Programmed				\$0		\$0
SFMTA	Application-Based Traffic Calming Program ³⁴ FY21-22 Cycle Design	PS&E	Pending				\$312,000		
SFMTA	Application-Based Local Streets Traffic Calming Program ²⁸	Any	Programmed					\$1,200,000	\$1,200,000
SFMTA	Central Richmond Traffic Safety ¹	PS&E, CON	Allocated	\$596,420					\$596,420
SFMTA	Bayview Community Based Transportation Plan - Additional Funds ⁵	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Advancing Equity through Safer Streets ^{1, 13}	Any	Programmed						\$0
SFMTA	Advancing Equity through Safer Streets ^{18, 19}	Any	Programmed						\$0
SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] ¹⁹	PS&E	Allocated		\$115,000				\$115,000
SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] ¹⁹	CON	Allocated		\$785,000				\$785,000
SFMTA	Vision Zero Proactive Traffic Calming ³⁰	Any	Programmed						\$0
SFMTA	20MPH Speed Limit Reductions ³¹	CON	Allocated			\$750,000			\$750,000
SFMTA	Vision Zero Proactive Traffic Calming ^{30, 33}	Any	Programmed				\$500,000		\$500,000
SFMTA	Vision Zero Proactive Traffic Calming ³⁰	Any	Programmed					\$750,000	\$750,000
SFMTA	Speed Radar Sign Installation ^{28, 34}	Any	Programmed			\$0			\$0
SFMTA	Speed Radar Sign Installation	PLAN	Allocated	\$30,820					\$30,820

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending October 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Speed Radar Sign Installation	CON	Allocated	\$148,000					\$148,000
SFMTA	Speed Radar Sign Installation 28,33, 34	Any	Programmed			\$0			\$0
SFMTA	Speed Radar Sign Installation 28, 34	Any	Programmed				\$0		\$0
SFMTA	Speed Radar Sign Installation 28, 34	Any	Programmed				\$115,540		\$115,540
SFMTA	Speed Radar Sign Installation 28	Any	Programmed					\$180,000	\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation 16	PLAN/ CER	Allocated		\$100,000	\$0			\$100,000
Schools Program									
SFMTA	Schools Engineering Program FY 20	PLAN, PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	Schools Engineering Program FY 22 26	PLAN, PS&E, CON	Allocated			\$925,000			\$925,000
SFMTA	Schools Engineering Program 19, 20, 26	Any	Programmed						\$0
SFMTA	Traffic Calming Removal and Replacement - FY21 20	PS&E	Allocated		\$4,106				\$4,106
SFMTA	Traffic Calming Removal and Replacement - FY21 20	CON	Allocated		\$45,894				\$45,894
SFMTA	Schools Engineering Program 26, 28, 33,35	Any	Programmed				\$220,000		\$220,000
SFMTA	Schools Engineering Program FY22-23 Cycle 35	PLAN, PS&E, CON	Pending				\$280,000		
SFMTA	Schools Engineering Program 28	Any	Programmed				\$0	\$1,000,000	\$1,000,000
SFMTA	Schools Engineering Program 28	Any	Programmed					\$1,000,000	\$1,000,000
Corridor Improvements									
SFMTA	6th Street Safety Improvements 2, 10	CON	Allocated		\$4,000,000				\$4,000,000
SFMTA	Vision Zero Quick-Build Program Implementation 2	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SFMTA	Vision Zero Quick-Build Program Implementation 2, 11, 13, 16, 28	PS&E, CON	Programmed						\$0
SFMTA	Vision Zero Quick-Build Program Implementation 16, 28	PS&E, CON	Programmed						\$0
SFMTA	Slow Streets Program 11	CON	Allocated		\$750,000				\$750,000

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
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 Pending October 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Citywide Daylighting ¹³	PS&E, CON	Allocated		\$500,000				\$500,000
SFMTA	Vision Zero Quick-Build Program Implementation ^{2, 28}	PS&E, CON	Allocated			\$1,602,457			\$1,602,457
SFMTA	Ocean Avenue Safety Improvements ^{10, 28}	PS&E	Programmed			\$900,000			\$900,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Bulbouts	PS&E	Allocated		\$110,000				\$110,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	PS&E	Allocated		\$70,000				\$70,000
SFMTA	Bayview Community Based Transportation Plan Implementation ²⁸	CON	Programmed			\$2,280,000			\$2,280,000
SFMTA	Bayview Community Based Transportation Plan Near Term Implementation ²⁸	CON	Programmed			\$85,000			\$85,000
SFMTA	Excelsior Neighborhood Traffic Calming ^{15, 32}	CON	Programmed			\$1,150,000			\$1,150,000
SFMTA	Excelsior Neighborhood Traffic Calming: Sickles Avenue Streetscape ³²	PS&E	Pending				\$900,000		\$900,000
SFMTA	Excelsior Neighborhood Traffic Calming ¹⁵	PS&E, CON	Allocated		\$550,000				\$550,000
SFMTA	Sloat Skyline Intersection Improvements ^{17, 28}	PS&E	Programmed			\$235,029			\$235,029
SFMTA	Upper Market Street Safety Improvements [NTIP Capital] ¹²	CON	Allocated		\$1,183,813				\$1,183,813
SFMTA	Safer Taylor Street ^{12, 13}	PS&E	Programmed	\$0					\$0
SFMTA	Safer Taylor Street	PS&E	Allocated	\$2,047,958					\$2,047,958
SFMTA	Safer Taylor Street ¹⁰	CON	Programmed						\$0
SFMTA	Great Highway Traffic Management ¹⁷	CON	Allocated		\$424,971				\$424,971
Total Programmed in 2019 5YPP				\$12,197,293	\$10,709,107	\$10,745,563	\$5,089,540	\$4,130,000	\$42,871,503
Total Allocated and Pending				\$12,197,293	\$10,709,107	\$5,540,934	\$4,254,000	\$0	\$32,701,334
Total Unallocated				\$0	\$0	\$5,204,629	\$835,540	\$4,130,000	\$10,170,169
Total Programmed in 2021 Strategic Plan				\$12,197,293	\$10,709,107	\$11,826,743	\$4,008,360	\$4,130,000	\$42,871,503
Deobligated Funds						\$13,021	\$161,948	\$0	\$174,969
Cumulative Remaining Programming Capacity				\$0	\$0	\$1,094,201	\$174,969	\$174,969	\$174,969
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to accommodate allocation of \$596,420 for Central Richmond Traffic Safety (Resolution 20-003, 7/23/2019)
 Advancing Equity through Safer Streets: Reduced by \$596,420 in FY2019/20 to \$153,580.
 Central Richmond Traffic Safety: Added project with \$596,420 in FY2019/20.
- ² Strategic Plan and 5YPP amendment to accommodate allocation of \$5,226,200 and programming of \$2,500,000 for Vision Zero Quick-Build Program Implementation (Resolution 20-003, 7/23/2019)
 6th Street Safety Improvements: Reduced by \$5,226,200 in FY2019/20 to \$4,000,000.
 Funds advanced from outside of current 5YPP period: \$1,250,000 advanced to FY2020/21, and \$1,250,000 advanced to FY2021/22.
 Vision Zero Quick-Build Program Implementation: Added project with \$5,226,200 in FY2019/20, \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.
- ³ 5YPP amendment to accommodate allocation of \$1,253,103 for Application-Based Traffic Calming Program FY18/19 Cycle Implementation (Resolution 20-009, 09/24/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$53,103 from \$100,899 to \$47,796.
 Application-Based Local Streets Traffic Calming Program: Programming increased by \$53,103 from \$1,200,000 to \$1,253,103 in FY2019/20.
- ⁴ 5YPP amendment to accommodate allocation of \$203,192 for Application-Based Traffic Calming Program - FY19/20 Cycle Planning (Resolution 20-009, 09/24/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$203,192 from \$304,091 to \$100,899.
 Application-Based Local Streets Traffic Calming Program FY19/20 Cycle Planning: Added project with \$203,192 in FY2019/20.
- ⁵ 5YPP amendment to accommodate allocation of \$50,000 for Bayview Community Based Transportation Plan (Resolution 20-014, 10/22/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$50,000 from \$100,899 to \$50,899.
 Bayview Community Based Transportation Plan: Added project with \$50,000 in FY2019/20.
- ⁶ 5YPP amendment to accommodate allocation of \$600,000 for District 11 Traffic Calming [NTIP Capital] (Resolution 20-014, 10/22/2019).
 NTIP Placeholder: Reduced by \$600,000 from \$2,850,000 to \$2,250,000.
 District 11 Traffic Calming [NTIP Capital]: Added project with \$600,000 in FY2019/20.
- ⁷ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
 NTIP Placeholder: Reduced from \$2,250,000 to \$1,954,400
 District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$295,600 in Fiscal Year 2019/20 for construction.
- ⁸ 5YPP amendment to accommodate allocation of \$50,000 for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (Resolution 20-0XX, 6/xx/2020).
 Cumulative Remaining Capacity: Reduced from \$50,899 to \$899 in FY2020/21.
 Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$50,000 in FY2020/21.
- ⁹ To accommodate funding of Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2020-061, 06/23/2020):
 NTIP Placeholder: Reduced from \$1,954,400 in FY2019/20 to \$1,654,400.
 Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$300,000 in FY2020/21.
- ¹⁰ Cost-neutral 5YPP amendment to accommodate requested cash flow for 6th Street Safety Improvements (Resolution 21-09, 09/22/2020).
 Ocean Avenue Safety Improvements: Slowed cash flow between FY2020/21 and FY2022/23 from FY2020/21 and FY2021/22 by delaying \$385,000 in cash flow from FY 2020/21 to FY2022/23.
 Safer Taylor (Construction): Reduced programming from \$1,022,499 to \$0 in FY2020/21.
 Excelsior Neighborhood Traffic Calming (Construction): Delayed \$1,300,000 in cash flow from FY2021/22 to FY2022/23.
 6th Street Safety Improvements: Advanced cash flow from FY2022/23 to FY2020/21 (\$500,000) and FY2021/22 (\$2,207,499).
- ¹¹ 5YPP amendment to accommodate allocation of \$750,000 for Slow Streets Program (Resolution 21-009, 09/22/2020).
 Vision Zero Quick-Build Implementation: Reduced placeholder from \$1.25 million to \$500,000 in FY2020/21.

- Slow Streets Program: Added project with \$750,000 in FY2020/21.
- ¹² 5YPP amendment to fund Upper Market Street Safety Improvements [NTIP Capital] (Resolution 2021-016, 10/27/2020).
 Cumulative Remaining Programming Capacity: Reduced from \$1,023,398 to \$0.
 Safer Taylor (Design): Reduced programming from \$359,292 to \$198,877 in FY2019/20.
 Upper Market Street Safety Improvements [NTIP Capital]: Added project with \$1,183,813 in FY2020/21.
- ¹³ 5YPP amendment to fund Citywide Daylighting (Resolution 21-020, 11/17/2020).
 Advancing Equity through Safer Streets: Reduced from \$153,580 to \$0 in FY2019/20.
 Safer Taylor Street: Reduced from \$198,877 to \$0 in FY2019/20.
 Vision Zero Quick-Build Program Implementation: Reduced from \$500,000 to \$352,457 in FY2020/21.
 Citywide Daylighting: Added project with \$500,000 in FY2020/21 design and construction funds.
- ¹⁴ To accommodate funding of District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] (Resolution 2021-023, 06/23/2020):
 NTIP Placeholder: Reduced from \$1,654,400 in FY2019/20 to \$1,521,800.
 District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]: Added project with \$132,600 in FY2020/21.
- ¹⁵ To accommodate funding of Excelsior Neighborhood Traffic Calming (Resolution 2021-023, 12/15/2020):
 Excelsior Neighborhood Traffic Calming (PS&E): Reduced from \$520,000 to \$0 FY2019/20.
 Excelsior Neighborhood Traffic Calming (Construction): Reduced from \$2,080,000 to \$2,050,000 in FY2020/21.
 Excelsior Neighborhood Traffic Calming: Added project with \$550,000 in FY2020/21 design and construction funds.
- ¹⁶ 5YPP amendment to accommodate allocation of \$100,000 for Safe Streets Evaluation (Resolution 21-029, 02/23/2021).
 Safe Streets Evaluation: Advanced \$100,000 from FY21/22 to FY20/21.
 Vision Zero Quick-Build Program Implementation: Delayed \$100,000 from FY20/21 to FY21/22.
- ¹⁷ 5YPP amendment to accommodate allocation of \$424,971 for Great Highway Traffic Management (Resolution 21-029, 02/23/2021).
 Sloat Skyline Intersection Improvements (Design): Reduced from \$660,000 in FY2019/20 to \$235,029.
 Great Highway Traffic Management: Added project with \$424,971 in FY2020/21 construction funds.
- ¹⁸ 5YPP amendment to fund Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2021-036, 03/23/2021):
 NTIP Placeholder: Reduced from \$1,521,800 in FY2019/20 to \$1,070,800.
 Advancing Equity through Safer Streets: Reduced from \$750,000 in FY2020/21 to \$525,000.
 Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$676,000 in FY2020/21.
 Add Safe Streets Evaluation Program FY21 with \$150,000 in FY20/21.
- ¹⁹ 5YPP amendment to fund Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (Resolution 2021-040, 4/27/2021):
 Advancing Equity through Safer Streets: Reduced placeholder from \$525,000 to \$0 in FY2020/21.
 Schools Engineering Program: Reduced placeholder by \$225,000 from \$1,000,000 to \$775,000 in FY2020/21; program funding needs are delayed due to impacts from the COVID-19 pandemic.
 NTIP Placeholder: Reduced by \$150,000 from \$1,070,800 to \$920,800.
 Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods: Added project with \$900,000 in FY2020/21.
- ²⁰ 5YPP amendment to fund Traffic Calming Removal and Replacement - FY21 (Resolution 2021-040, 4/27/2021):
 Schools Engineering Program: Reduce placeholder from \$775,000 to \$725,000 in FY2020/21; need for these funds is reduced due to impacts of the COVID-19 pandemic.
 Traffic Calming Removal and Replacement - FY21: Add project with \$50,000 in FY2020/21.
- ²¹ To accommodate funding of Lake Merced Quick Build [NTIP Capital] (Resolution 2021-040, 4/27/2021):
 NTIP Placeholder: Reduced by \$149,500 from \$920,800 to \$771,300.

- Lake Merced Quick Build [NTIP Capital]: Added project with \$149,500 in FY2020/21.
- ²² To accommodate funding of Minnesota and 25th Street Intersection Improvements [NTIP Capital] (Resolution 2021-047, 5/25/2021):
NTIP Placeholder: Reduced by \$400,000 from \$771,300 to \$371,300.
Minnesota and 25th Street Intersection Improvements [NTIP Capital]: Added project with \$400,000 in FY2020/21.
- ²³ To accommodate funding of \$1,612,000 for Application-Based Traffic Calming Program FY19/20 Cycle Construction (Resolution 21-053, 6/22/2021).
Application-Based Local Streets Traffic Calming Program in FY20/21: Reduced by \$837,777 from \$837,777 to \$0.
Application-Based Local Streets Traffic Calming Program in FY21/22: Reduced by \$774,223 from \$1,200,000 to \$425,777.
- ²⁴ To accommodate funding of \$250,000 for Application-Based Traffic Calming Program FY21/22 Cycle Planning (Resolution 21-053, 6/22/2021).
Application-Based Local Streets Traffic Calming Program in FY21/22: Reduced by \$250,000 from \$425,777 to \$175,777.
- ²⁵ 5YPP amendment to accommodate allocation of \$165,000 for District 9 Traffic Calming [NTIP Capital] (Resolution 2022-002, 7/27/2021)
NTIP Placeholder: Reduced by \$165,000 from \$371,300 to \$206,300.
District 9 Traffic Calming [NTIP Capital]: Added project with \$165,000 in FY2021/22.
- ²⁶ To accommodate funding of Schools Engineering Program FY 22 (Resolution 2022-011, 10/26/2021):
Schools Engineering Program Placeholder FY21: Reduced from \$725,000 to \$0 in FY2020/21
Schools Engineering Program Placeholder FY22: Reduced from \$1,000,000 to \$800,000 in FY2021/22
Schools Engineering Program FY 22: Added project with \$925,000 in FY2021/22.
- ²⁷ To accommodate funding of 14th Street Road Diet [NTIP Capital] in FY22 (Resolution 2021-11, 10/26/2021)
NTIP Placeholder: Reduced from \$206,300 to \$145,600 in FY2019/20.
14th Street Road Diet [NTIP Capital]: Added project with \$60,700 in FY2021/22 construction funds.
- ²⁸ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedules (Resolution 22-16, 12/07/2021)
- ²⁹ 5YPP amendment to reprogram \$898,360 in funds deobligated from projects completed under budget to the Application-Based Local Streets Traffic Calming Program in FY2022/23.
- ³⁰ Advancing Equity through Safer Streets has been renamed to Vision Zero Proactive Traffic Calming
- ³¹ To accommodate funding of 20MPH Speed Limit Reductions in FY2021/22 (Resolution 2022-040, 3/22/2022)
Vision Zero Proactive Traffic Calming: Reduced from \$750,000 to \$0 in FY2021/22.
20MPH Speed Limit Reductions: Added project with \$750,000 in FY2021/22 construction funds.
- ³² To accommodate funding of Excelsior Neighborhood Traffic Calming: Sickles Avenue Streetscape (Resolution 2023-009 9/27/2022):
Excelsior Neighborhood Traffic Calming: Reduced from \$2,050,000 to \$1,150,000 for construction in FY2021/22.
Excelsior Neighborhood Traffic Calming: Sickles Avenue Streetscape. Added project with \$900,000 for design in FY2022/23
- ³³ 5YPP amendment to fund Application-Based Traffic Calming Program Construction FY21 (Resolution 2023-xx, 10/25/2022):
Schools Engineering Program: Reduced from \$800,000 to \$500,000 in FY2022/23
Vision Zero Proactive Traffic Calming Program: Reduced from \$750,000 to \$500,000 in FY2022/23
Speed Radar Installation: Reduced from \$180,000 to \$66,360 in FY 2021/22
Application-Based Traffic Calming Program FY20-21 Cycle Construction: Combined placeholder amounts (\$898,360 + \$1,200,000), updated name from Application-Based Local Streets Traffic Calming Program and reprogrammed a total of \$663,640 per amendment described above.
- ³⁴ 5YPP amendment to fund Application-Based Traffic Calming Design FY21-22 Cycle Design. (Resolution 2023-xx, 10/25/2022)
Speed Radar Installation: Reduced from \$1,180 to \$0 in FY 2021/22
Speed Radar Installation: Reduced from \$66,360 to \$0 in FY 2021/22
Speed Radar Installation: Reduced from \$180,000 to \$0 in FY 2022/23

Speed Radar Installation: Reduced from \$180,000 to \$115,540 in FY 2022/23

Application-Based Traffic Calming Program FY21-22 Cycle Design: Added project and reprogrammed a total of \$312,000 per amendment described above.

³⁵ To accommodate funding of Schools Engineering Program FY22-23 Cycle (Resolution 2023-xx, 10/25/2022):

Schools Engineering: Reduced from \$500,000 to \$220,000 for planning/design/construction in FY2022/23.

Schools Engineering Program FY-22-23 Cycle: Added project with \$280,000 for planning/design/construction in FY2022/23

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Schools Engineering Program FY22-23 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$280,000
Supervisory District	TBD

REQUEST

Brief Project Description

Schools Engineering is an annual program within San Francisco's Safe Routes to School program. This allocation will fund the School Walk Audit sub-program only for the 2022-2023 school year. Funding for the other two sub-programs is already in place for the 2022-2023 school year, so this request will allow all three sub-programs to proceed together as the program intended. All three sub-programs will also be aligned and combined again when the time comes to request funding for the 2023-2024 school year.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of \$280,000 in Prop K funds for the Schools Engineering Program FY22-23 Cycle. This allocation will fund planning, design and construction of the following sub-program only:

- **School Walk Audits:** The School Walk Audits sub-program was intentionally left out of the most recent Schools Engineering allocation (138-907179-181) in order to provide staff time to complete Walk Audits from the FY18-19 and FY19-20 program cycles that have been delayed by the COVID-19 pandemic and associated school closures. At that time, we anticipated resuming this sub-program on an annual basis in the FY22-23 program cycle, hence this request.

This request does not include funding for the School Traffic Operations Signage & Markings sub-program or the School Loading Zone Traffic Calming sub-program. That is because SFMTA is just beginning work for those two sub-programs that was funded by the most recent allocation (138-907179-181). Although that funding was approved by the SFCTA Board in October 2021, the funds were not booked and made available for staff to charge to the 2021-2022 school year until July 2022, therefore it will be used to complete the work associated with those sub-programs during the 2022-2023 school year. Coupled with the current request for the Walk Audit sub-program, this means all three program work areas will be advanced during the 2022-2023 school year, and the program will be back in a position to advance all three work areas together again beginning with the 2023-2024 school year.

BACKGROUND

San Francisco Safe Routes to School Program (SF-SRTS)

The SF-SRTS program is delivered through a partnership of four city agencies (SF Environment, SFMTA, San Francisco Department of Public Health (DPH), and SFUSD), and four local non-profit partners (San Francisco Bicycle Coalition, Walk San Francisco, Tenderloin Safe Passage, and the YMCA).

Vision Zero is the City's road safety policy to eliminate all traffic deaths in San Francisco. While school-related traffic deaths are very rare, students still experience safety challenges traveling to, from and around schools. Thus, the program has set a goal of reducing collisions and injuries around schools. Collectively, the three sub-programs of the Schools Engineering Program described below will contribute towards these safety goals around city schools as part of the overall SF-SRTS.

Schools Engineering Program

For the purposes of SF-SRTS, "Engineering" is used to describe planning, design and implementation of traffic engineering improvements. The program encompasses all K-12 schools in San Francisco (public and private) and is focused on three distinct areas of work to create a safer on-street environment. Work in this program is both proactive and responsive.

Proactive work will identify potential problem areas to address while engaging communities for added input and review, including students and families. The responsive work will follow a more traditional approach of responding to community concerns as they are raised.

The three areas of work are:

1. School Traffic Operations Signage and Markings Sub-Program – Not included in this request.
2. School Loading Zone Traffic Calming Sub-Program – Not included in this request.
3. School Walk Audits Sub-Program – During the first two funding cycles for the Schools Engineering Program, walk audits were completed at ten schools for both 2019-2020 and 2021-2022 school years:

- 2019-2020 School Year (138-907119-121)

1. Mission HS (D8) on 12/4/19
2. Martin Luther King, Jr MS (D9) on 2/18/20
3. Tenderloin Community ES (D6) on 3/3/20
4. Rosa Parks ES (D5) on 3/5/20
5. Galileo HS (D2) on 7/20/20

Recommended improvements from the 2019-2020 school year walk audits are largely complete. A detailed update will be included with the FY23-Q1 quarterly report for that project (138-907119-121)

- 2021-2022 School Year (138-907144-146)

1. Lawton Alternative ES (D4) on 3/10/22
2. Mission Preparatory ES (D10) on 3/24/22
3. Paul Revere ES (D9) on 4/27/22
4. Aptos MS (D7) on 5/13/22
5. Chinese Immersion at De Avila ES (D5) on 5/17/22

Staff is in the process of developing the list of recommended improvements from the 2021-2022 school year walk audits. A detailed update will be included with the FY23-Q1 quarterly report to staff for that project (138-907144-146).

Scope of Work

The SFMTA will conduct five school walk audits during the 2022-2023 school year. Walk audits are collaborative assessments that involve the gathering of information about infrastructure issues, motorist behavior and pedestrian/bicycling behavior around schools. SFMTA staff will determine school sites for walk audits primarily based on collision data around schools, focusing on schools that have not had significant infrastructure improvements and schools that have capacity to participate in a walk through, including support from staff, parents, and the principal.

To prepare for a walk audit, SFMTA staff will collect relevant data, including operational and infrastructure conditions around the school (i.e., sidewalk and street widths, bicycle infrastructure, Muni stops, presence of stop/signal control, lane configurations, etc.), collision history and prepare a map for all users that summarizes the route. Walk audits will generally be limited to a 2-3 block radius from the school. Participants may include SFMTA staff, school administration staff, students and families, crossing guards and/or Department of Public Health staff.

Based on the actual or perceived safety and comfort issues identified as part of the walk audit, SFMTA staff will develop a series of recommendations to address the issues. Recommendations will largely be lower-cost and relatively easy to implement, and may include:

- Engineering Treatments
 - Minor traffic signal modifications and timing changes
 - Traffic calming
 - Daylighting
 - Turn restrictions
 - Paint and sign upgrades

Longer-term, higher-cost engineering treatments recommended as part of the Walk Audit Sub-Program may be installed as part of larger capital projects or separate programmatic improvement initiatives. The audits may also result in loading and/or operational improvements to be implemented by individual schools.

Outreach: During the planning phase, SFMTA will work with school staff and SFUSD more generally to inform them of the walk audit process. The SFMTA will also perform outreach to other stakeholders, including the San Francisco Fire Department, Muni, and SFMTA Accessible Services as a part of the routine Transportation Advisory Staff Committee (TASC) process.

Design: Once the project list is established as part of the planning phase, SFMTA staff will complete 100 percent design for each of the proposed measures and carry each measure through the SFMTA public hearing/ legislation process for approval and environmental clearance. Outreach during the design phase consists of public notice of the legislation process and the public hearing.

Construction: SFMTA will have responsibility for funding and implementing measures that have been recommended and designed as part of the walk audit process.

The following table summarizes the approximate number of sites to be evaluated and the approximate number of engineering measures to be constructed as part of the FY22-23 program cycle:

School Traffic Operations Signage & Markings(*)

School Sites Evaluated (approximately)	n/a
# Measures Constructed (approximately)	n/a

School Loading Zone Traffic Calming(*)

School Sites Evaluated (approximately)	n/a
# Measures Constructed (approximately)	n/a

School Walk Audits

School Sites Evaluated (approximately) 5

Measures Constructed (approximately) 30

(*) The next round of funding for these sub-programs will be for the 2023-2024 school year.

Of the total amount requested:

- **Planning:** \$40,000 will fund planning efforts, including:
 - Organize Walk Audits with school representatives and other stakeholders
 - Perform walk audits and prepare reports
 - Develop preliminary list of recommended improvements
- **Design:** \$20,000 will fund design efforts, including:
 - Finalize recommended improvements; review with Muni and SFFD
 - Review and approval process including environmental clearance, TASC, Public Hearing and City Traffic Engineer Directive
 - Prepare and update striping drawings
 - Prepare and submit work orders
- **Construction:** \$220,000 will fund construction efforts, including:
 - Pre-mark traffic calming devices in the field
 - Construction by SFPW and/or an as-needed private contractor
 - Completion of work orders by relevant SFMTA Operations staff (Paint Shop, Sign Shop, Meter Shop, and Signal Shop).

Project Location

TBD

Project Phase(s)

Planning/Conceptual Engineering (PLAN), Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given overlapping schedules of the planning, design and construction phases at different school locations.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 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 K 5YPP Amount:	\$800,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Schools Engineering Program FY22-23 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Schools Engineering Program FY22-23 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$280,000	\$0	\$280,000
Phases In Current Request Total:	\$0	\$280,000	\$0	\$280,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$40,000	\$40,000	Based on prior work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$20,000	\$20,000	Based on prior work
Construction	\$220,000	\$220,000	Based on prior work
Operations	\$0		
Total:	\$280,000	\$40,000	\$20,000

% Complete of Design:	0.0%
As of Date:	08/23/2022
Expected Useful Life:	30 Years

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Project Name: Schools Engineering Program FY22-23 Cycle

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	SFMTA STAFF LABOR	CONTRACTS & SERVICES	CONSTRUCTION COSTS	TOTAL PROJECT COSTS	CURRENT REQUEST
A. PLANNING/CONCEPTUAL ENGINEERING	\$ 38,000	\$ 2,000	\$ -	\$ 40,000	\$ 40,000
B. DESIGN ENGINEERING	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
C. CONSTRUCTION	\$ 25,000	\$ -	\$ 195,000	\$ 220,000	\$ 220,000
GRAND TOTALS	\$ 83,000	\$ 2,000	\$ 195,000	\$ 280,000	\$ 280,000

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. PLANNING/CONCEPTUAL ENGINEERING

Position	FY23 Hourly Rate	FY23 Annual Salary	FY23 MFB Per FTE	FY23 Salary + MFB	FY23 Overhead Cost	FY23 Fully Burdened Labor Cost	FY23 Fully Burdened Hourly Rate	Hours	FTE	Cost
Engineer Principal (5212)	\$ 129,2016	\$ 268,739	\$ 85,892	\$ 354,631	\$ 255,385	\$ 632,616	\$ 304.14		0.000	\$ -
Sr. Engineer (5211)	\$ 103,4956	\$ 215,271	\$ 72,075	\$ 287,346	\$ 206,789	\$ 512,237	\$ 246.27	4	0.002	\$ 985
Engineer (5241)	\$ 89,4400	\$ 186,035	\$ 64,520	\$ 250,555	\$ 180,217	\$ 446,416	\$ 214.62	36	0.017	\$ 7,655
Transit Planner IV (5290)	\$ 81,4581	\$ 169,433	\$ 60,230	\$ 229,663	\$ 165,128	\$ 406,038	\$ 195.21		0.000	\$ -
Associate Engineer (5207)	\$ 77,2388	\$ 160,657	\$ 57,962	\$ 218,618	\$ 157,151	\$ 389,279	\$ 187.15	80	0.038	\$ 14,972
Assistant Engineer (5203)	\$ 66,3678	\$ 138,045	\$ 52,748	\$ 190,793	\$ 137,026	\$ 339,427	\$ 163.19	80	0.038	\$ 13,055
Engineering Associate (5366)	\$ 62,3231	\$ 129,632	\$ 50,535	\$ 180,167	\$ 129,353	\$ 320,422	\$ 154.05	5	0.002	\$ 770
Junior Engineer (5201)	\$ 58,7622	\$ 122,225	\$ 48,587	\$ 170,813	\$ 122,599	\$ 303,690	\$ 146.00		0.000	\$ -
Engineering Assistant (5362)	\$ 48,5497	\$ 100,983	\$ 43,001	\$ 143,985	\$ 103,227	\$ 255,703	\$ 122.93		0.000	\$ -
Senior Clerk (1406)	\$ 44,0481	\$ 91,620	\$ 40,074	\$ 131,694	\$ 94,373	\$ 233,772	\$ 112.39	5	0.002	\$ 562
								210	0.101	

A. Planning/Preliminary Engineering LABOR SUBTOTAL \$ 38,000

Contracts & Services	Unit Cost	# Units	Total
Speed Surveys	\$ 400	5	\$ 2,000
SERVICE CONTRACT SUBTOTAL			\$ 2,000

B. DESIGN ENGINEERING

Position	FY23 Hourly Rate	FY23 Annual Salary	FY23 MFB Per FTE	FY23 Salary + MFB	FY23 Overhead Cost	FY23 Fully Burdened Labor Cost	FY23 Fully Burdened Hourly Rate	Hours	FTE	Cost
Engineer Principal (5212)	\$ 129,2016	\$ 268,739	\$ 85,892	\$ 354,631	\$ 255,385	\$ 632,616	\$ 304.14		0.000	\$ -
Sr. Engineer (5211)	\$ 103,4956	\$ 215,271	\$ 72,075	\$ 287,346	\$ 206,789	\$ 512,237	\$ 246.27	2	0.001	\$ 369
Engineer (5241)	\$ 89,4400	\$ 186,035	\$ 64,520	\$ 250,555	\$ 180,217	\$ 446,416	\$ 214.62	20	0.009	\$ 4,193
Transit Planner IV (5290)	\$ 81,4581	\$ 169,433	\$ 60,230	\$ 229,663	\$ 165,128	\$ 406,038	\$ 195.21		0.000	\$ -
Associate Engineer (5207)	\$ 77,2388	\$ 160,657	\$ 57,962	\$ 218,618	\$ 157,151	\$ 389,279	\$ 187.15	40	0.019	\$ 7,393
Assistant Engineer (5203)	\$ 66,3678	\$ 138,045	\$ 52,748	\$ 190,793	\$ 137,026	\$ 339,427	\$ 163.19	40	0.019	\$ 6,446
Engineering Associate (5366)	\$ 62,3231	\$ 129,632	\$ 50,535	\$ 180,167	\$ 129,353	\$ 320,422	\$ 154.05	6	0.003	\$ 924
Junior Engineer (5201)	\$ 58,7622	\$ 122,225	\$ 48,587	\$ 170,813	\$ 122,599	\$ 303,690	\$ 146.00		0.000	\$ -
Engineering Assistant (5362)	\$ 48,5497	\$ 100,983	\$ 43,001	\$ 143,985	\$ 103,227	\$ 255,703	\$ 122.93		0.000	\$ -
Senior Clerk (1406)	\$ 44,0481	\$ 91,620	\$ 40,074	\$ 131,694	\$ 94,373	\$ 233,772	\$ 112.39	6	0.003	\$ 674
								112	0.054	

B. Detailed Design LABOR SUBTOTAL \$ 20,000

C. CONSTRUCTION

Position	FY23 Hourly Rate	FY23 Annual Salary	FY23 MFB Per FTE	FY23 Salary + MFB	FY23 Overhead Cost	FY23 Fully Burdened Labor Cost	FY23 Fully Burdened Hourly Rate	Hours	FTE	Cost
Engineer Principal (5212)	\$ 129,2016	\$ 268,739	\$ 85,892	\$ 354,631	\$ 255,385	\$ 632,616	\$ 304.14		0.000	\$ -
Sr. Engineer (5211)	\$ 103,4956	\$ 215,271	\$ 72,075	\$ 287,346	\$ 206,789	\$ 512,237	\$ 246.27	6	0.003	\$ 1,523
Engineer (5241)	\$ 89,4400	\$ 186,035	\$ 64,520	\$ 250,555	\$ 180,217	\$ 446,416	\$ 214.62	36	0.018	\$ 7,812
Transit Planner IV (5290)	\$ 81,4581	\$ 169,433	\$ 60,230	\$ 229,663	\$ 165,128	\$ 406,038	\$ 195.21		0.000	\$ -
Associate Engineer (5207)	\$ 77,2388	\$ 160,657	\$ 57,962	\$ 218,618	\$ 157,151	\$ 389,279	\$ 187.15	40	0.019	\$ 7,486
Assistant Engineer (5203)	\$ 66,3678	\$ 138,045	\$ 52,748	\$ 190,793	\$ 137,026	\$ 339,427	\$ 163.19	40	0.019	\$ 6,527
Engineering Associate (5366)	\$ 62,3231	\$ 129,632	\$ 50,535	\$ 180,167	\$ 129,353	\$ 320,422	\$ 154.05	4	0.002	\$ 616
Junior Engineer (5201)	\$ 58,7622	\$ 122,225	\$ 48,587	\$ 170,813	\$ 122,599	\$ 303,690	\$ 146.00	4	0.002	\$ 584
Engineering Assistant (5362)	\$ 48,5497	\$ 100,983	\$ 43,001	\$ 143,985	\$ 103,227	\$ 255,703	\$ 122.93		0.000	\$ -
Senior Clerk (1406)	\$ 44,0481	\$ 91,620	\$ 40,074	\$ 131,694	\$ 94,373	\$ 233,772	\$ 112.39	4	0.002	\$ 450
								135	0.065	

C. Construction Support LABOR SUBTOTAL \$ 25,000

Construction	Unit Cost	# Units	Total	Notes
Asphalt Raised Crosswalk	\$ 16,000.00	4	\$ 64,000	Engineer's estimate based on prior similar work
Speed Table	\$ 14,000.00	0	\$ -	Engineer's estimate based on prior similar work
Speed Hump/Cushion	\$ 12,000.00	8	\$ 96,000	Engineer's estimate based on prior similar work
Traffic Island	\$ 10,000.00	2	\$ 20,000	Engineer's estimate based on prior similar work
Strping, Signs, Signal Timing	\$ 1,500.00	10	\$ 15,000	MTA Shop Costs
CONSTRUCTION SUBTOTAL			\$ 195,000	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Schools Engineering Program FY22-23 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$280,000	Total PROP K Recommended	\$280,000

SGA Project Number:		Name:	Schools Engineering Program FY22-23 Cycle
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-138	\$35,000	\$5,000	\$0	\$0	\$0	\$40,000

Deliverables

1. Upon completion of walk audits provide a summary report for each school that received a walk audit.

SGA Project Number:		Name:	Schools Engineering Program FY22-23 Cycle
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2025
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-138	\$0	\$20,000	\$0	\$0	\$0	\$20,000

Deliverables

1. Quarterly progress reports will include the percent complete of design for each school area, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).
2. Upon completion of design, provide evidence of 100% design (e.g. signed work orders) for all locations.

SGA Project Number:		Name:	Schools Engineering Program FY22-23 Cycle
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Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	10/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-138	\$0	\$50,000	\$170,000	\$0	\$0	\$220,000

Deliverables

1. Quarterly progress reports will provide the percent complete for construction, include a list of locations with improvements completed in the previous quarter, including the types of improvements at each location and 2 - 3 digital photos of work in progress or completed work, and a list of locations and improvements anticipated to be constructed in the upcoming quarter, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Schools Engineering Program FY22-23 Cycle
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$280,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

DC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	555-5555	555-5555
Email:	damon.curtis@sfmta.com	joel.goldberg@sfmta.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bayview Station Preliminary Design and Pre-Environmental
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Other Transit Enhancements
Current PROP K Request:	\$800,000
Supervisory District	District 10

REQUEST

Brief Project Description

Study to finalize selection of a new Caltrain station location and prepare for environmental approval. The Paul Avenue Caltrain Station was closed in 2005, and development of a replacement station was included in 2003's Prop K Expenditure Plan. The Transportation Authority completed an engineering feasibility study in 2005 and a ridership study in 2014, both of which recommended a new station at Oakdale. This study would build on earlier work, while accounting for changes to land uses and other factors in the neighborhood and will include multi-lingual outreach and community engagement.

Detailed Scope, Project Benefits and Community Outreach

The Paul Avenue Caltrain Station was closed in 2005, and development of a replacement station was included in 2003's Proposition K transportation sales Expenditure Plan. The Transportation Authority completed an engineering feasibility study in 2005 and a ridership study in 2014, both of which recommended a new station at Oakdale. There have been subsequent changes to land uses and other factors, including the development of a new site for San Francisco City College and the Southeast Community Center at 3rd & Evans. Building on the results of SF Planning's Southeast Rail Station Study (SERSS, 2022), this work will seek to finalize selection of a station location from the two options that remain under consideration at the conclusion of the SERSS (Evans and Oakdale) and preparation for environmental clearance.

Task 1 - Project Management

- Task 1.1 - Project Administration
- *Deliverables:*
 - Consultant scope(s) of work
 - Invoicing/reporting

Task 2 - Outreach & Engagement

- Task 2.1 - Community Engagement Plan Development
 - Using outreach and engagement consultant, develop a community focused plan with the foundational goal of achieving consensus on a single station location. Plan should include both a working group (Task 2.2) and opportunities for broad-based outreach and engagement (Task 2.3).
 - Work with District 10 office, Bayview Citizens Advisory Committee (CAC), Shipyard CAC, and other relevant community stakeholders to confirm plan's intent and efficacy.
- Task 2.2 - Community Based Planning Working Group
 - Execute plan developed in Task 2.1
 - Work with the District 10 office, Bayview CAC, Shipyard CAC, and other relevant community stakeholders to identify members for and establish this Community Based Planning Working Group.
 - Assume planning, hosting, facilitation, etc. of up to three working group meetings
 - Engage facilitator with sufficient local knowledge & connections, with a deep and broad understanding of the transportation issues facing Southeast San Francisco
 - This task will include budget to compensate working group members for their time and expertise as needed.
- Task 2.3 - Outreach
 - Execute plan developed in Task 2.1. Assume two in person meetings (including Spanish & Cantonese translation), print, transit vehicle, and (in-language) radio advertisements, and text and web based engagement/surveying.
 - Prepare standing presentations and materials for use at existing boards, commissions, and CACs. Staff and consultant time to inform these groups, and support presentations at these meetings on request.
- Task 2.4 - Local & Regional Agency Coordination
 - Ongoing coordination with Caltrain, the Metropolitan Transportation Commission (MTC), and other City and County of San Francisco agencies, including at minimum the San Francisco Municipal Transportation Agency, the San Francisco Planning Department, and the San Francisco Public Utilities Commission and other agencies as needed.
- *Deliverables:*
 - Draft and Final Outreach & Engagement Plan
 - Working group membership list
 - Up to three working group meetings
 - Two public meetings, including materials and support, plus summary report from findings
 - Web-based "story map" outreach and engagement tool
 - Materials and preparation for on-request meetings ("speakers bureau")

Task 3 - Technical Work

- Task 3.1 - Evaluation Framework
 - Iteratively with input from Task 2.2, develop an evaluation framework to compare and contrast station locations
- Task 3.2 - Station Concept Designs
 - 5% concept designs for both station locations
 - 10% design for single station location
 - Sketch multimodal access plans
 - Planning level cost estimate (capital and operating) based on level of design
- Task 3.3 - Caltrain Service Concepts
 - Develop potential service patterns and consider systemwide operational impacts in partnership with Caltrain and other related projects/operators

- Task 3.4 - Ridership Estimation
 - Ridership estimates based on potential service patterns developed in Task 3.3 and adopted land-use plans
- Task 3.5 - Resiliency Risk & Opportunity Assessment
 - Conduct a risk and opportunity assessment focused on climatological resilience, with a particular focus on sea level rise impacts.
- Task 3.6 - Land Use Context Assessment
 - Identify potential land use opportunities and challenges associated with potential station options. Include potential strategies for community stabilization and anti-displacement.
- Task 3.7 - Funding Plan
 - Identify potential funding sources and develop a proposed funding plan for environmental clearance, final design, and implementation.
- *Deliverables:*
 - Evaluation Framework & evaluation summary memo
 - 5% and 10% station concept design
 - Multimodal access plans
 - Caltrain service concepts
 - Ridership estimates
 - Cost estimates
 - Resiliency assessment
 - Land use context and opportunity
 - Funding plan

Task 4 - Pre-Environmental Coordination

- Task 4.1 - Environmental Clearance Roadmap
 - Identify necessary California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) document types
 - Complete Environmental (ENV) phase risk assessment
- Task 4.2 - Draft ENV phase MOU
 - Roles and responsibilities of various agencies
 - Coordination and management structure
 - Resource commitments (anticipated funding and staffing)
 - Timeline
- Task 4.3 - Environmental Scope of Work (SOW) for contract
 - Develop scope of work, including cost estimates, for environmental consultant procurement
- *Deliverables:*
 - Environmental Clearance Plan
 - ENV Phase Risk Register
 - Draft ENV Phase MOU

Project Location

Caltrain alignment, between Oakdale Avenue and Evans Avenue

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$2,750,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bayview Station Preliminary Design and Pre-Environmental
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	TBD
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Task 1 (Project Management): Nov 2022 - Jul 2023

Task 2 (Outreach): Jan 2023 - Jun 2023

- Working Group Meetings (three): Jan, Mar, and May 2023

- Public Engagement Meetings (two): Apr and Jun 2023

Task 3 (Technical Work): Nov 2022 - Jul 2023

Task 4 (Pre-Environmental): Feb 2023 - Jul 2023

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bayview Station Preliminary Design and Pre-Environmental
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-116: Other Transit Enhancements	\$800,000	\$0	\$0	\$800,000
Phases In Current Request Total:	\$800,000	\$0	\$0	\$800,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$800,000	\$800,000	Planning Level estimate based on similar prior studies completed in San Francisco and the region.
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$800,000	\$800,000	

% Complete of Design:	0.0%
As of Date:	08/25/2022
Expected Useful Life:	N/A

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Fund Source Total
PROP K	Planning/Conceptual Engineering	\$750,000	\$50,000	\$0	\$0	\$0	\$800,000
	Total:	\$750,000	\$50,000	\$0	\$0	\$0	\$800,000

**Bayview Station Study
Project Budget**

Total Cost: \$800,000

Task	Scope	Total Cost	SFCTA Staff	SFCTA Consultant Cost
1	Project Management	\$48,019	220	0
1.1	Project Administration	\$48,019	\$48,019	\$0

2	Outreach & Engagement	\$205,113	546	464
2.1	Community Engagement Plan Development	\$65,400	\$22,400	\$43,000
2.2	Community Based Planning Working Group	\$45,133	\$20,833	\$24,300
2.3	Outreach	\$76,092	\$37,292	\$38,800
2.4	Agency Coordination	\$18,488	\$15,688	\$2,800

3	Technical Work	\$339,924	984	558
3.1	Evaluation Framework	\$46,643	\$31,443	\$15,200
3.2	Station Concept Designs	\$62,574	\$22,874	\$39,700
3.3	Caltrain Service Concepts	\$36,001	\$31,601	\$4,400
3.4	Ridership Estimation	\$79,606	\$76,706	\$2,900
3.5	Resiliency Assessment	\$34,269	\$8,569	\$25,700
3.6	Land Use Context	\$58,250	\$32,550	\$25,700
3.7	Funding Plan	\$22,580	\$15,380	\$7,200

4	Pre-Environmental	\$108,683	356	96
4.1	Environmental Clearance Roadmap	\$46,151	\$27,551	\$18,600
4.2	Draft ENV Phase MOU	\$31,703	\$26,703	\$5,000
4.3	Environmental SOW for Contract	\$30,829	\$30,829	\$0

Subtotal Hours	2106	1118
Subtotals Cost	\$448,438	\$253,300

Outreach Direct Costs

Co-Creation Facilitation - Develop Activity	\$10,000
Co-Creation Facilitation - Facilitate Meetings	\$10,000
Co-Creation Facilitation - Prepare & Print Materials	\$5,000
Translation Services	\$15,000
Radio Advertising - English	\$10,000
Radio Advertising - Spanish	\$10,000
Radio Advertising - Cantonese	\$10,000
Radio Advertising - Mandarin	\$10,000
Print & Online Advertising	\$10,000
Field Staff for Direct Notice Posting & Distribution	\$8,262

GRAND TOTAL	\$800,000
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SFCTA						SFCTA Consultant Hours		
\$276	\$284	\$209	\$187	\$218	\$105	\$350	\$275	\$175
Deputy Directors	Rail Program Manager	Director Comms	Principal Planner	Principal Modeler	Comms Coord	Project Principal	Project Manager	Technical Staff
80	20	0	100	0	20	0	0	0
\$21,504	\$5,675	\$0	\$18,735	\$0	\$2,104	\$0	\$0	\$0
	20		100		20			

46	32	88	200	0	180	44	200	220
\$12,365	\$9,081	\$18,359	\$37,470	\$0	\$18,938	\$15,400	\$55,000	\$38,500
	8	20	40		60	20	80	80
	8	20	40		40	8	40	60
	8	40	80		60	8	80	80
	8	8	40		20	8		

144	160	0	480	200	0	18	200	340
\$40,154	\$45,403	\$0	\$89,928	\$43,638	\$0	\$6,300	\$55,000	\$59,500
	24		120			2	40	20
	24		80			2	40	160
	24		80	40			16	
	40		40	160		2	8	
			40			2	40	80
	24		80			2	40	80
	24		40			8	16	

120	76	0	160	0	0	16	40	40
\$33,540	\$21,567	\$0	\$29,976	\$0	\$0	\$5,600	\$11,000	\$7,000
	20		40			8	32	40
	40		40			8	8	
	16		80					

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bayview Station Preliminary Design and Pre-Environmental
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$800,000	Total PROP K Recommended	\$800,000

SGA Project Number:		Name:	Bayview Station Preliminary Design and Pre-Environmental
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2024
Phase:	Planning/Conceptual Engineering	Fundshare:	100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-116	\$750,000	\$50,000	\$0	\$0	\$0	\$800,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and a summary of feedback received. work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Task 1: Upon execution of agreement with consultant, provide consultant scope of work.
3. Task 2: Upon completion, provide draft and final Outreach & Engagement Plan and summary of feedback received and findings.
4. Task 3: Upon completion, provide Evaluation Framework and evaluation summary memo, including station and service concepts, cost estimates, and proposed funding plan.
5. Task 4: Upon completion, provide draft and final Environmental Clearance Plan, risk register, draft and final Environmental Phase MOU between partner agencies, and draft environmental phase scope of work for procurement.

Special Conditions

1. SFCTA shall present a final report, including the recommended station location and the final Environmental Clearance Plan, to the Board for approval.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bayview Station Preliminary Design and Pre-Environmental
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$800,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

AH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Andrew Heidel	Anna LaForte
Title:	Principal Transportation Planner	Deputy Director for Policy & Programming
Phone:	(415) 701-4803	(415) 522-4805
Email:	andrew.heidel@sfcta.org	anna.laforte@sfcta.org

Safe Streets for All

Enforcement at Tenderloin Police District Station



Safety with Respect

CITY & COUNTY OF SAN FRANCISCO

Police Department
Traffic Division &
Tenderloin Station

September 28, 2022



COMMUNITY COLLABORATION

Public Safety Education, Outreach & Partnerships

Tenderloin Police District Station



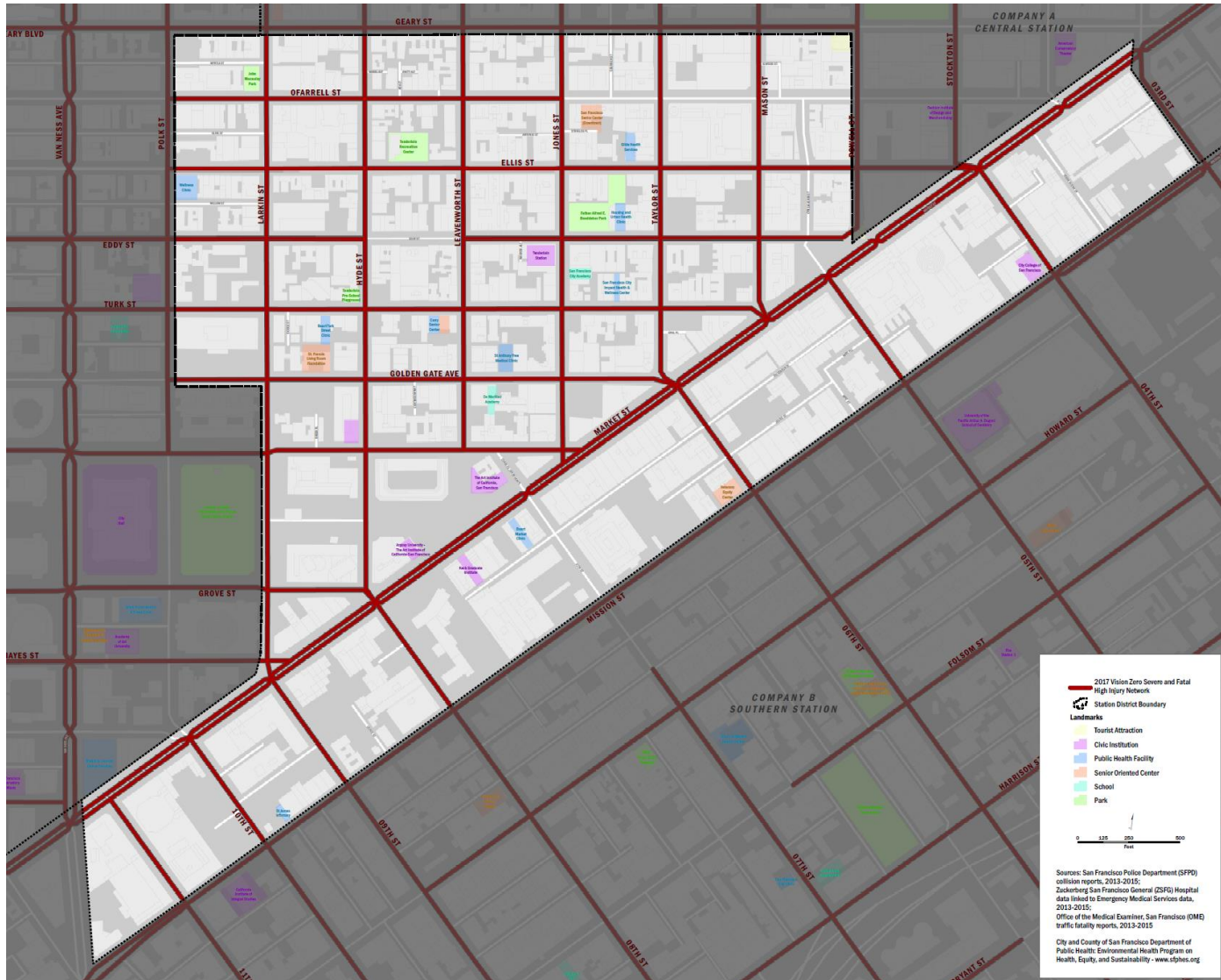
ENFORCEMENT

Tenderloin Police District Station



Vision Zero Severe & Fatal High Injury Network

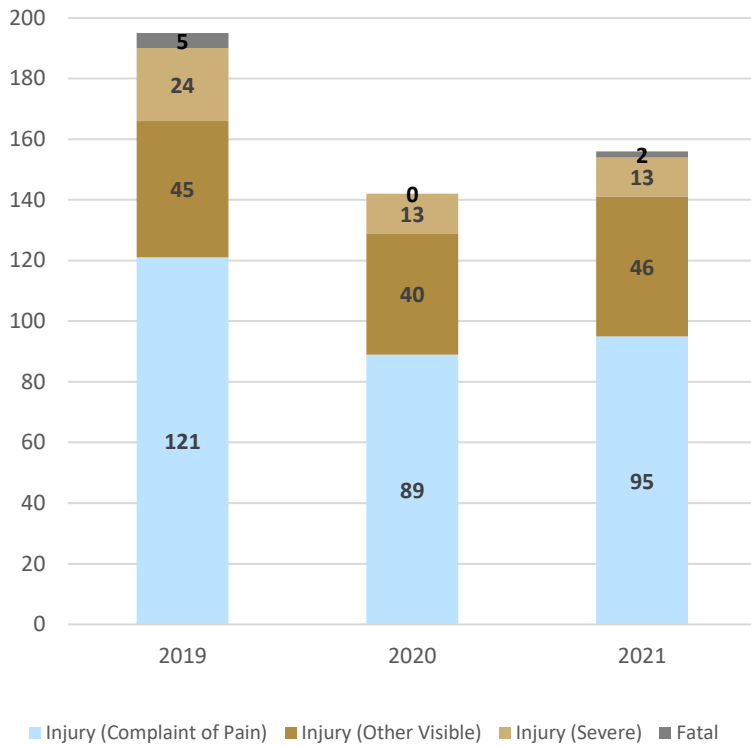
Tenderloin Police District Station



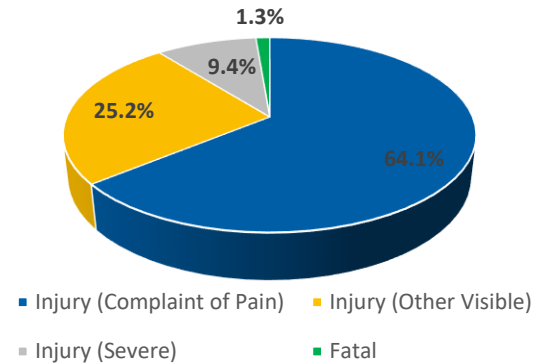
Injury Severity and Victims

Tenderloin Police District Station
1/1/2019 – 12/31/2021

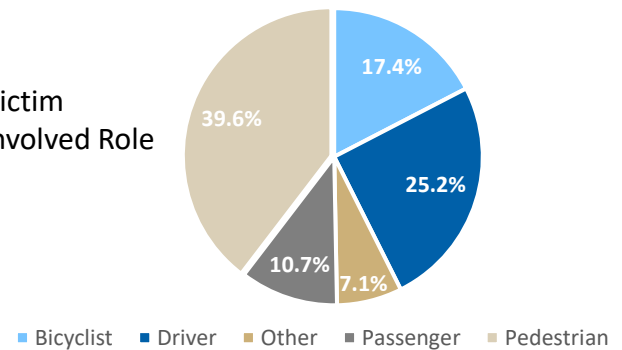
Highest Degree of Injury Severity in Collision



Victim Involved Degree of Injury

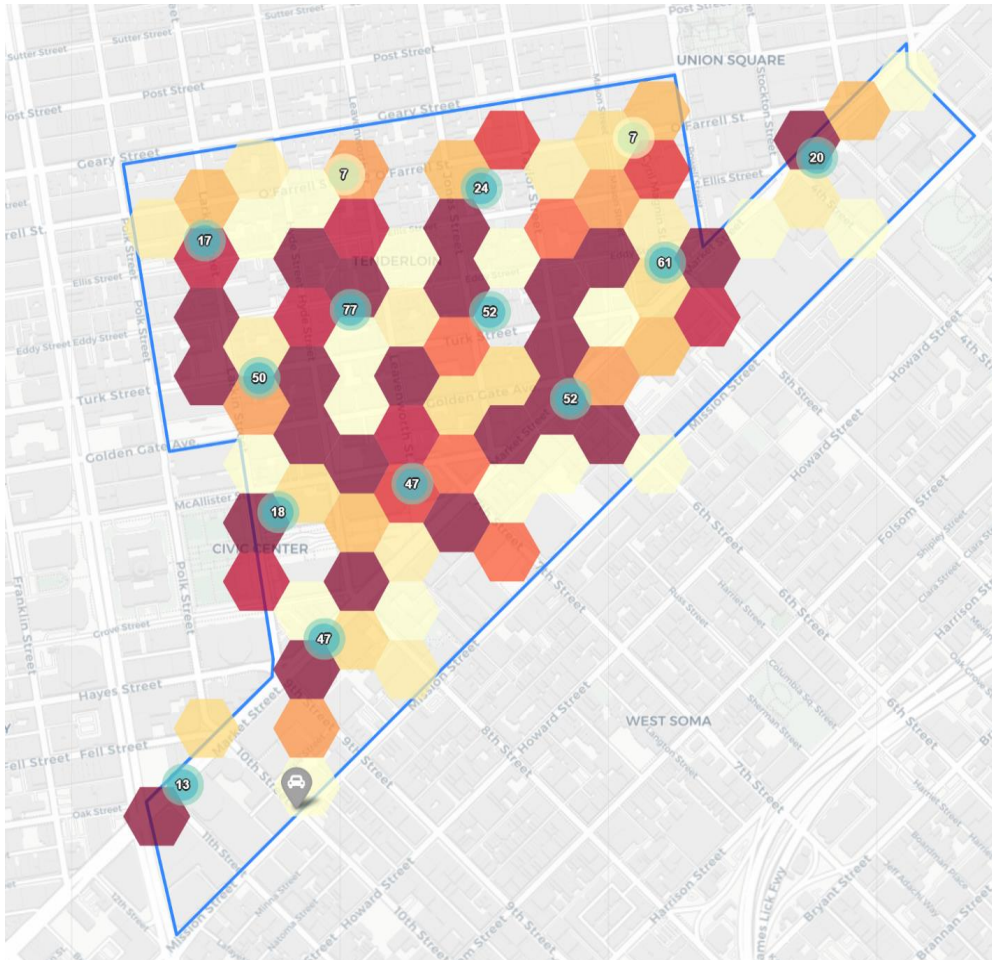


Victim Involved Role



Collision Locations and Heat Map

Tenderloin Police District Station
1/1/2019 – 12/31/2021



Top 10 Intersection Collision Locations:

Location	Count of Fatalities	Count of Collisions	Count of Victims
05TH ST at CYRIL MAGNIN ST at MARKET ST	0	13	14
HYDE ST at MCALLISTER ST	0	13	13
HYDE ST at TURK ST	0	12	13
EDDY ST at TAYLOR ST	0	12	13
GOLDEN GATE AVE at HYDE ST	1	12	13
LEAVENWORTH ST at TURK ST	0	12	12
LARKIN ST at TURK ST	0	11	15
EDDY ST at LARKIN ST	0	11	13
04TH ST at ELLIS ST at MARKET ST at STOCKTON ST	0	10	11
LARKIN ST at MCALLISTER ST	0	9	10

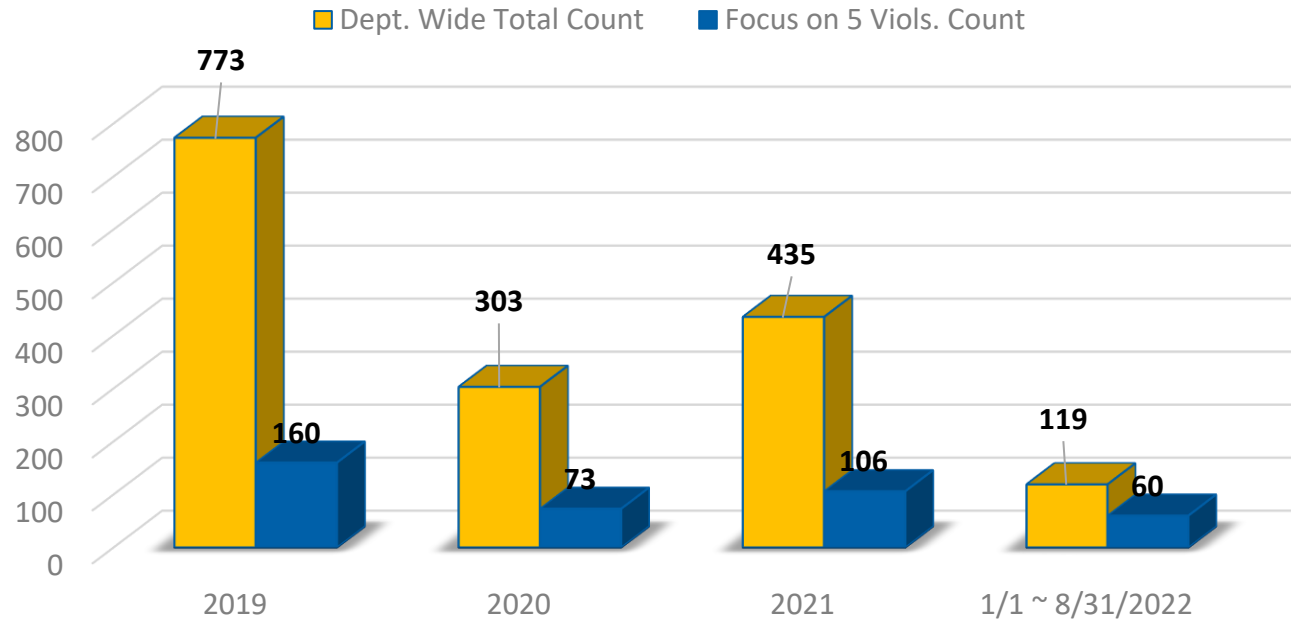
Top 10 Midblock Collision Locations:

Location	Count of Fatalities	Count of Collisions	Count of Victims
MARKET ST from 07TH ST/CHARLES J BRENHAM PL to 08TH ST/GROVE ST/HYDE ST	0	8	14
MARKET ST from 08TH ST/GROVE ST/HYDE ST to HAYES ST	0	5	5
MARKET ST from POWELL ST to 05TH ST/CYRIL MAGNIN ST	0	4	4
TURK ST from LEAVENWORTH ST to HYDE ST	0	4	5
06TH ST from GOLDEN GATE AVE/MARKET ST/TAYLOR ST to STEVENSON ST	0	4	4
EDDY ST from MASON ST to TAYLOR ST	0	4	9
LARKIN ST from TURK ST to EDDY ST	0	4	4
EDDY ST from LEAVENWORTH ST to HYDE ST	0	3	3
MCALLISTER ST from LEAVENWORTH ST to HYDE ST	0	3	3
TURK ST from JONES ST to LEAVENWORTH ST	0	3	4

TRAFFIC CITATIONS ISSUANCE & FOCUS ON THE FIVE VIOLATIONS

January 2019 – August 31, 2022

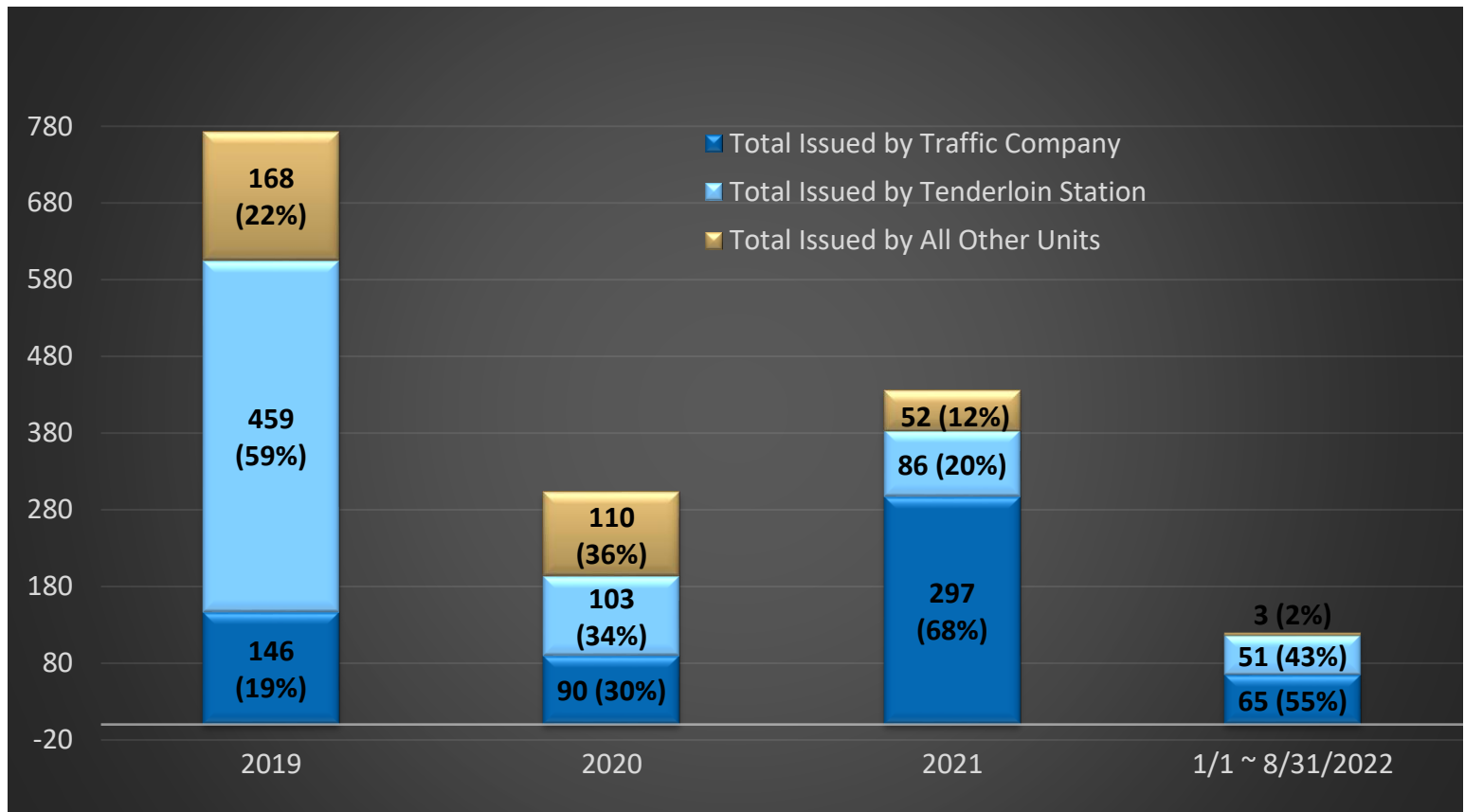
Total Count of Department Wide Citations Issued at Tenderloin Police District Station



*

% Focus on 5 Viols.	20.7%	24.1%	24.4%	50.4%
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TRAFFIC CITATIONS BY YEAR AT THE TENDERLOIN POLICE DISTRICT STATION ISSUED BY TRAFFIC COMPANY & TENDERLOIN POLICE DISTRICT STATION January 2019 – August 31, 2022



FOCUS ON THE FIVE CALIFORNIA VEHICLE CODE REFERENCE

California Vehicle Code (CVC)	Description / Reference
21453(a)(b)(c)CVC	Red Light
22350 CVC	Speeding
22450 CVC	Stop Sign
21950(a) CVC	Fail to Yield to Pedestrian
21801(a) (b), 22101(d), 22102 CVC	Fail to Yield while Turning

Thank you.

Questions?

San Francisco Transportation Plan (SFTP 2050)

Outreach Summary and Draft Plan



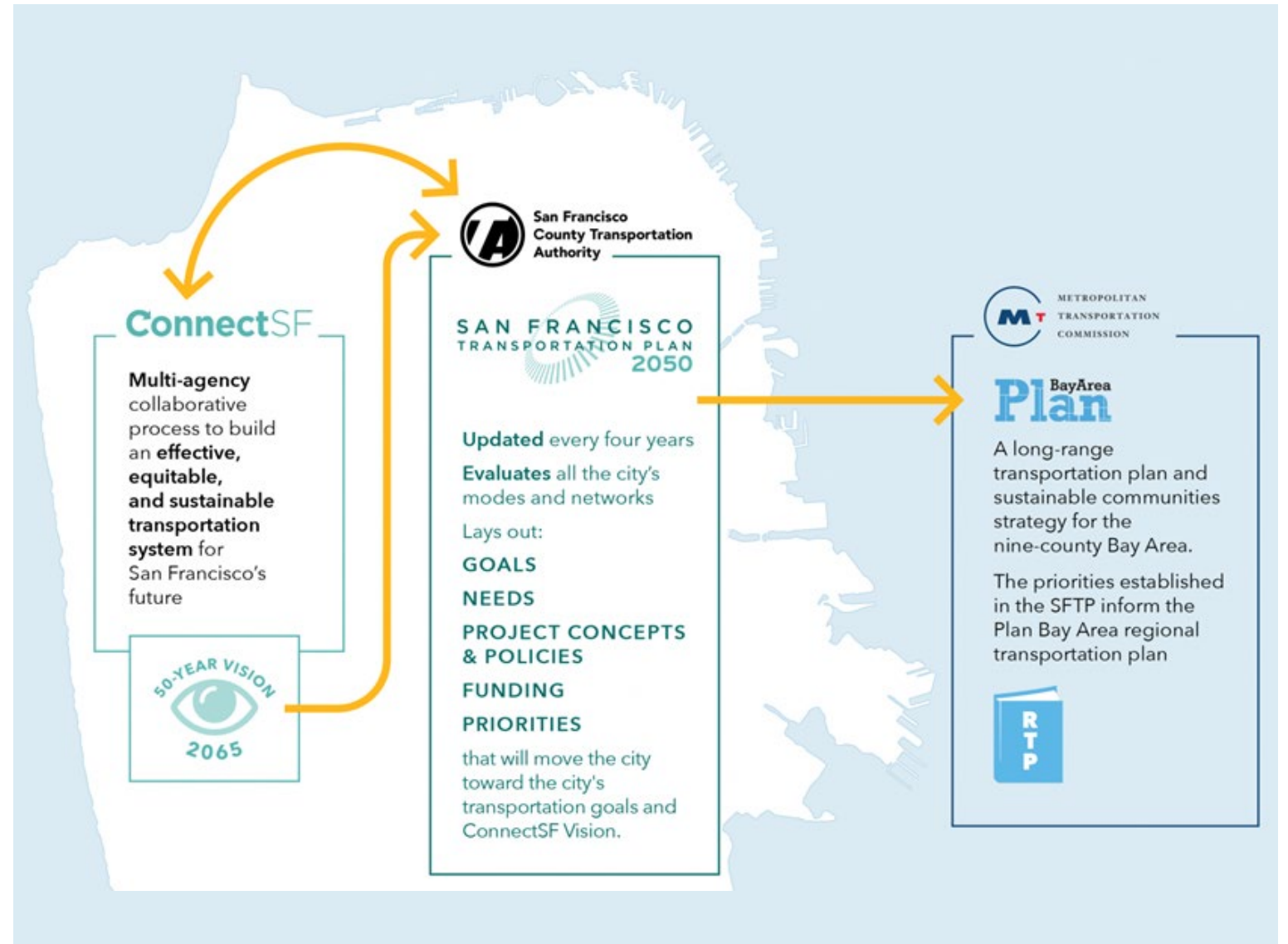
San Francisco
County Transportation
Authority

Agenda Item 11
September 28, 2022

What is the SFTP 2050

Countywide 30-year blueprint for transportation system development & investments.

- Integrates all modes and operators
- Identifies infrastructure priorities for state and federal funding
- Includes strategic and policy initiatives



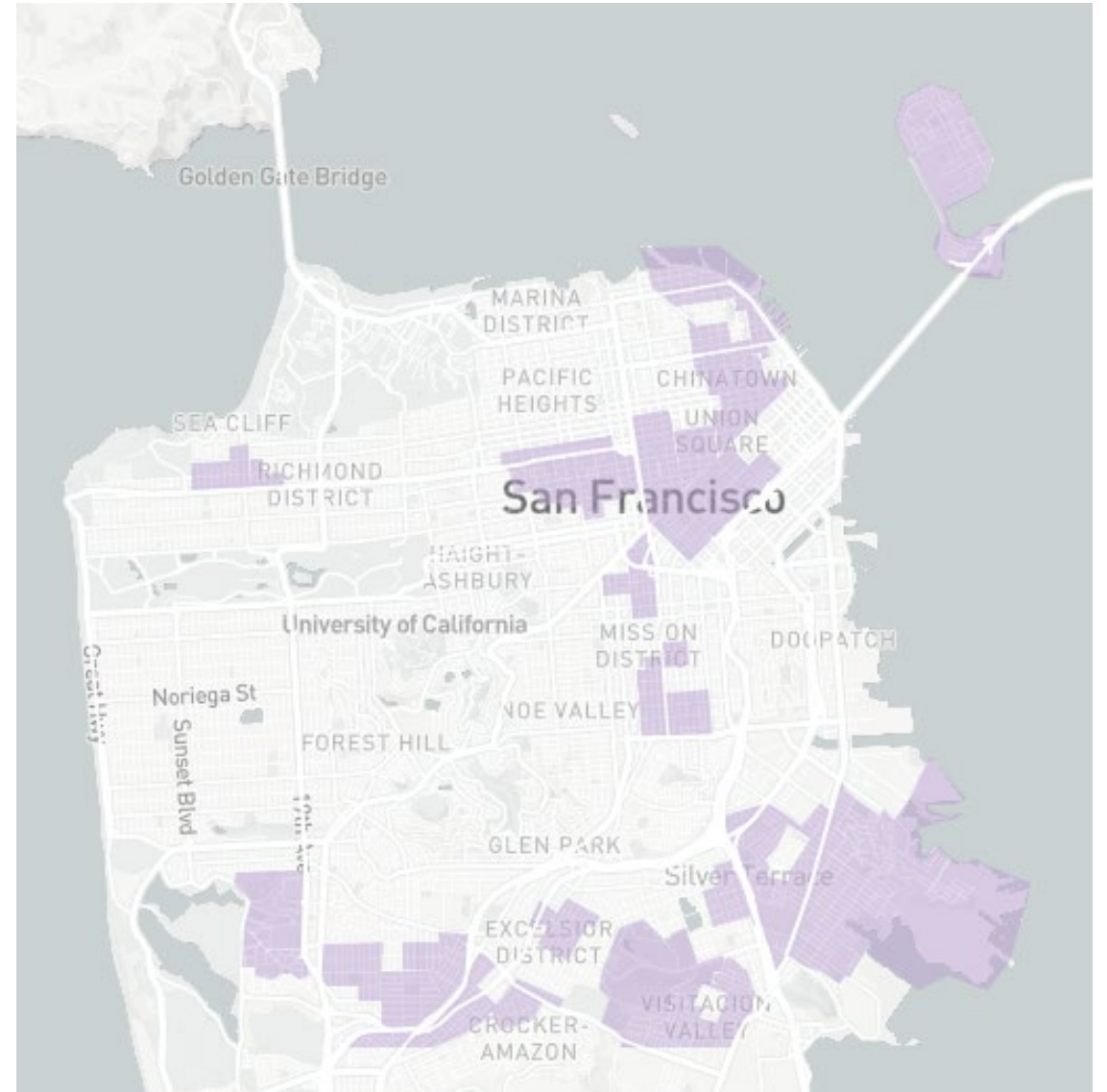
Community Outreach Process

Outreach Process:

- Survey (500+ responses)
- Townhall

Leading with Equity:

- CBO meetings across city
- In-language meetings
- Parallel to Expenditure Plan Advisory Committee



What We Heard

**Restore transit service
and improve reliability**

Improve street safety

**Support for the next
generation of
transportation projects**

Policy themes:

- Accountability and project delivery
- Equity and affordability
- Personal security
- Integrated regional transit service

SFTP Investment Scenarios

Investment Plan:

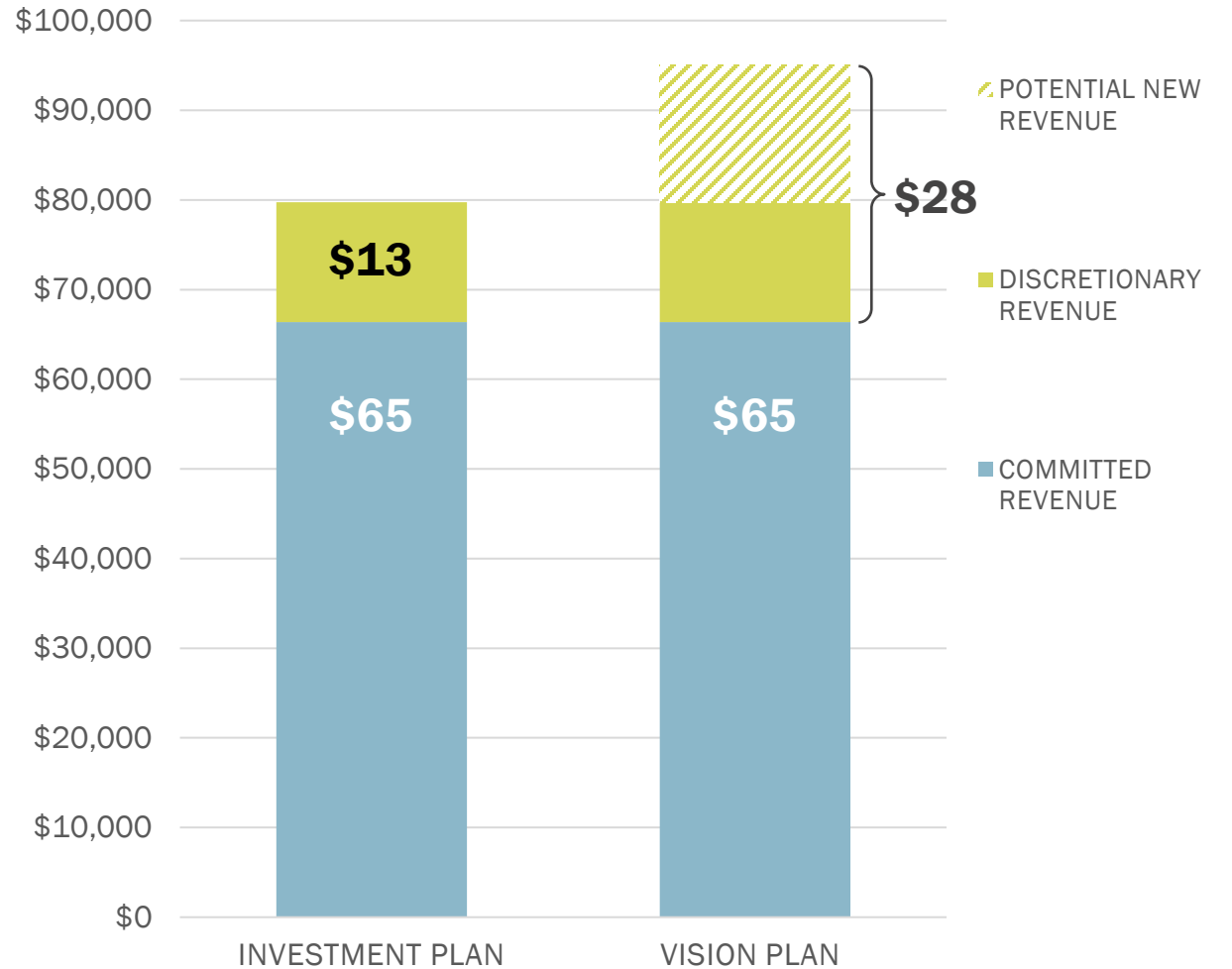
~\$80 B in expected transportation revenue for 30 years

Vision Plan:

~\$95 B including potential new revenues

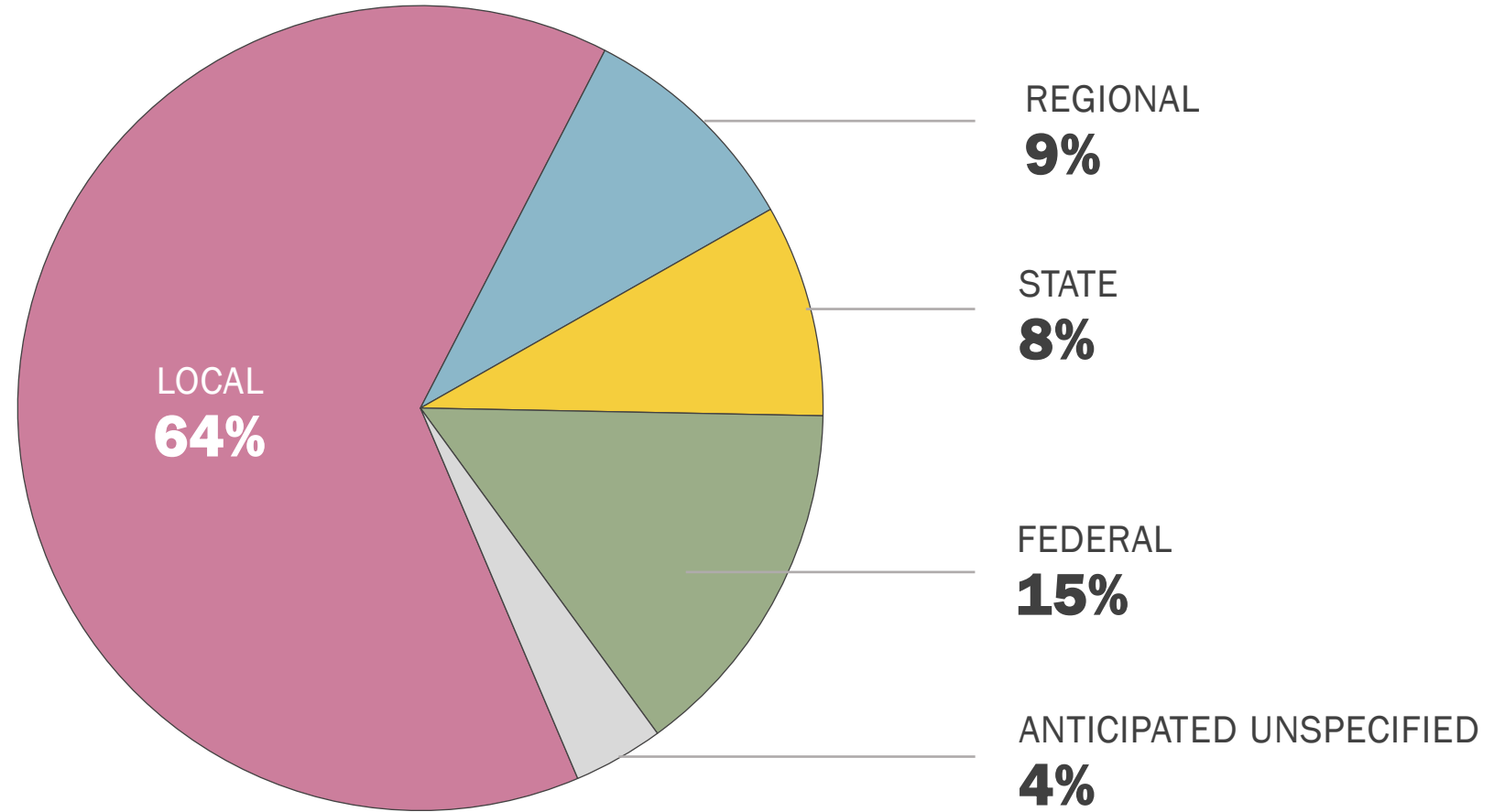
Draft Investment and Vision Plan Revenues

2020 dollars (in billions)



Investment Plan \$80B Revenue Forecast

Nearly 75% of the Investment Plan revenues are local and regional sources



SFTP Investment Plan Benefits

Safer streets



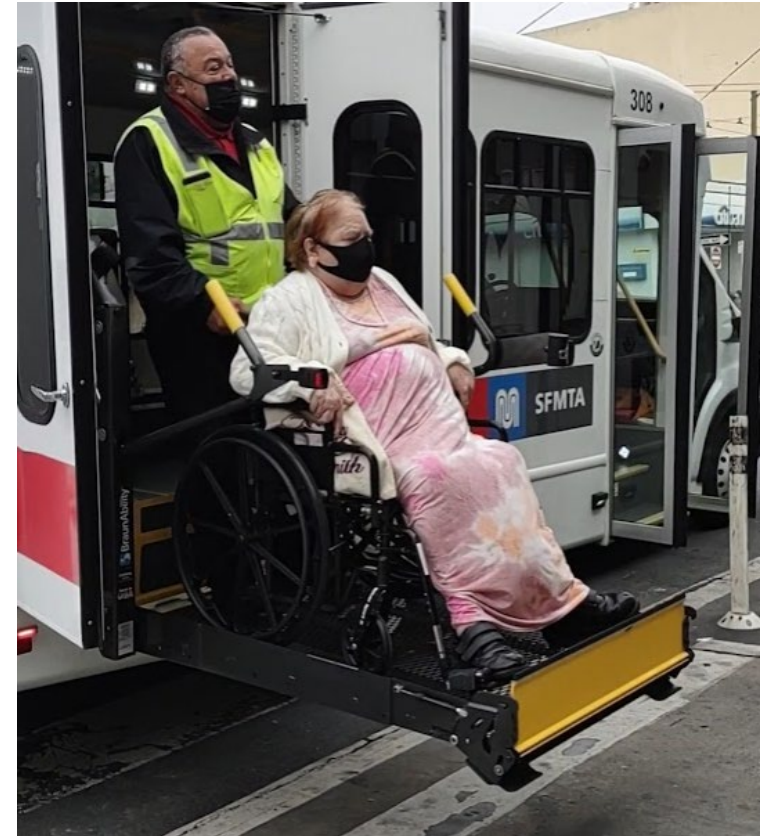
SFTP Investment Plan Benefits

Smother streets



SFTP Investment Plan Benefits

Reliable transit & paratransit



SFTP Investment Plan Benefits

Less congestion & better accessibility



SFTP Investment Plan Benefits

Improved air quality



Photo by Stellar Studio

SFTP Citywide Benefits



EQUITY



ECONOMIC VITALITY



ENVIRONMENTAL SUSTAINABILITY



SAFETY AND LIVABILITY



ACCOUNTABILITY AND ENGAGEMENT

Shift in Mode Share



Vehicles Miles Traveled / GHG



Job Access



Commute Time



Safety

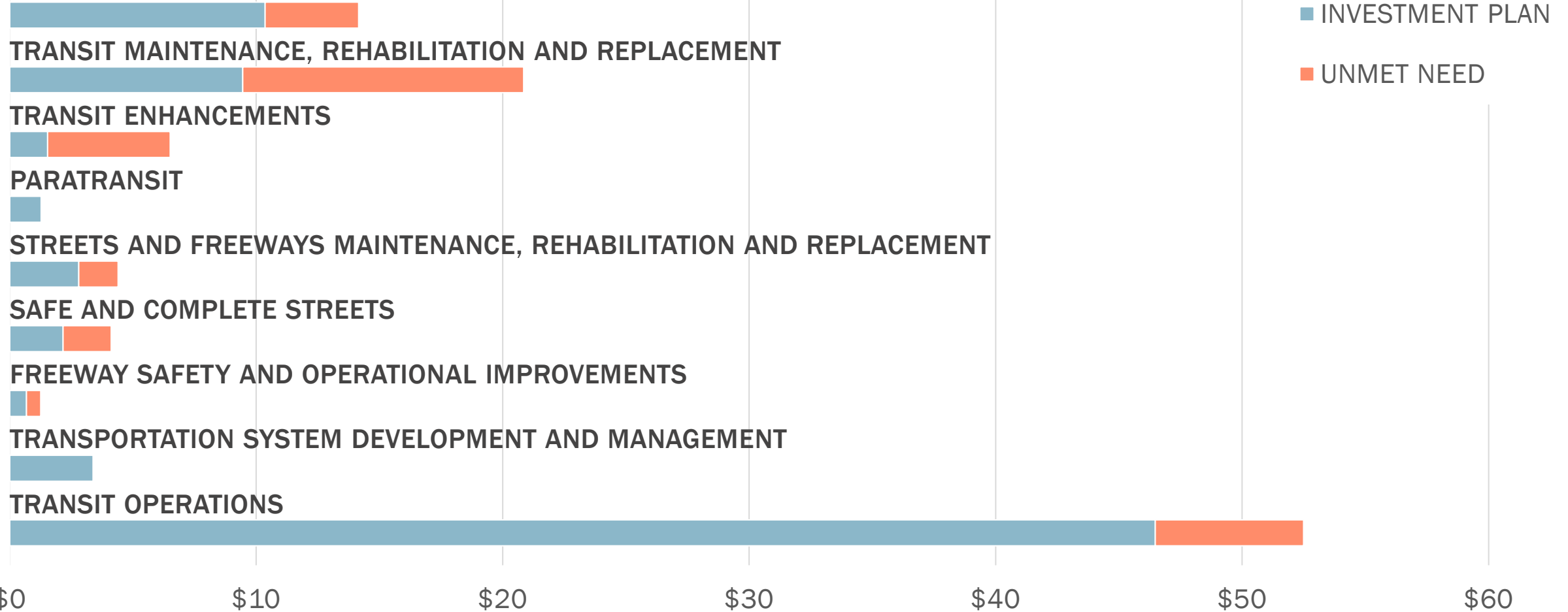


Affordability



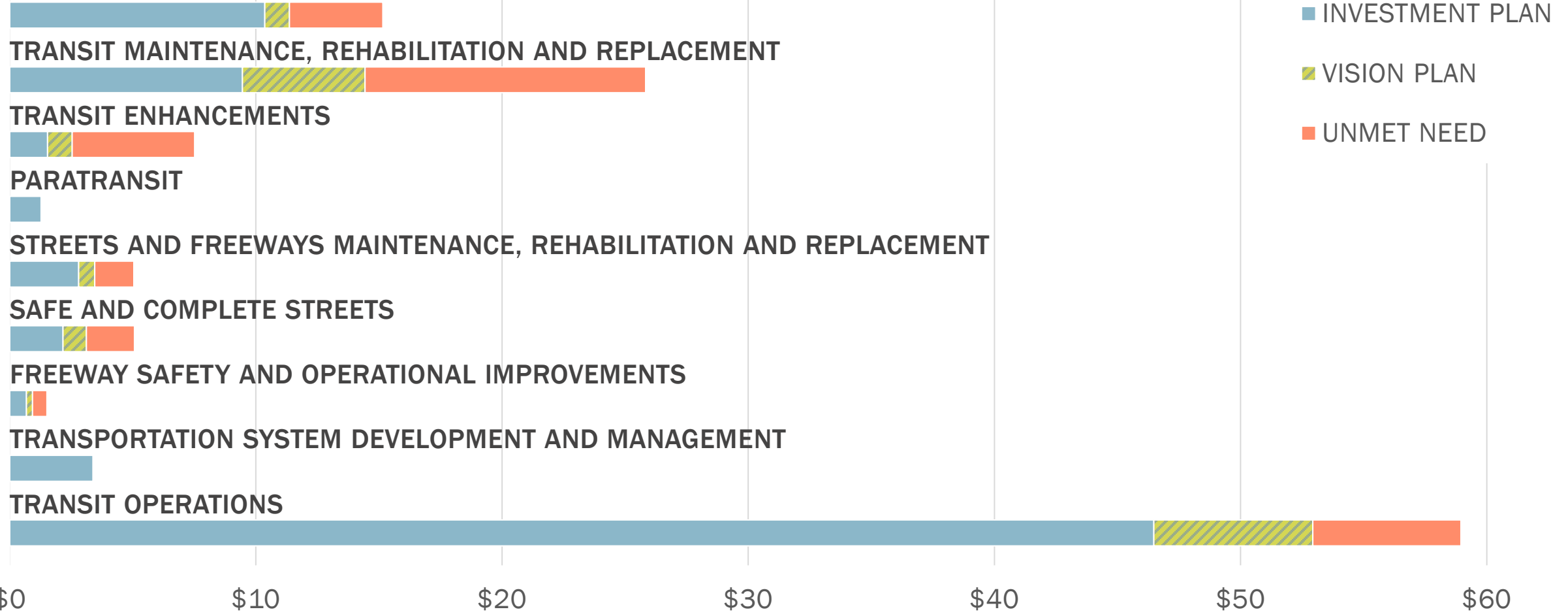
Draft Investment Plan (\$80 Billion)

MAJOR TRANSIT PROJECTS



Draft Vision Plan (\$95 Billion)

MAJOR TRANSIT PROJECTS



Policy Initiatives

- Equity, access, and affordability
- Traveler safety and security
- Improving project delivery
- Transit sustainability for all operators
- Transportation demand management
- New mobility and autonomous vehicles
- Climate and resilience

Next Steps

1. Additional Outreach | Fall 2022

Town Hall | October 5, 2022

2. Plan Adoption | Winter 2022

Thank you.

sfcta.org/sftp

Aliza Paz

Aliza.paz@sfcta.org



San Francisco
County Transportation
Authority



sfcta.org/stay-connected

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Memorandum

AGENDA ITEM 12

DATE: September 1, 2022
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 09/27/2022 Board Meeting: Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt San Francisco's One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations</p> <p>SUMMARY</p> <p>The Metropolitan Transportation Commission’s (MTC’s) OBAG 3 program directs federal funding to projects that implement Plan Bay Area, with particular focus on projects that support Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs and community amenities. About \$340 million is available for the OBAG 3 County Program to support a wide range of local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, transportation demand management, and PDA Planning. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco’s OBAG 3 county priorities and submitting them to MTC which will select projects from a regionwide candidate pool. By September 30th, counties must submit project lists to MTC totaling 120% of our nomination targets which are based on population and housing production. San Francisco’s 120% target is \$62.1 million or 15.2% of the funds available regionwide over Fiscal Years (FYs) 2022/23-2025/26. In May 2022, the Board approved the San Francisco OBAG 3 funding framework, including a funding distribution for our \$62.1 million target (Table 1 below) and project screening and prioritization criteria (Attachment 2) for a \$52.856 million competitive call for projects. On May 12, 2022, we released the OBAG 3 call for projects and received nine applications for \$71.041 million (Attachment 3). We are recommending full or partial funding for eight</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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requests, detailed in Attachment 4. MTC will evaluate nominated projects and select the project priorities by January 2023.	
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FOLLOW-UP

Following discussion at the September 13 Board meeting, Transportation Authority staff worked closely with BART staff to revise the OBAG 3 project nominations to include \$4,945,396 to fully fund BART's OBAG 3 request for Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park Station, as described in the attached Detailed Staff Recommendation (Attachment 4). This revision addresses concerns expressed by Board members about the lack of OBAG investment on the Mission and Balboa Park station elevators and the perception that historically there has been an under-investment at these stations compared to the downtown BART stations. The revised recommendation reduces the amount of OBAG 3 funds for the Next Generation Fare Gates project by \$4,945,396 to fund Elevator Modernization Design. The OBAG 3 funds will allow BART to stay on schedule, with the elevator's design phase starting in January 2025.

BART is adjusting the scope of the Next Generation Fare Gates application to request funding for five stations: Powell St, Civic Center/UN Plaza, 16th St Mission, 24th St Mission, and Balboa Park. BART will determine the order in which the Next Generation Fare Gates are rolled out at these stations to maximize efficiency and avoid potential cost and technical impacts. As a condition of this recommendation, Transportation Authority staff commit to working with BART to identify and apply for funding for the Next Generation Fare Gates at the remaining stations in San Francisco: Embarcadero, Montgomery St, and Glen Park. We are already advancing a grant application to the California Transportation Commission for a Local Partnership Program – Competitive grant for the project, with applications due on November 29, 2022.

The Transportation Authority appreciates the collaborative work with BART to restructure the OBAG 3 recommendations.

BACKGROUND

In May 2012, MTC adopted the inaugural OBAG Program (Cycle 1) to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. See Attachment 1 for San Francisco's PDAs. It also required jurisdictions to meet other requirements, such as adopting a complete streets policy, to receive funding.



Francisco's PDAs. It also required jurisdictions to meet other requirements, such as adopting a complete streets policy, to receive funding.

For the OBAG Cycle 3, a jurisdiction must have a state-approved Housing Element by December 31, 2023, as well as comply with other state housing requirements or MTC will redirect the funds to other jurisdictions or agencies. The San Francisco Planning Department is currently working to get San Francisco's Housing Element approved and anticipates meeting the deadline. While MTC would be able to redirect OBAG funds from jurisdictions that are out of compliance to projects elsewhere, we anticipate that MTC staff would, like it has done during prior OBAG cycles, instead work with a jurisdiction and its CMA to ensure it is on a plan to comply in a timely fashion as a first step.

Attachment 6 lists the San Francisco projects funded through OBAG 1 and OBAG 2 along with their project status (e.g., completed or underway).

In January 2022, MTC adopted the OBAG Cycle 3 framework. The most significant difference with prior cycles is that CMAs no longer receive a set amount of OBAG funds to program; instead, CMAs will nominate projects and MTC will evaluate and select projects from a regionwide pool. Like past cycles, the OBAG 3 framework is designed to advance the implementation of Plan Bay Area, incorporate recent MTC policy initiatives, advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

Project Nomination Target Set by MTC. As part of the OBAG 3 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). Based on this formula, San Francisco's target share is 15.2%. To ensure a sufficient pool of project nominations, MTC has solicited nominations for 120% of the available funding capacity for each county's OBAG 3 program. Of the \$340 million OBAG 3 County Program, San Francisco's 120% target is \$62.138 million. For reference, our 100% target would be about \$51.7 million over the next four fiscal years (FYs 2022/23-2025/26).

San Francisco OBAG 3 Funding Framework. In May 2022, the Board adopted San Francisco's OBAG 3 Funding Framework which includes screen and prioritization criteria to guide the project selection process for the call for projects, and the OBAG 3 funding distribution shown in Table 1 below.

Table 1. San Francisco OBAG 3 Funding Framework Distribution	
CMA Planning	\$2,200,000
Safe Routes to School Non-Infrastructure Program	\$7,082,400
Competitive Call for Projects (subject of this memorandum)	\$52,855,600
Total Project Nomination Target (120%)	\$62,138,000



DISCUSSION

Consistent with the Board adopted OBAG 3 framework, on May 12, 2022, we issued a call for projects for \$52.855 million in OBAG 3 County Program funds. By the July 1, 2022 deadline we received nine applications from 4 different agencies requesting a total of \$71.041 million compared to our \$52.856 million target. Attachment 3 provides a summary of the project applications received including brief project descriptions and the amount of funds requested. The enclosure for this agenda item includes detailed scope, schedule, and funding plan information for all nine projects.

We first screened project submissions for eligibility and determined that all nine projects were eligible for OBAG 3 funding. Then we evaluated the applications by applying the Board adopted screening and prioritization criteria with points distributed as shown in Attachment 2.

Staff Recommendations. As detailed in Attachment 4, our recommendation is to nominate seven projects requesting a total of \$52.855 million in OBAG 3 funds. Our recommendation largely but not entirely follows score order. We are recommending nominating the five highest scoring projects for full funding, and recommending partial funding for two projects, taking into account sponsor priority order for applications and the ability to fully fund design for one more project further down on the ranked list with a minimal amount of OBAG funds (\$3 million). Our detailed recommendations are shown in Attachment 5 and on the map shown in Attachment 6. Highlights of our recommendations are briefly described below.

We recommend the full amount requested for the top five highest scoring projects, all of which requested funds for the construction phase include:

- SFMTA's Bayview Community Multimodal Corridor - \$5,000,000
- SFMTA's Central Embarcadero Safety – \$6,320,000
- SFCTA's West Side Bridges Seismic Retrofit - \$10,000,000
- SFMTA's 29 Sunset Improvement Project Phase 1 - \$5,976,000
- BART's Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park) - \$13,300,000

We are not recommending nominating the next highest scoring project, BART's **Elevator Modernization Design for 16th Street Mission, 24th Street Mission**, so that we can recommend funding for BART's highest priority project, **Next Generation Fare Gates in San Francisco**. We recommend partial funding for the faregate project construction phase (\$9,259,600) to cover nearly the entire request (less \$93,547 that BART would need to identify) for faregates at all San Francisco stations except San Francisco International Airport. Our recommendation is conditioned upon no OBAG 3 funds being used for the San Francisco International Airport faregates (total cost of approximately \$3,146,853). We encourage BART to work with the airport to identify alternative sources of funding to cover that cost.

Finally, we recommend partial funding for the next highest scoring project, the Transportation Authority's **Yerba Buena Island Multi-Use Pathway**, specifically, \$3,000,000 to complete funding for the



project's design phase. The project application also included a requested \$2,000,000 contribution toward the project's construction phase.

Recommending partial funding for the aforementioned two projects uses up the remainder of our \$52,855,600 nomination target.

We are not recommending funding for the SF Port's **Embarcadero Resilience Master Plan**. OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in initial concepts. In addition, SF Port staff indicated that the scope can't be phased. We recognize the importance of this proposed planning project and will work with SF Port and project partners to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.

CAC Discussion. At the September 7, 2022 CAC meeting various CAC members had questions about why BART considered the faregates a higher priority than the elevator projects for OBAG 3 from the perspective of passenger benefits and how BART prioritized the particular San Francisco elevators to be modernized first. Also, CAC members were concerned about not funding for the Elevator Modernization Design for 16th Street Mission, 24th Street Mission project, noting that these stations served working class neighborhoods and wondering whether BART's prioritization process took this into consideration. BART's response, combined with additional information we received after the CAC meeting is highlighted below.

BART indicated that all three projects submitted for OBAG 3 are a high priority for the agency. BART staff evaluated the schedules for the three projects and how to best sequence them, they considered the ability to fully fund the project, and the likelihood of securing other funding sources. Based on these factors, the Next Generation Fare Gates application was prioritized first. The construction phase of the project could begin in January 2023, and the OBAG funds would leverage BART Measure RR and Federal Transit Administration funds to help complete the funding plan for the construction phase.

The Elevator Modernization Phase 1.3 at Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, and Glen Park stations is BART's second priority project. The OBAG funds would complete the project funding plan, which includes SFMTA funds (partially committed, the rest planned), BART funds, and Transportation Authority Prop K and Prop AA funds. BART anticipates design, which is already fully funded, will start in February 2023 and be completed by May 2025, with construction taking place February 2026 to April 2029.

According to BART staff, Elevator Modernization Design at 16th Street/Mission, 24th Street/Mission, and Balboa Park stations was prioritized third because it is in an early stage of project development. BART's application to the OBAG 3 program would fund design work for the elevators at these stations that would start in January 2025 and be completed by December 2026. Depending on funding availability, construction could start as soon as November of 2027 to December 2029.

Several CAC members inquired about why it takes so long (e.g. six years for Elevator Modernization Phase 1.3 project with 8 elevators) to design and modernize the existing elevators. In response, BART noted that there have been some challenges finding a design consultant with adequate expertise. On the construction side, BART staff noted there are a limited number of qualified bidders for BART to contract



with; a tight labor market, inflation pressures; continued supply chain constraints; and internal project management capacity considerations.

As noted in the CAC Position section below, the CAC adopted a motion of support for an amended staff recommendation that would require BART and Transportation Authority staff to report back regularly with updates on funding strategy and a schedule for the Elevator Modernization Design project for the Mission Street and Balboa Park stations, which our staffs are happy to do. There are various funding options for these elevators that would be available for a January 2025 planned start of design, including but not limited to Prop K and Prop AA or Measure L if that is approved by voters this November.

Next Steps. After the Board adopts the San Francisco OBAG 3 project nominations, we will submit the resolution and supporting materials to MTC by its September 30, 2022 deadline. MTC staff will conduct a regional evaluation and anticipates final project selection and Commission approval in January 2023.

FINANCIAL IMPACT

The recommended action would not have an impact on the Transportation Authority's adopted budget.

CAC POSITION

The CAC considered this item at its September 7, 2022 meeting and after a lengthy discussion (see highlights in the Discussion section), the CAC unanimously adopted a motion of support for the staff recommendation amended to require periodic updates on the funding strategy and schedule for BART's Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations, with the first two reports at the October and December 2022 [November 30th is the joint November/December CAC meeting], CAC meeting.

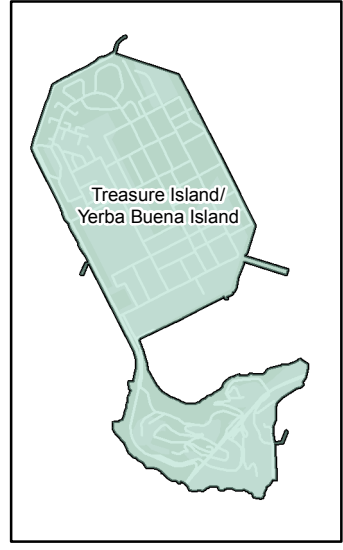
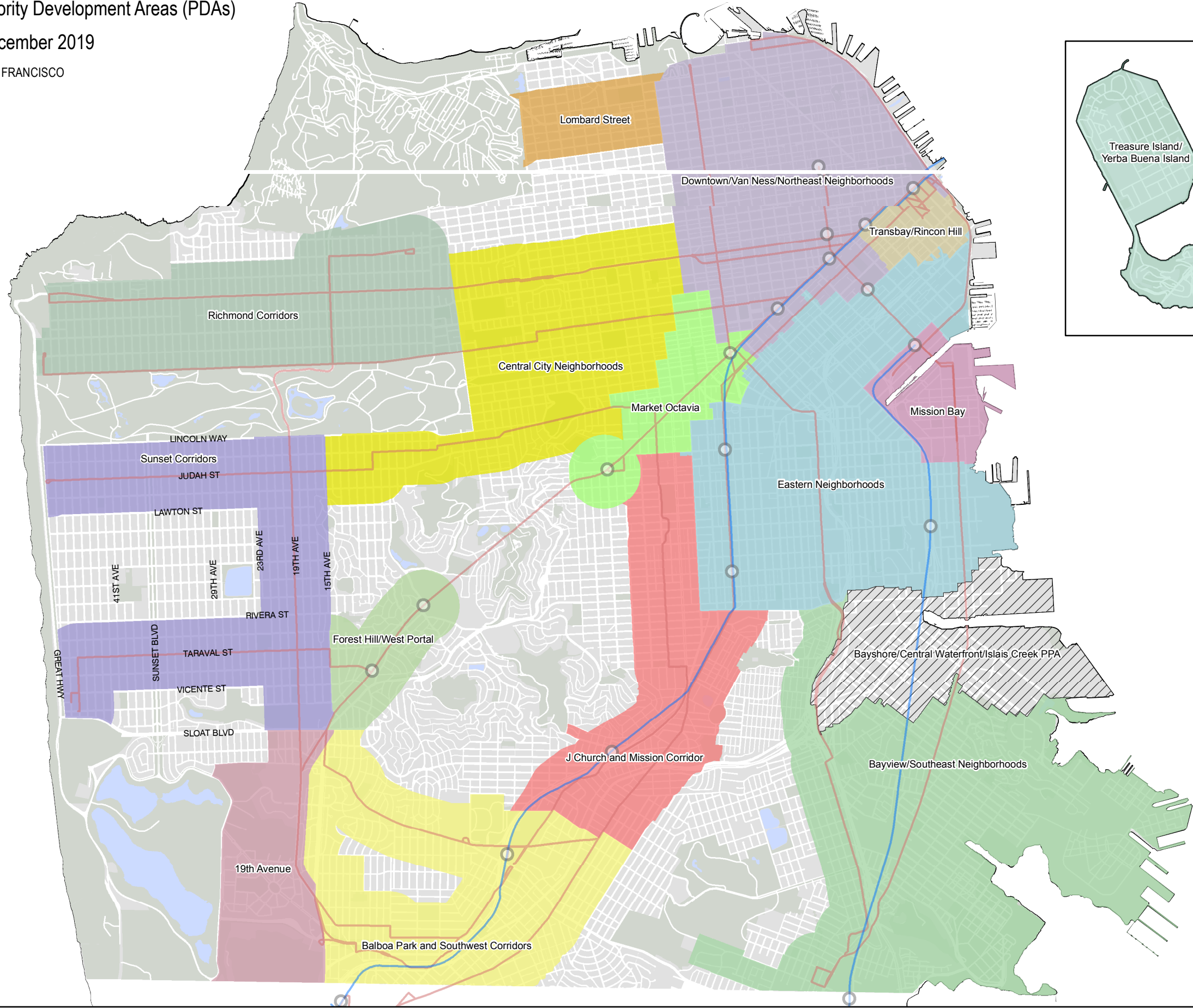
SUPPLEMENTAL MATERIALS

- Attachment 1 – Map of San Francisco PDAs
- Attachment 2 - Screening and Prioritization Criteria
- Attachment 3 – Summary of OBAG 3 Applications Received
- Attachment 4 – OBAG 3 Project Nominations – Detailed Staff Recommendations
- Attachment 5 – OBAG 3 Projects Nominations – Map of Staff Recommendations
- Attachment 6 – One Bay Area Grant Cycles 1 and 2: Funded Projects and Status
- Enclosure – OBAG 3 Applications (9)

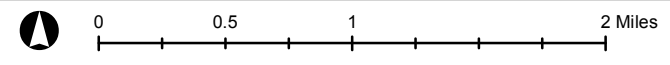
Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO



- SFMTA Rapid Network
- Regional Rail
- Priority Production Area



One Bay Area Grant (OBAG) Cycle 3

San Francisco Screening and Prioritization Criteria

Adopted 05.24.2022

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

OBAG 3 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

Attachment 2.

2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

OBAG 3 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the [Regional Safety/Vision Zero policy](#), [Equity Platform](#), [Regional Active Transportation Plan](#) (under development), [Transit Oriented Communities \(TOC\) policy](#) update (under development), and the [Blue Ribbon Transit Transformation Action Plan](#).
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

Attachment 2.

harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

Attachment 2.

Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or if we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
1	<p>Bayview Community Multimodal Corridor - This project would establish an alternative to 3rd Street for people walking and biking by creating a designated route just east of 3rd Street between Cargo Way and Carroll Avenue in the Bayview. The community identified the project as a high priority in the Bayview Community Based Transportation Plan (2020). It would provide safer access to transit, the downtown job center, and amenities on 3rd Street via bicycle, walking, or transit. In April 2022, the Transportation Authority Board programmed \$598,000 in Prop AA funds to the construction phase of this project. See page 16 of the enclosure for the proposed project route.</p> <p>The project addresses safety and accessibility needs on the wide roadways through the residential neighborhood and along the proposed project route by implementing traffic calming measures such as bulbouts, speed humps, median islands, raised crosswalks, raised intersections, and high visibility or decorative crosswalks. The scope also includes installing a concrete protected bikeway through the industrial area on the north end between Hudson Avenue and Cargo Way. SFMTA is also requesting funds (\$857,000) for non-infrastructure programs (e.g., community walk and ride events, training programs) to support the community's understanding of and ability to take advantage of the project. Construction is expected to begin in November 2026 and be complete by December 2027.</p>	SFMTA	10	Construction	\$ 15,445,000	\$ 5,000,000
2	<p>Central Embarcadero Safety - Requested funds would be used to construct safety measures along The Embarcadero between Bryant Street and Broadway, on the Vision Zero High Injury Network. In April 2022, the Board programmed \$1,000,000 in Prop AA funds to the project's construction phase. The Board previously allocated \$550,000 in Prop K funds for Project Approvals and Environmental Documentation.</p> <p>The Central Embarcadero Safety project would expand on quick-build measures by extending the protected bikeway from Folsom Street south two blocks to Bryant Street, enhancing the physical protection of the existing bikeway between Mission to Broadway, and adding sidewalk extensions, curb ramp upgrades, and other traffic-calming measures at six intersections for improved pedestrian safety and accessibility. The project would also restrict northbound left-turns at Folsom Street to facilitate the bikeway and improve Muni operational safety and reliability for light rail vehicles entering and exiting the Market Street subway portal. The project includes a Changeable Message Sign near Washington Street to support real-time wayfinding, better parking information, and special event messaging. Construction is expected to begin in summer 2024 and be completed by December 2025.</p>	SFMTA	3, 6	Construction	\$ 10,695,000	\$ 6,320,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
3	<p>West Side Bridges Seismic Retrofit - Funds would be used for the retrofit/replacement of eight seismically deficient bridge structures along Treasure Island Road to meet current seismic standards. These bridges are critical connections between Yerba Buena Island (YBI), Treasure Island, and the Bay Bridge. The project includes a transit-only westbound on-ramp to the Bay Bridge to accommodate expanded service for the Muni 25 bus route, and a new Class II bicycle lane along Treasure Island Road.</p> <p>The project is a component of the transportation system that SFCTA is implementing on behalf of the Treasure Island Development Authority to facilitate Treasure Island and Yerba Buena Island redevelopment. The area is of national significance due to the active U.S. Coast Guard facility on YBI, which requires unimpeded access for Homeland Security requirements. The project is shovel ready. Once funding is secured, construction could start in spring 2023 and be completed by February 2026.</p>	SFCTA	6	Construction	\$ 122,089,000	\$ 10,000,000
4	<p>29 Sunset Improvement Phase 1- The project would to improve the travel time, reliability, and passenger experience on the Muni 29 Sunset bus route, which extends from the Bayview District to the Presidio. This request is for Phase 1 which includes the western segment of the route, from Bowley Street and Lincoln Boulevard in the Presidio (District 2) to Junipero Serra Boulevard and Holloway Avenue (District 7) near San Francisco State University. In April 2022, the Transportation Authority Board programmed \$1,000,000 in Prop AA funds to the design phase of this project. Outreach is anticipated to start in November 2022.</p> <p>The project is part of the SFMTA's Muni Forward program and includes stop improvements, optimization of stop locations, and transit signal priority. It also includes scope elements to provide safe pedestrian access to the bus stops with higher-visibility crosswalks, transit stops at signalized intersections, corner bulb-outs, and larger boarding areas. Part of the construction would be done through a San Francisco Public Works paving project on Sunset Boulevard between Lincoln Way and Lake Merced Boulevard, which is anticipated to start construction in summer 2023. The full scope of Phase 1 is expected to be open for use by December 2026.</p>	SFMTA	1, 2, 4, 7	Construction	\$ 13,661,000	\$ 5,976,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
5	<p>Elevator Modernization Phase 1.3 at Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park Stations - Construction funds are requested to modernize and renovate eight existing elevators at the four downtown San Francisco BART stations and Glen Park. Seven of the eight elevators are shared for use between BART and Muni. Muni is covering 50% of the cost of the joint use elevators, consistent with the Joint Maintenance Agreement. In spring 2022, the Transportation Authority Board allocated \$1,290,000 in Prop K funds for the design phase and programmed \$3,441,270 in Prop AA funds for construction of the elevators at Powell Street and Civic Center/UN Plaza Stations.</p> <p>The project's goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design is funded and slated to start in February 2023. Construction is planned for spring 2026 through spring 2029.</p>	BART	3, 5, 6, 8	Construction	\$ 42,900,000	\$ 13,300,000
6	<p>Elevator Modernization at 16th Street Mission, 24th Street Mission, and Balboa Park Stations - Design funds are requested to modernize and renovate five existing elevators at the 16th Street Mission, 24th Street Mission, and Balboa Park Stations. Similar to the Phase 1.3 project, the goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design would be done by late 2026, subject to funding availability. BART anticipates construction would start in late 2027 with all five elevators open for use by December 2029.</p>	BART	9, 11	Design	\$ 32,436,000	\$ 4,945,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
7	<p>Yerba Buena Island Multi-Use Pathway: Funds are requested for the design and construction phases of new pedestrian and bicycle facilities that extend from the bicycle landing on YBI from the eastern span of the Bay Bridge to the new Treasure Island Ferry Terminal. In October 2018, the Transportation Authority Board allocated \$250,000 in Prop K funds to the planning phase of the project. The \$3,000,000 requested for design will fully fund design. The \$2,000,000 requested for construction would be the first funds programmed to the \$70 million construction phase.</p> <p>This multi-use path would tie into the planned Bay Bridge western span bicycle and pedestrian facility that the Metropolitan Transportation Commission/Bay Area Toll Authority is developing. It will also allow existing and future YBI and Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the Bay Bridge east and west spans to reach downtown San Francisco and Oakland. Design would start in summer 2023, subject to funding availability. The project could start construction in late 2025 and be open for use by June 2027.</p>	SFCTA	6	Design and Construction	\$ 79,200,000	\$ 5,000,000
8	<p>Next Generation Fare Gates in San Francisco and San Francisco International Airport: Requested funds are for procurement and installation of new state-of-the-art swing-style faregates to replace the 199 existing faregates at the nine San Francisco BART stations: Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, Glen Park, Balboa Park, and San Francisco International Airport. The existing faregates have reached the end of their 20-year useful life and require ongoing maintenance to remain reliable and operational. The new off-the-shelf single swing barrier faregates feature modular components that can be switched out when needing repair, which reduces downtime and improves maintainability. BART could start installation as soon as early 2023 and complete work all stations by November 2026.</p>	BART	3, 5, 6, 8, 9, 11	Construction	\$ 25,050,000	\$ 12,500,000

Attachment 3.
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects
Applications Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
9	<p>Embarcadero Resilience Master Plan - Requested funds would be used to complete technical studies and advance policy decisions to support multi-hazard risk reduction for the 3-mile Embarcadero corridor from Fisherman's Wharf to Mission Creek. The plan would also identify utility relocation/adaptation strategies, required drainage infrastructure such as stormwater and/or groundwater management systems, improvements to lifeline systems and critical facilities, and public realm schematic designs. The Master Plan effort would develop two to three schematic and conceptual multimodal corridor alternatives and public realm strategies for The Embarcadero roadway and promenade. SF Port would conduct public and decision-maker outreach and engagement and develop policy recommendations and an implementation framework (e.g. governance, high level funding strategy, sequencing and phasing plan). Partner agencies include SFMTA, San Francisco Public Utilities Commission, Planning Department, SFPW, and BART. The Port anticipates starting the project in fall 2023 and the completing the Plan by fall 2026.</p>	SF Port	3, 6	Planning	\$ 9,050,000	\$ 8,000,000
TOTAL					\$ 350,526,000	\$ 71,041,000
San Francisco's OBAG 3 Project Nomination Target³						\$ 52,855,600

¹ Projects are sorted by evaluation score from highest ranked to lowest. See Attachment 2 for screening and prioritization criteria and Attachment 4 for the staff recommendation.

² Sponsor abbreviations include: Bay Area Rapid Transit (BART), Port of San Francisco (SF Port), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

³ The Metropolitan Transportation Commission requested that counties submit project nominations for 120% of the available funding capacity for the County Program.



OBAG 3 Call for Projects: Recommended Projects



- 29 Sunset Improvement Project Phase 1
- Bayview Community Multimodal Corridor
- Central Embarcadero Safety Project
- E Elevator Modernization Project, Phase 1.3 at Embarcadero, Montgomery, Powell, Civic Center, and Glen Park stations
- E Elevator Modernization Design at 16th St. Mission, 24th St. Mission, and Balboa Park stations
- N Next Generation Fare Gates at Powell, Civic Center, 16th St. Mission, 24th St. Mission, and Balboa Park stations
- West Side Bridges Seismic Retrofit Project
- Yerba Buena Island Multi-use Pathway Project
- Supervisor District Boundaries
- 2021 Equity Priority Communities
- BART Station

Attachment 6.
One Bay Area Grant Cycles 1 and 2: Funded Projects and Status

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 1 Completed			
SFPW	Chinatown Broadway Streetscape Improvement ^{1,3}	\$ 3,477,537	\$ 7,102,487
SFPW	ER Taylor Elementary School Safe Routes to School ^{3,4}	\$ 400,115	\$ 604,573
SFPW	Longfellow Elementary School Safe Routes to School	\$ 670,307	\$ 852,855
SFPW	Second Street Streetscape Improvement ⁴	\$ 10,567,997	\$ 15,415,115
SFMTA	Light Rail Vehicle (LRV) Procurement ²	\$ 10,227,540	\$ 175,000,000
SFMTA	Lombard Street US-101 Corridor ¹	\$ 1,910,000	\$ 24,263,920
SFMTA	Mansell Corridor Improvement	\$ 1,762,239	\$ 6,807,348
SFMTA	Masonic Avenue Complete Streets ² [fund exchange]	\$ -	\$ 22,785,900
TJPA	Transbay Transit Center Bike and Pedestrian Improvements	\$ 6,000,000	\$ 11,480,440
Cycle 1 Total		\$ 35,015,735	\$ 264,312,638

OBAG Cycle 2: Fiscal Years 17/18-21/22

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 2 Completed			
SFPW	John Yehall Chin Elementary Safe Routes to School ⁶ [fund exchange]	\$ -	\$ 4,200,000
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 6,939,000	\$ 64,656,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021	\$ 2,813,264	\$ 3,177,752
Cycle 2 Work Progressing			
SFPW	Better Market Street Phase 1 ^{5,6}	\$ 3,366,000	\$81,100,000
SFMTA	Central Subway ⁵	\$ 15,980,000	\$1,931,000,000
Caltrain	Peninsula Corridor Electrification Project	\$ 11,187,736	\$2,443,000,000
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	\$ 2,000,000	\$ 15,000,000
Cycle 2 Total		\$ 42,286,000	\$ 4,542,133,752
Grand Total		\$ 77,301,735	\$ 4,806,446,390

Attachment 6. One Bay Area Grant Cycles 1 and 2: Funded Projects and Status

*Project Sponsor acronyms include: San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

¹ As part of OBAG 1, MTC assigned \$1.91 million in STIP Transportation Enhancement funds to SFPW's Chinatown Broadway IV streetscape project. However, the STIP funds were unavailable when needed so the funds were swapped with SFMTA local revenue bond funds. In October 2015, the Transportation Authority Board reprogrammed the funds to SFPW's Lombard Street US-101 Corridor Improvement via the 2016 Regional Transportation Improvement Program (RIP), as requested by SFMTA and SFPW. See Resolution 16-19 for more detail.

² In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project. Masonic Avenue was kept whole with SFMTA revenue bond funds. See Resolution 15-42 for more detail.

³ On December 15, 2015, the Transportation Authority Board approved SFPW's request to reprogram \$67,265 in cost savings from the completed ER Taylor SR2S to Chinatown Broadway, which received a higher-than-anticipated bid to its original construction contract advertisement.

⁴ On June 28, 2016, the Transportation Authority Board approved SFPW's request to reprogram an additional \$51,215 from the completed ER Taylor SR2S to Second Street Streetscape to help cover the cost of the pedestrian lighting, which was added per the community's request.

⁵ In order to minimize risk of losing federal funds due to project delays, in November 2018, the Transportation Authority Board approved an OBAG/Prop K fund exchange between Better Market Street and Central Subway, which helped reduce the Transportation Authority's remaining RIP commitment to Central Subway. See Resolution 19-22 for more detail.

⁶ On July 23, 2019, the Transportation Authority Board approved a fund exchange of \$3,366,000 in OBAG funds from John Yehall Chin to Better Market Street, with an equivalent amount of Prop K funds from Better Market Street. The fund exchange assisted with project delivery for John Yehall Chin which was behind schedule due to a prolonged process in obtaining right-of-way certification. See Resolution 20-02 for more detail.