



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, October 18, 2022, 10:00 a.m.
LOCATION: Legislative Chamber, Room 250, City Hall (hybrid)
 Watch SF Cable Channel 26 or 99
 (depending on your provider)
 Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2493 887 6145 # #
 To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Mandelman (Chair), Peskin (Vice Chair), Chan, Dorsey, Mar, Melgar, Preston, Ronen, Safai, Stefani, and Walton

CLERK: Elijah Saunders

Remote Access to Information and Participation

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

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

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



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

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<p>During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.</p>	
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*Additional Materials

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



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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. 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 Board 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



RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS
UNDER CALIFORNIA GOVERNMENT CODE SECTION 54953(E)

WHEREAS, California Government Code Section 54953(e) 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; and

WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 ("COVID-19") pandemic, and that state of emergency remains in effect; and

WHEREAS, On February 25, 2020, the Mayor of the City and County of San Francisco (the "City") declared a local emergency, and on March 6, 2020 the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in State law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, While Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing, regardless of vaccination status, to prevent the spread of COVID-19, and the City's Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at www.sfdph.org/directives) that continue to recommend measures to promote safety for indoor gatherings, such as vaccination, masking, improved ventilation, and other measures, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of



Occupational Safety and Health ("Cal/OSHA") has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California's indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom discouraging consumption of food or beverages in the meeting, following good hand hygiene practices, and making informed choices when gathering with people who vaccination status is not known; and

WHEREAS, The San Francisco County Transportation Authority Board began meeting in person on April 12, 2022, allowing members to participate by teleconferencing from a separate location for COVID-related health reasons and providing members of the public an opportunity to observe and provide public comment either in person or remotely; now, therefore, be it

RESOLVED, That San Francisco County Transportation Authority Board finds as follows:

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, San Francisco County Transportation Authority Board has considered the circumstances of the state of emergency.

2. As described above, because of the COVID-19 pandemic, conducting



meetings of this body and its committees in person without allowing certain members of this body to attend remotely would present imminent risks to the health or safety of certain attendees due to COVID-19, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days, the San Francisco County Transportation Authority Board will hold in-person meetings, with some members possibly appearing remotely. If all members of the San Francisco County Transportation Authority Board are unable to attend in person for COVID-related health reasons, then the San Francisco County Transportation Authority Board will hold the meeting remotely without providing an in-person meeting location. The Community Advisory Committee ("CAC") will continue to hold meetings exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any legislative body member is present for the meeting). All meetings of the San Francisco County Transportation Authority Board and its committees will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing.

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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, September 27, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Chan (entered during item 8) and Safai (entered during Item 3) (2)

2. Chair's Report - INFORMATION

Chair Mandelman discussed that during recess, a couple important milestones were celebrated. The first was BART's 50th anniversary celebration in Oakland. The second was the announcement that the MTA Central Subway would begin operation on November 19th. The Chair mentioned a recent visit and tour of the subway by Transportation Secretary Pete Buttigieg and related how the secretary also expressed interest in our next major rail project, the Caltrain Downtown Rail Extension. Finally, Chair Mandelman celebrated September being Transit Month and thanked San Francisco Transit Riders for organizing a ride along for the seventh year in a row.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

There was no public comment.

4. Approve the Minutes of the September 13, 2020 Meeting - ACTION

There was no public comment.

Commissioner Safai moved to approve the minutes, seconded by Commissioner Preston.

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

Ayes: Commissioners, Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Chan (1)

Nays: Commissioner(s) (0)

Consent Agenda

5. [Final Approval] Appoint Najuwanda Daniels to the Community Advisory Committee -ACTION*



6. [Final Approval] Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests – ACTION*

There was no public comment.

Commissioner Dorsey moved to approve the Consent Agenda, seconded by Commissioner Preston.

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

Ayes: Commissioners Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

Absent: Commissioner Chan (1)

Nays: Commissioner(s) (0)

End of Consent Agenda

7. [Final Approval on First Appearance] Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations – ACTION*

Chair Mandelman remarked that the OBAG 3 item was discussed extensively at the September 13 Board Meeting and that Transportation Authority staff worked with the Commissioner's offices and BART staff to address the issues that were raised.

Anna Laforte, Deputy Director of Policy and Programming, presented the item per the staff memorandum.

Bevan Dufty, BART Board of Directors, expressed gratitude for the constructive feedback received at the September 13, 2022 Transportation Authority Board meeting, especially from Commissioners Ronen and Safai. He expressed appreciation for the close collaboration with Transportation Authority staff on the revised staff recommendation for the OBAG 3 project nominations, which included \$4.95 million to fully fund BART's OBAG 3 request for Elevator Modernization Design at 16th St Mission, 24th St Mission, and Balboa Park stations and a decrease in the funding recommendation for BART's Next Generation Fare Gates by an equivalent amount. He stated that the net result of \$4.3 million for Next Generation Fare Gates would fund the procurement and installation of fare gates at Powell St, Civic Center/UN Plaza, 16th St Mission, 24th St Mission, and Balboa Park stations. He stated that the Transportation Authority staff and Director Chang committed to continue working with BART to fully fund the Next Generation Fare Gates at the remaining San Francisco stations (Embarcadero, Montgomery St, and Glen Park) and that the BART team already started to work with the Transportation Authority on the upcoming funding opportunity for the competitive Local Partnership Program. He stated that BART wholeheartedly supported the staff recommendation which included funding for all three BART priority projects. He thanked the Board and stated that BART Directors had established strong relationships with the Transportation Authority Board and their staff through the Expenditure Plan Advisory Committee process.

Janice Li, BART Board of Directors, thanked the Transportation Authority Board and echoed Mr. Dufty's remarks. She thanked Commissioners Ronen and Safai for their comments that uplifted equity. She stated that the process gave her hope that the Board recognized the need to fund all projects and the deep need to invest in the



transit system, including elevator construction and design and next generation fare gates. She expressed gratitude for the quick work of the Transportation Authority and BART staff on their collaborative work that developed a path forward for the funding recommendations.

There was no public comment.

Commissioner Safai motioned to approve the item, seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:

Ayes: Commissioners Dorsey, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent: Commissioner Chan (1)

Nays: Commissioner(s) (0)

8. [Final Approval on First Appearance] Adopt a Support Position on Proposition 30, the Clean Cars and Clean Air Act - ACTION*

Chait Mandelman summarized the benefits of Proposition 30 and related how the funds would be critical to fighting climate change and meeting San Francisco's climate action goals. He expressed his personal support for Prop 30 and urged his colleagues to do the same.

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

During public comment, Stuart Cohen, founder and senior policy advisory of the nonprofit Transform spoke in support of Prop 30 and dispelled the misinformation that the funding scheme for Prop 30 was devised to benefit private companies.

Augustina Olman, SPUR, spoke in strong support of Prop 30 citing the fact that California has the worst air quality in the country and that the funds will be a critical investment towards fighting climate change. Finally, she stated that SPUR is a part of a large coalition of organizations also supporting Prop 30.

Emily Garcia spoke on behalf of NRDC Action Fund in support of Prop 30 citing the record wildfires in the state and that California's transportation sector accounts for 50% of greenhouse gas emissions. She highlighted that 50% of clean mobility investments would be in low income and disadvantaged communities.

Commissioner Dorsey moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

Nays: Commissioner (0)



9. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Quarter Ended June 30, 2022- INFORMATION*

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

There was no public comment.

Other Items

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

Roland Lebrun complained about the recent system issues with BART over the last couple weeks. He urged the Transportation Authority to request a presentation by the Link21 team on cross bay alternatives including the Salesforce Transit center and linking Mission Bay with the west side of San Francisco.

12. Adjournment

The meeting was adjourned at 10:52 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, September 28, 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, Rosa Chen, Najuawanda Daniels, Robert Gower, David Klein, Jerry Levine, Kevin Ortiz, Eric Rozell, Kat Siegal, and Peter Tannen (10)

CAC Members Absent at Roll: (0)

2. Chair's Report - INFORMATION

Chair Klein welcomed the newest member of the CAC, Najuawanda Daniels who briefly recounted her interest and qualifications for serving on the CAC. Chair Klein thanked Member Kevin Ortiz for presenting the CAC report before the Board earlier that month and related how it was encouraging to see that the CAC's recommendations had an impact on the Board's deliberations.

The Chair then highlighted the past weekend's event where Caltrain celebrated its first electric train at the San Francisco Caltrain Depot, noting that once the full Caltrain Electrification project was completed in 2024, the new electric vehicles would replace the diesel locomotives that have been running up and down the Peninsula for 150 years. The Chair remarked that the Transportation Authority contributed \$41 million in Prop K sales tax and other state and federal funds toward Caltrain's electrification and positive train control projects.

Chair Klein informed the CAC that the SF School Access Plan was beginning a survey and directed the members to where they could sign up for future updates on the agency's website (www.sfcta.org).

Finally, the Chair recognized Peter Tannen as this is his last meeting with the CAC after 14 years and a long career in transportation before that. Member Tannen said that he joined the CAC in order to stay involved in transportation after working as a planner for the San Francisco Municipal Transportation Authority (SFMTA) for 14 years and also thought it would be an interesting experience to be other side of the table. He thanked his fellow members of the CAC and Transportation Authority staff and said that he would still participate in the future as a member of the public.

Member Robert Gower announced that his term of the CAC was ending and that he would not be seeking reappoint due to new work obligations. He thanked his fellow members for the opportunity to serve and urged his fellow members to continue the great work that they have been doing. Chair Klein appreciated Member Gower for being both a strong advocate for District 11, as well as brining the citywide view to the table in CAC discussions.



Member Barz said that SFMTA bumped their scheduled October 14 Slow Streets presentation to their Board and noted that this would most likely delay the presentation to the CAC which had been anticipated for the October 26 meeting.

During public comment Roland Lebrun thanked Member Tannen for his service and observed that members of the public do not have term limits.

Consent Agenda

- 3. Approve the Minutes of the September 7, 2022 Meeting - ACTION**
- 4. Adopt the Community Advisory Committee By-Laws – ACTION**
- 5. Community Advisory Committee Vacancies – INFORMATION**
- 6. Adopt a Support Position on Proposition 30, the Clean Cars and Clean Air Act - INFORMATION**

There was no public comment on the Consent Agenda.

Member Sarah Barz moved to approve the Consent Agenda, seconded by Member Kat Seigal.

The Consent Agenda was approved by the following vote:

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

Nays: CAC Member(s) (0)

End of Consent Agenda

- 7. Election of Community Advisory Committee Vice Chair – ACTION**

Chair Klein said with the CAC approving the proposed amendments to the CAC by-laws (Agenda Item 4), the CAC could hold an election to fill the Vice Chair position from now until the CAC held elections for calendar year 2023 at its January meeting.

Chair Klein called for nominations for Vice Chair.

Member Jerry Levine nominated Member Kevin Ortiz who accepted the nomination.

There were no further nominations for Vice Chair.

There was no public comment.

The item was approved by the following vote:

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

Nays: CAC Member(s) (0)

- 8. San Francisco Planning Department Southeast Rail Station Study Final Report– INFORMATION***

AnMarie Rodgers, Director of Citywide Planning for the San Francisco Planning Department, presented the item per the staff memorandum.



There was no public comment.

Chair Klein thanked Ms. Rodgers for her presentation which provided background related to the Bayview Station Preliminary Design and Pre-Environmental Prop K allocation request under the next agenda item.

9. Allocate \$3,701,000, in Prop K Funds with Conditions, and Appropriate \$800,000 for Five Requests – ACTION*

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).

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

Member Peter Tannen asked for clarification on the San Francisco Ferry Terminal Security Improvement as the packet alluded to an increase in security incidents. He wanted to know if the goal of the project was to be prepared for potential problems or whether there were past problems to be addressed.

Wilson Lau, Project Manager at Golden Gate, Bridge, Highway, and Transportation District explained that individuals had climbed over the rail and into the ferry terminals and expressways as well as homeless individuals sleeping on the property.

Member Jerry Levine asked about the decision date for the Bayview Station Preliminary Design and Pre-Environmental project.

Andrew Heidel, Principal Planner, explained that the study would last no more than 12 months and that a recommendation would be brought forward to the CAC and Transportation Authority Board for a preferred location at the conclusion of the study. Mr. Heidel estimated that timeline would be around the end of next year in 2023 in either late summer or early fall.

Member Kat Siegal asked about the timeline of the Application-Based Traffic Calming Program FY20-21 Cycle Construction. Since the traffic calming applications were received back in June 2020, she wanted to know if it was typical for there to be a two-year gap between the applications being considered and the actual construction funding being secured, and asked if there were explanations for the prolonged delay related to the pandemic or other reasons.

Damon Curtis, Project Manager at SFMTA, explained the applications for each of those traffic calming program cycles lasts for a year. The applications for FY20-21 cycle were received between July 2019 through June 2020. He said that the 12-month period was when SFMTA received applications but once applications were received, they proceeded with three different phases: 1) The planning phase begins and that takes a year; 2) next is the design phase which also takes a year; and lastly 3) the construction phase, with the latter being the subject of the item before the CAC. Mr. Curtis explained that they will be coming back to the CAC and the Board later in the year or early next year and to discuss a proposal to revamp the traffic calming program and switch to a more rolling or quarterly evaluation cycle, which would help accelerate the timeline.

Member Sara Barz asked about the school locations and prioritization of the Schools Engineering Program FY22-23.



Mr. Curtis explained that the schools had not been selected yet as walk audits were the first step once funding was received. He said SFMTA would reprioritize their list or ranking, and the five schools would be chosen within the first two or three months of allocation.

During public comment, Roland Lebrun spoke about the Bayview Station Preliminary Design. He wanted to know whether community engagement would include regional transportation advocates. He expressed how the 22nd Street redesign would not be necessary as it was fine in the current state.

Member Jerry Levine moved to approve the item, seconded by Member Kat Seigal.

The item was approved by the following vote:

Ayes: Barz, Daniels, Chen, Gower, Klein, Levine, Rozell, Siegal, and Tannen (10)

Nays: CAC Member(s) (0)

Absent: CAC Member Ortiz (1)

10. Vision Zero Enforcement Update – INFORMATION*

Captain Chris Canning and Commander Peter Walsh of the San Francisco Police Department presented the item per the staff memorandum.

Chair Klein said the profiles of who received citations were missing from the presentation in the Focus on the Five violations count. He said there was construction planned for Market Street which would force motorists into the Tenderloin and compound any issues. He said it was nice to see the Focus on the Five violations count, but there was going to be a speed limit reduction so the CAC was concerned about more people travelling through the Tenderloin, who was being ticketed and how profiling was being handled. He sought clarity on whether lower speed limits would result in more tickets in the Tenderloin.

Captain Chris Canning said the police officers focused on traffic violations and not the demographic of motorists.

Chair Klein asked if it was possible to correlate the Focus on the Five violation counts with the racial demographics of who was ticketed.

Commander Walsh said that data analysis was done by the state, and it did not correspond to a specific violation, but instead showed if the person was cited, arrested, or warned. He said it was done through the Stop Data Collection System (SDCS) which was what the police officers entered data into after a ticket was issued. He said that no law enforcement agency showed violations by demographics and what the state showed was generic.

Chair Klein asked if lower speed limits in the Tenderloin correlated with an increase in violations.

Commander Walsh clarified that the posted speed limit dropped from 25 miles per hour to 20 miles per hour in the Tenderloin, which was also the case in the Mission District and in Ingleside. He noted that if someone were cited with speeding in the Tenderloin it would be from an officer clocking them in their patrol vehicle.

Member Rozell said he had the understanding that many citations were occurring outside of the Tenderloin and asked for a more detailed map.



Captain Canning said the discrepancy may have been caused by SFPD breaking down the data by police district. He said that SFPD was working on opportunities for different reporting abilities, which would show more detail beyond police district boundaries in the future.

Member Rozell asked if there was information on those that were involved in the drug market especially when thinking about the number of hit and run incidents.

Captain Canning said no but if there was evidence of a crime while giving a ticket, it would be noted but it would be an assumption with no factual evidence linking the two together. He said it was clear that there were challenges in the neighborhood that led to a significant focus by the police department and there were peripheral crimes but no clear evidence linking the two together.

After Commander Walsh's presentation, Chair Klein said it was hard to imagine that there were so few police officers that were doing so much work.

Member Rozell observed that slides 5 and 6 showed the lack of enforcement in the Tenderloin compared to other locations in the city. He said that it was a concern because every street in the Tenderloin was on the High Injury Network yet there was a lack of enforcement compared to other neighborhoods. He said that he led the Safe Passage program in the area four hours a day and that anecdotally, there were a lot of motorists speeding, running red lights, making illegal turns, and not yielding. He said an increased police presence would be appreciated.

Member Siegal asked why the Focus on the Five citations were low during the first half of 2022.

Commander Walsh explained that the citywide numbers were not just from the traffic officers. He said previously, a lot of traffic enforcement would take place during down times when there more police officers. He mentioned that the Richmond District had a low call for service of high priorities and that their traffic statistics were higher than in the Tenderloin, where police officers were responding to higher priority calls and more serious crimes on short staffing. He said enforcement was still happening based on availability of police officer staffing.

Member Siegal asked about the dramatic decline in Focus on the Five violations over the years.

Commander Walsh said there was a confluence of reasons including a decline in proactive policing, because of accusations of profiling, and short staffing. He said they were down about 560 sworn police officers this year which increased from 300-400 sworn police officers last year. He said that in 2019, the Traffic Company had 45 officers with five squads of officers and two additional squads focused only on Vision Zero. He noted that the Vision Zero squads did not handle collisions and rarely conducted escorts. In comparison, in 2020, the staffing dropped to five sergeants and 35 officers and in 2021 they had three squads with no officers dedicated to Vision Zero because of the loss in staffing. He said that in 2022 there were four sergeants and 23 police officers and said that the Muni Task Force and Muni specific investigative unit were disbanded due to staffing. Lastly, he noted that there were less vehicles to cite as fewer people were travelling into the city.

Member Siegal appreciated the feedback and requested a follow-up presentation on



why there was such a large decline before 2019 when there were dedicated Vision Zero squads.

During public comment, Edward Mason asked if data on vehicle make, model, and year were collected and analyzed as newer pickup trucks were mounted higher than older models which could obstruct the view of pedestrians.

11. San Francisco Transportation Plan Update – INFORMATION*

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Klein asked how the funding gaps and unmet needs shown in the presentation would be filled, inquiring if sources like state and federal grants and bonds could fill the gaps.

Maria Lombardo responded that the Vision Plan included potential new revenue sources that could come from the federal, state, regional or local level; however, she said that the transportation need was very large and could not be fully met, even with these new sources. She continued to explain that one of the purposes of the San Francisco Transportation Plan was as an advocacy tool for new revenue sources, since it demonstrated the need and described a vision for what could be done with additional revenues. She concluded with an example of a new regional transportation measure that had been discussed a few years ago, but did not advance at the time, and was now being discussed again as an option.

There was no public comment.

12. San Francisco's One Bay Area Grant Cycle 3 Project Nominations Update – INFORMATION*

Chair Klein remarked that CAC members raised concerns at the September 7 CAC meeting about the lack of funds for the BART Elevator Modernization Design Project at 16th St Mission, 24th St Mission, and Balboa Park. He noted that Member Kevin Ortiz raised those concerns to the Transportation Authority Board in the CAC Report at the September 13 Transportation Authority Board meeting.

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

Member Ortiz thanked the Transportation Authority staff for their thoughtful and diligent approach to revise the recommendations and for their cognizance of the Mission community and communities in the southeastern part of San Francisco. He stated that this was a great win for the community to ensure access for people with disabilities. He asked about the name of the fund source that is under consideration for funding the remaining three BART stations needing faregates.

Ms. Laforte replied that the fund source was the Senate Bill 1 Local Partnership Competitive Program and that it was a statewide program that would fund construction only and required a 1:1 funding match. She noted that applications would be due at the end of November and that the fare gate project appeared to be eligible and competitive. She stated that the Transportation Authority would submit the application on behalf of BART, noting that this fund program was only open to taxing authorities or toll collecting entities that have voter approved measures that



fund exclusively transportation.

Chair Klein thanked the Transportation Authority staff for hearing the CAC and he thanked the CAC members for advocating for their communities.

There was no public comment.

13. Introduction of New Business - INFORMATION

Vice Chair Ortiz acknowledged that he received information from BART through Transportation Authority staff indicating that BART cannot run all night service because they would be unable to perform the necessary maintenance to keep the system running reliably and safely. He requested a follow on presentation from BART staff on their maintenance operations to get a better idea of the entire scope. He also requested as part of the presentation, information on late night bus services, with an emphasis on lines that had not been restored since the beginning of the Pandemic.

Member Kat Siegal asked whether the SFMTA or Transportation Authority planned to give the CAC more of an engineering focused update on Vision Zero and if not, she would like to request such a presentation. Deputy Director for Policy and Programming, Anna Laforce, responded that the 2021 Safe Street Report is anticipated to go to the October 25th Board meeting but that it could be presented to the CAC as well.

Member Ortiz asked for an update on the status of items that are in the 'new business' queue.

14. Public Comment

Roland Lebrun stated that there have been too many delays on BART service across the bay and therefore a 2nd tunnel across the bay was needed. He also advised the Transportation Authority to really consider what they were doing in regards to financing the Guadalupe Bridge crossing.

Edward Mason informed the CAC that a commuter bus 442 would be starting its 2nd year of operating without a permit and lamented that this reflected a trend of increasing numbers of buses operating either without or with mismatching permits.

15. Adjournment

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

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RESOLUTION APPOINTING ONE MEMBER TO THE COMMUNITY ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There is one open seat on the CAC resulting from a member's resignation; and

WHEREAS, At its September 18, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing one member to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints one member to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

AGENDA ITEM 5

DATE: October 12, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 10/18/2022 Board Meeting: Appoint One Member to the Community Advisory Committee

RECOMMENDATION ☐ Information ☒ Action

Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.

SUMMARY

There are three open seats on the 11-member CAC, one of which requires Board action at this time. Commissioner Mandelman's office is ready to nominate a candidate (Rachel Ortega) to fill the vacancy resulting from the resignation of Peter Tannen, prior District 8 representative effective September 29. The District 4 and 11 offices are currently evaluating potential candidates since the prior representatives for those districts did not seek reappointment when their terms expired this fall. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac. The current roster of CAC members is included in Attachment 1. The application for the District 8 candidate is included in Attachment 2.

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

DISCUSSION

The selection of each member is approved at-large by the Board; however the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and



the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority’s website, Commissioners’ offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2022/23 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 –CAC Roster
- Attachment 2 – CAC Application (Ms. Rachel Ortega)

Attachment 1

Updated 10.11.22

Community Advisory Committee Members

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			4				
VACANT			11				
David Klein, Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Seniors	Sept 2018	Oct 2022
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2022
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz, Vice Chair	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Dec 2023
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 2008	Feb 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024
Najuawanda Daniels	F	AA	10	Hunter Point	Social and racial justice; Labor; Neighborhood; Public Policy	Sept 2022	Sept 2024

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103

415-522-4800

info@sfcta.org

www.sfcta.org

San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Rachael	Ortega	Female	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
Caucasian, European, or White		Yes	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 8		[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP
[redacted]	[redacted]	[redacted]	[redacted]
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

Statement of qualifications:

I have been a San Francisco resident for four-and-a-half years. During this time, I have used every public transportation method (including over one year of commute by Caltrain). I also bike to work and own a car that is street parked. My background is in operations and facility planning. I often manage budgets, review best use cases, and look at monetary investments for a variety of business projects. I am an avid reader, willing to deep dive into subjects.

Statement of objectives:

San Francisco is a wonderful city that must continue to take a critical look at how its public transit infrastructure can be improved. My goals in joining the committee are to advocate the following: equitable transportation options that reflect the changing landscape of the city from 50 years ago; understanding the current infrastructure projects to help ensure all factors of transportation are considered; put further safety measures in place for bicyclists and pedestrians; encourage the use of public transportation for all city residents.

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

Business;Environment;Social and racial justice;Neighborhood;Public Policy

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

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

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Rachael Ortega	9/4/2022
NAME OF APPLICANT	DATE

San Francisco County Transportation Authority
Agenda Item 6

State Legislation – October 2022

(Updated October 3, 2022)

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

September 30, 2022 was the final deadline for the Governor to sign or veto bills, or they otherwise they became law.

Table 1 shows the final status of bills on which the Board had taken a position in the second half of the legislative session, or that staff was monitoring on the watch list.

Table 1. Bill Status for Positions Taken in the 2021-22 Session

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Bills that were chaptered, vetoed, or otherwise died during the first year of the 2021-22 session have been removed from the table.

Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 08/30/2022)
Support	AB 117 Boerner Horvath D	Air Quality Improvement Program: electric bicycles. Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.	<i>Vetoed</i>
	AB 455 Wicks D Coauthor: Wiener D	Bay Bridge Fast Forward Program. Authorizes Caltrans to set performance standards for public transit on the San Francisco-Oakland Bay Bridge and requires them to develop a strategy to meet them.	Dead
	AB 1938 Friedman D	Traffic safety: speed limits. Clarifies intent of AB 43 (Friedman) to authorize local jurisdictions to implement speed limit reduction strategies.	<i>Chaptered</i>
	AB 2147 Ting D	Pedestrians. Generally prohibits the enforcement of jaywalking laws.	<i>Chaptered</i>
	AB 2197 Mullin	Caltrain electrification project: funding. Appropriates \$260 million from the General Fund to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	Dead
	AB 2336 Ting D Friedman D	Vehicles: Speed Safety System Pilot Program. Authorizes, until January 1, 2028, San Francisco, and four other jurisdictions to establish a Speed Safety System Pilot Program.	Dead

San Francisco County Transportation Authority
Agenda Item 6

	SB 942 Newman D	Low Carbon Transit Operations Program (LCTOP) free or reduced fare transit program. Permits transit agencies to use LCTOP formula funds for free or reduced transit ridership programs on an ongoing basis.	<i>Chaptered</i>
Watch	AB 2237 Friedman D	Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals. Imposes new requirements on local, regional, and state agencies that aim to better align transportation planning and investment with state climate goals.	Dead
	AB 2594 Ting D	Vehicle registration and toll charges. Implements a package of new provisions to reform roadway and bridge tolling in California to increase access to toll tags and make the practice more equitable.	<i>Chaptered</i>
	ACA 1 Aguiar-Curry D Lorena Gonzalez D	Local government financing: affordable housing and public infrastructure: voter approval. Amends the California Constitution to authorize local ad valorem property taxes to be approved by 55% of the voters if used for transit, streets and roads, and sea level rise protections.	Dead
	SB 66 Allen D	California Council on the Future of Transportation: advisory committee: autonomous vehicle technology. Establishes an advisory committee to make recommendations regarding the deployment of autonomous vehicles.	Chaptered
	SB 917 Becker D	Seamless Transit Transformation Act. Advances recommendations from the Metropolitan Transportation Commission's Transit Transformative Action Plan, including the development of a Connected Network Plan and the implementation of an integrated transit fare structure.	Dead
	SB 922 Wiener D	California Environmental Quality Act: exemptions: transportation-related projects. Extends until January 1, 2030 the California Environmental Quality Act (CEQA) statutory exemptions for specified sustainable transportation projects that were authorized in SB 288 (Wiener, 2020), and expands upon them.	<i>Chaptered</i>

San Francisco County Transportation Authority
Agenda Item 6

	SB 1049 Dodd D	Transportation Resilience Program. Establishes a new competitive grant program for transportation resilience projects, administered by the California Transportation Commission, utilizing new formula funds the state will receive from the federal Infrastructure Investment and Jobs Act.	Dead
	SB 1050 Dodd D	State Route (SR) 37 Toll Bridge Act. Establishes a new SR-37 Toll Authority to operate and maintain a tolling program on SR-37 that funds projects to help make the facility more resilient to sea level rise.	Dead

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

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San Francisco
County Transportation
Authority



RESOLUTION ALLOCATING \$3,701,000 IN PROP K SALES TAX FUNDS AND
APPROPRIATING \$800,00 FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of \$14,947,382 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Ferry, Traffic Calming, and Other Transit Enhancements; and

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

WHEREAS, Three of the five requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Application-Based Traffic Calming Program FY20-21 Cycle Construction and Application-Based Traffic Calming Program FY21-22 Cycle Design projects require amendments to the Traffic Calming 5YPP as summarized in Attachment 2 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating and appropriating a total of \$4,501,000 in Prop K funds, with conditions, for five projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed actions; and



WHEREAS, At its September 27, 2022 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming 5YPP, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$4,501,000 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plans, the Prop K Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other



information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

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

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 Transportation 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.

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.

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>

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

¹ See Attachment 1 for footnotes.

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 environmental 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: Staff 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.

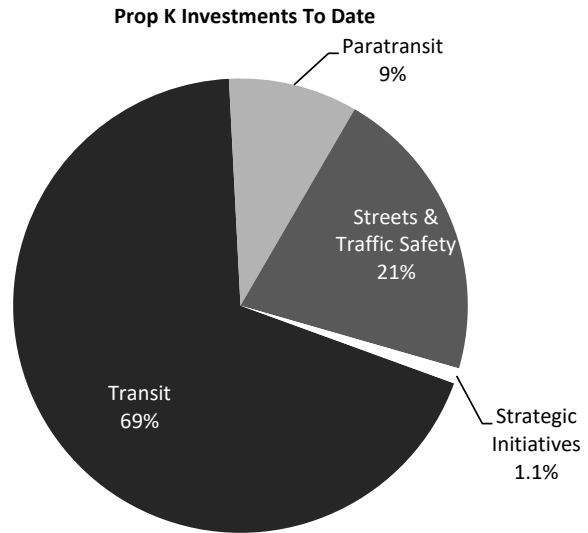
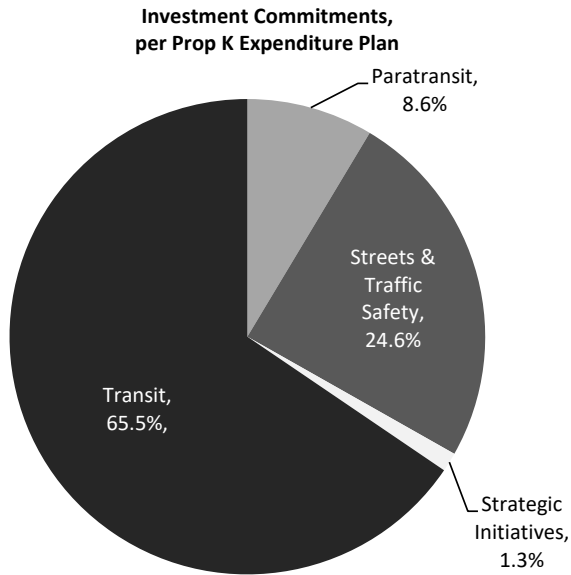
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFMTA	Application-Based Traffic Calming Program FY21-22 Cycle Design	\$ 312,000	5YPP Amendment: This request requires a concurrent amendment to the Traffic Calming 5YPP to reprogram \$312,000 from Speed Radar 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 Transportation 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 Transportation District

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	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 Transportation 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	\$153,000	\$0	\$153,000
Port Security Grant Program	\$0	\$1,000,000	\$0	\$1,000,000
Funding Plan for Entire Project Total:	\$347,000	\$1,153,000	\$0	\$1,500,000

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	Engineers' estimate
Construction	\$1,153,000		Engineers' estimate
Operations	\$0		
Total:	\$1,500,000	\$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 Transportation 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 Transportation 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

- 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.
- With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
- 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).
- 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

- 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.
- 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 Transportation 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.

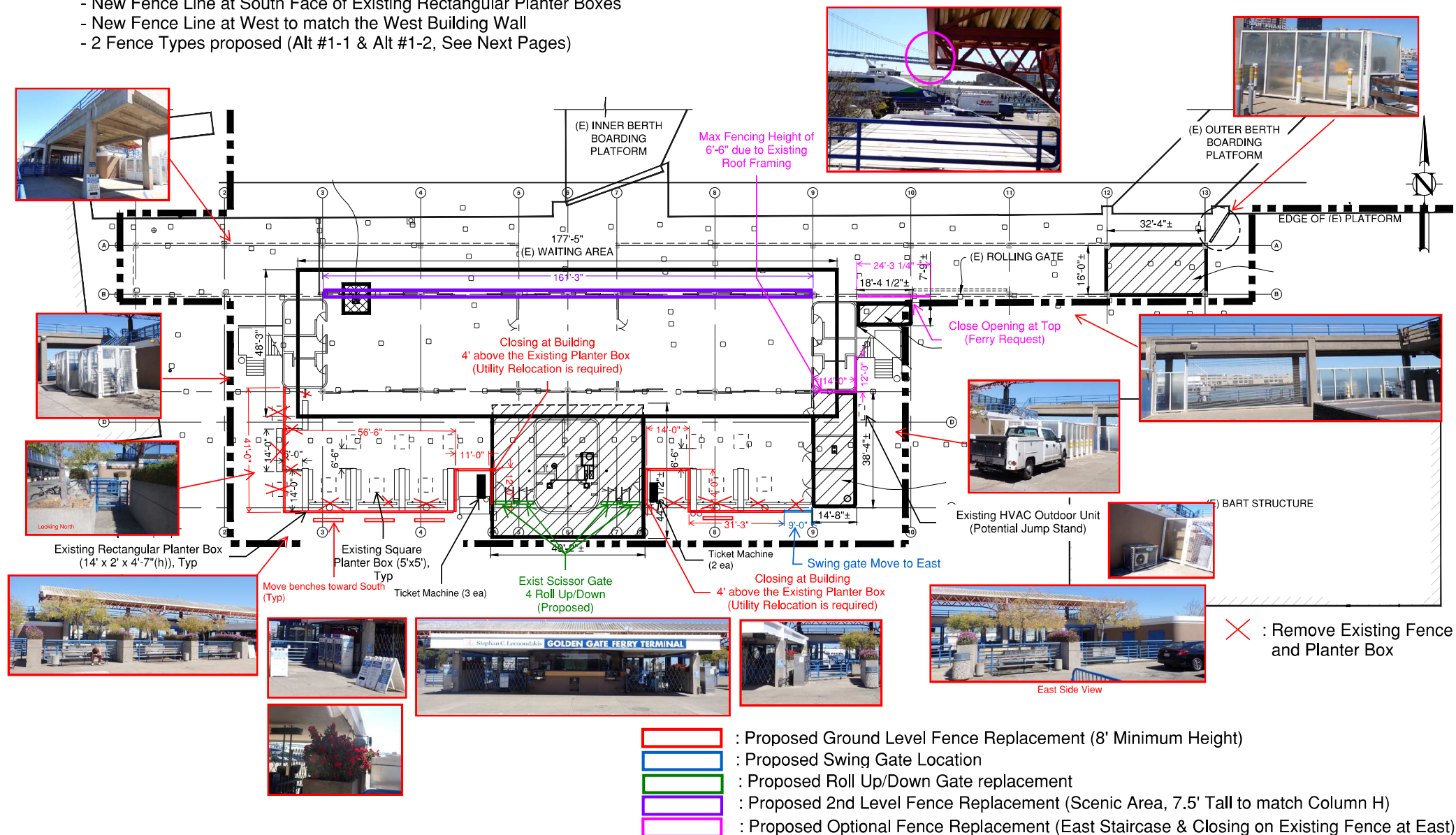
³ 5YPP amendment to reprogram \$65,000 to Gangway and Piers Project - Reconstruction PS&E from Gangway and Piers Project - Reconstruction PA&ED. (Resolution 2023-xx, 10/25/2022)

Project Scope

1. Replace Security Fencing Height to achieve Minimum 8' at Terminal Perimeter
2. Install Roll Up & Down Gate at Main Entrance and Egress Location
3. Replace Existing Padlock to Modern Lock System
4. Replace Existing Swing Gate at Terminal South (Move to SE corner)
5. Close West Top Opening adjacent to Roll Up Gate at East (Optional)
6. Install East and South Fencing at East Staircase (Optional)

Proposed Project Layout (Alt #1)

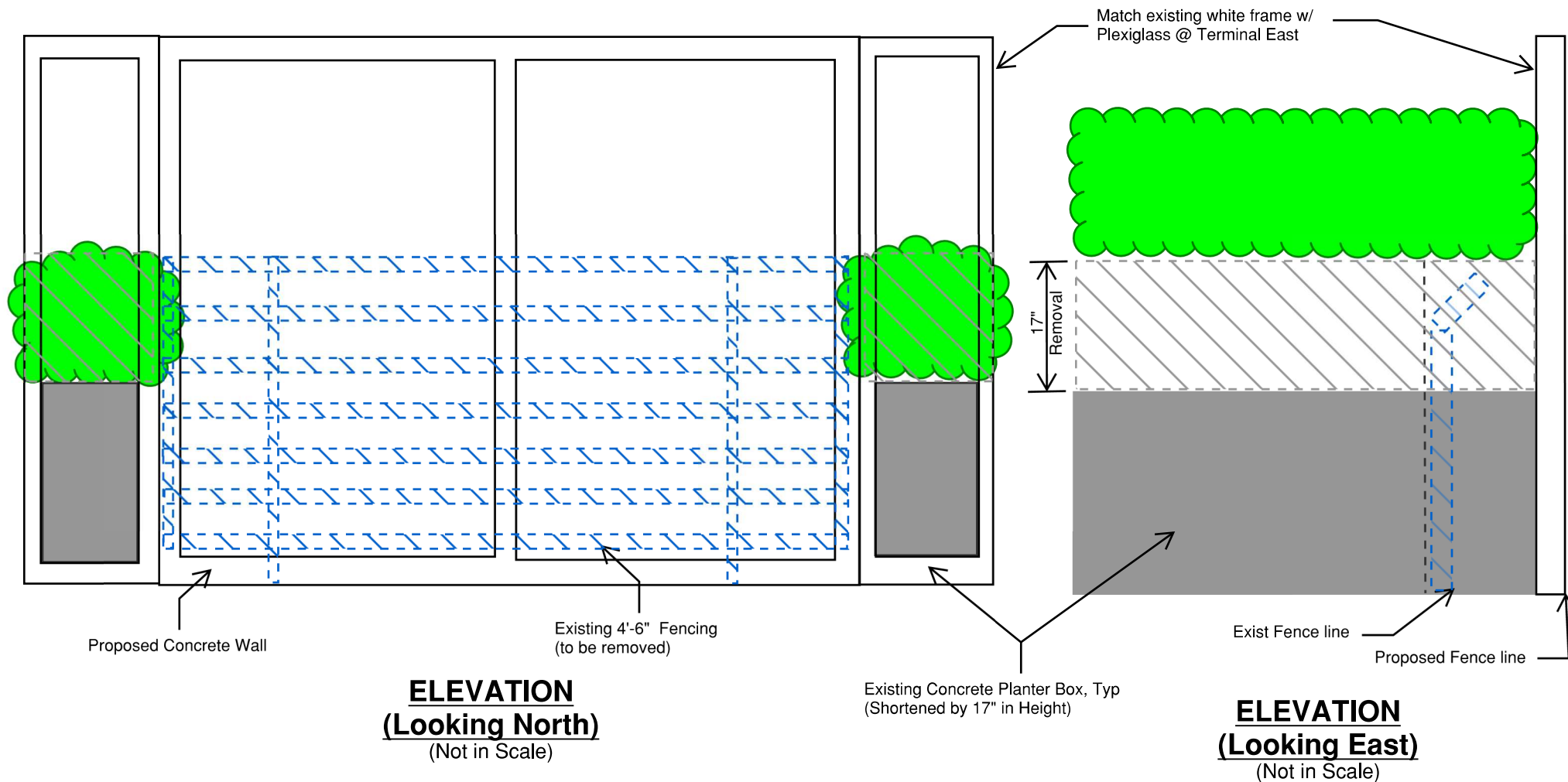
- New Fence Line at South Face of Existing Rectangular Planter Boxes
- New Fence Line at West to match the West Building Wall
- 2 Fence Types proposed (Alt #1-1 & Alt #1-2, See Next Pages)



✗ : Remove Existing Fence and Planter Box

Ground Level Security Fencing (Alt #1-1)

51



Note :

Push South fence line toward @ South by 2'-6".

Move existing benches toward South, in front of new fence, within GGB's ROW.

New West fence line shall match the building west wall.

Remove one rectangular and 2 square planter boxes at West.

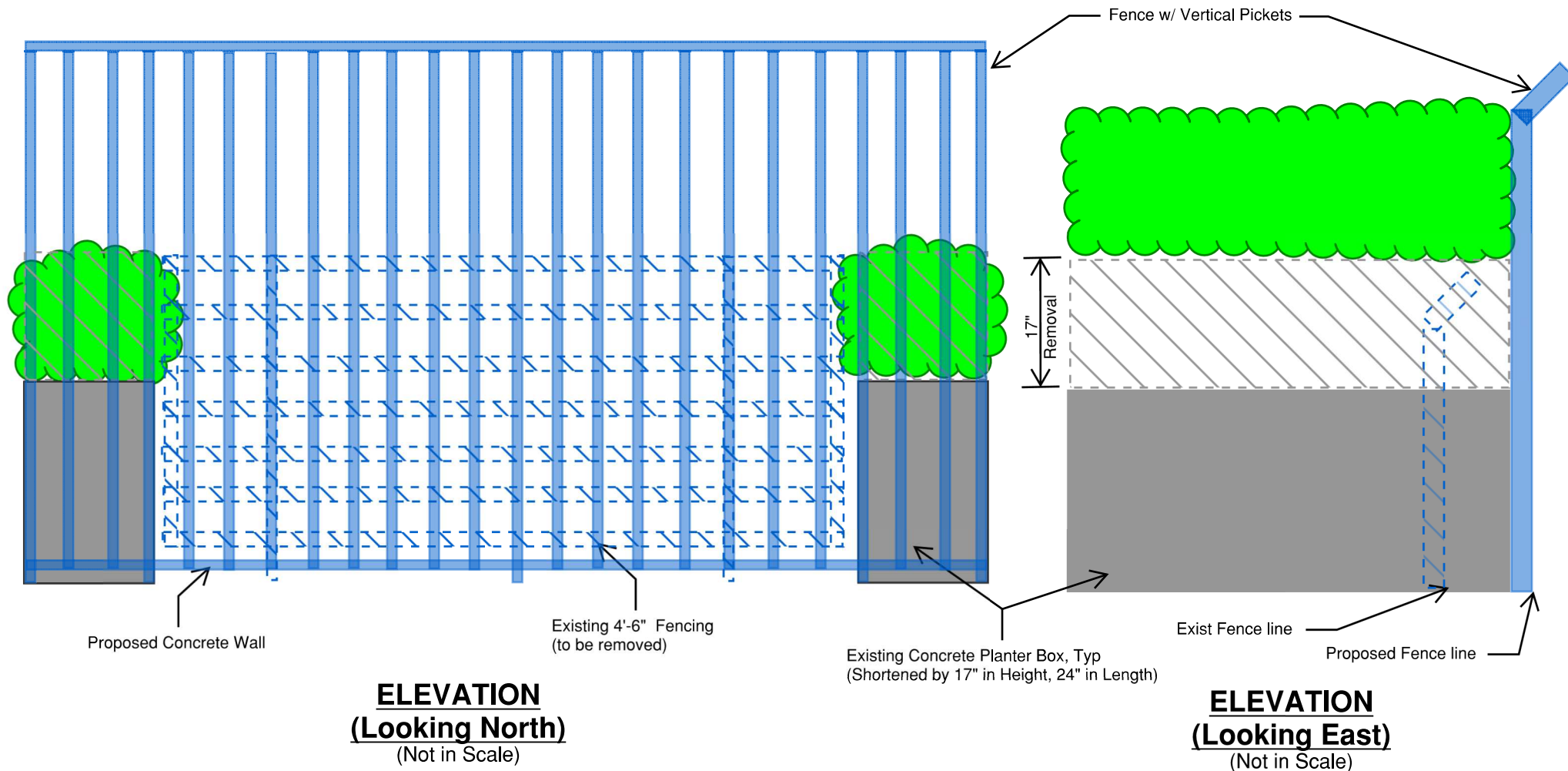
Match similar type to the fences at east (Transparent Plexiglass)

Proposed fencing height shall be Minimum 8'-0".

⋈⋈⋈⋈ : Partial or Whole Removal

Ground Level Security Fencing (Alt #1-2)

52



Note :

Push South fence line toward @ South by 2'-6".


Move existing benches toward South, in front of new fence, within GGB's ROW.

New West fence line shall match the west building west wall.

Remove one rectangular and 2 square planter boxes at West.

Use blue vertical picket style to provide similar look of existing horizontal picket type.

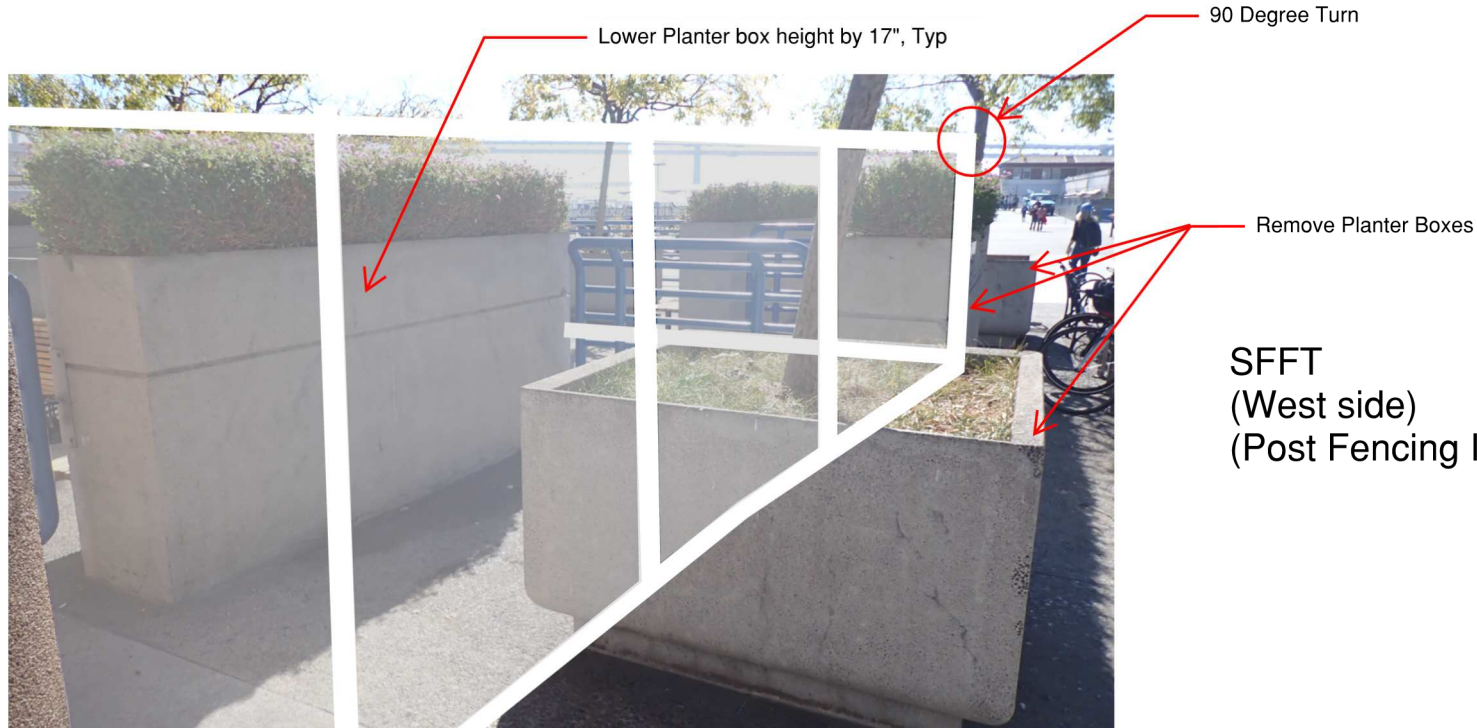
Proposed fencing height shall be Minimum 8'-0".

 : Partial or Whole Removal

Ground Level Security Fencing (Rendering) - West, Alt # 1-1



SFFT
(West side)
(Current)



SFFT
(West side)
(Post Fencing Improvement)

Ground Level Security Fencing (Rendering) - West, Alt # 1-2



SFFT
(West side)
(Current)



SFFT
(West side)
(Post Fencing Improvement)

Ground Level Security Fencing (Rendering) - SW, Alt #1-1

55



SFFT
(Southwest side)
(Current)



Lower Planter box
Height by 17", Typ

90 Degree Turn,
See Next Page
for Details

SFFT
(Southwest side)
(Post Fencing
Improvement)

Benches will be moved toward South

Ground Level Security Fencing (Rendering) - SW, Alt #1-2

56



SFFT
(Southwest side)
(Current)



Lower Planter box
Height by 17", Typ

90 Degree Turn,
See Next Page
for Details

SFFT
(Southwest side)
(Post Fencing
Improvement)

Move benches toward South

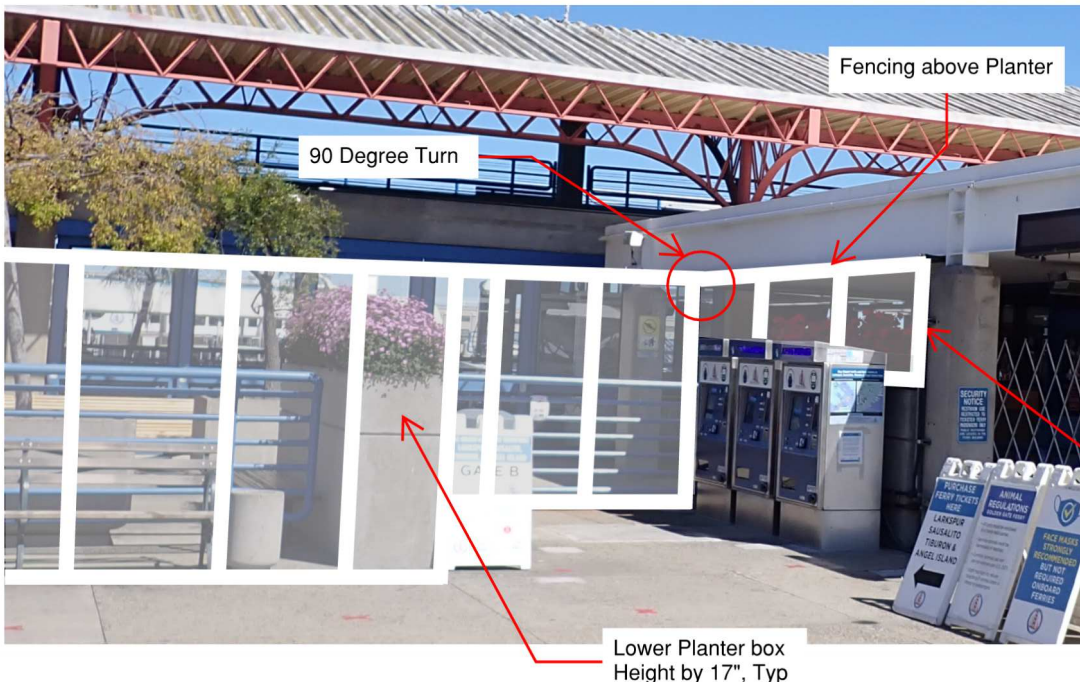
Ground Level Security Fencing (Rendering) - Transition at Building⁵⁷

(For Alt #1-1)



SFFT

(Building West side, East side similar)
(Current)



SFFT

(Building West side, East side similar)
(Post Fencing Improvement)

Cover both West and East side of
Building between Columns,
Utility Adjustment Required

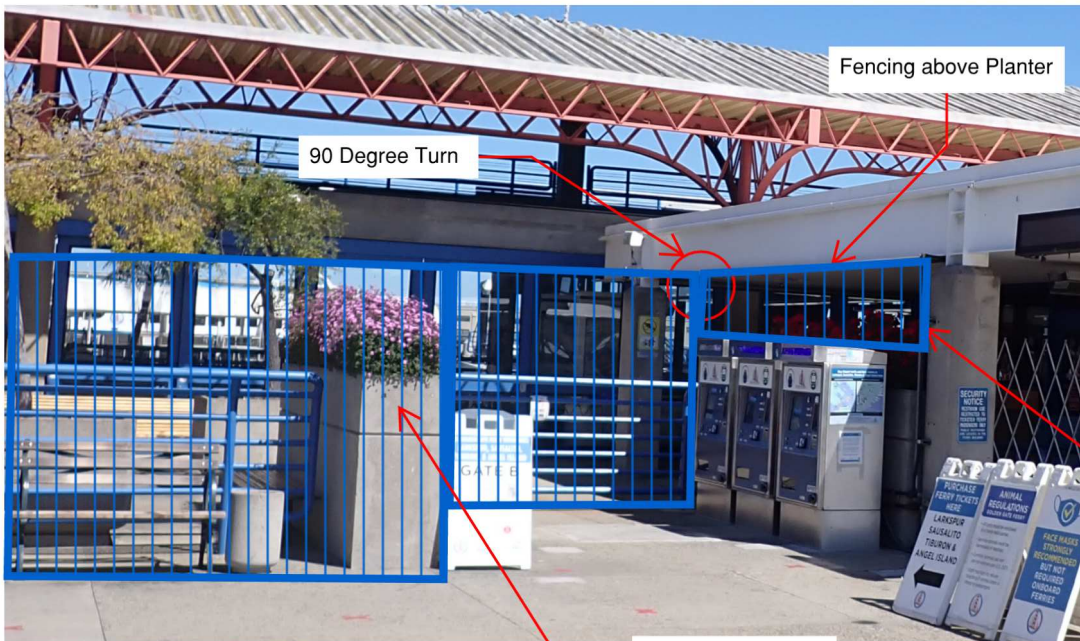
Ground Level Security Fencing (Rendering) - Transition at Building⁵⁸

(For Alt #1-2)



SFFT

(Building West side, East side similar)
(Current)



SFFT

(Building West side, East side similar)
(Post Fencing Improvement)

Cover both West and East side of
Building between Columns,
Utility Adjustment Required

Lower Planter box
Height by 17", Typ

Ground Level Security Fencing (Rendering) - SE, Alt #1-1

59



SFFT
(Southeast side)
(Current)



SFFT
(Southeast side)
(Post Fencing
Improvement and
Swing Gate
Relocation)

Ground Level Security Fencing (Rendering) - SE, Alt #1-2

60



SFFT
(Southeast side)
(Current)

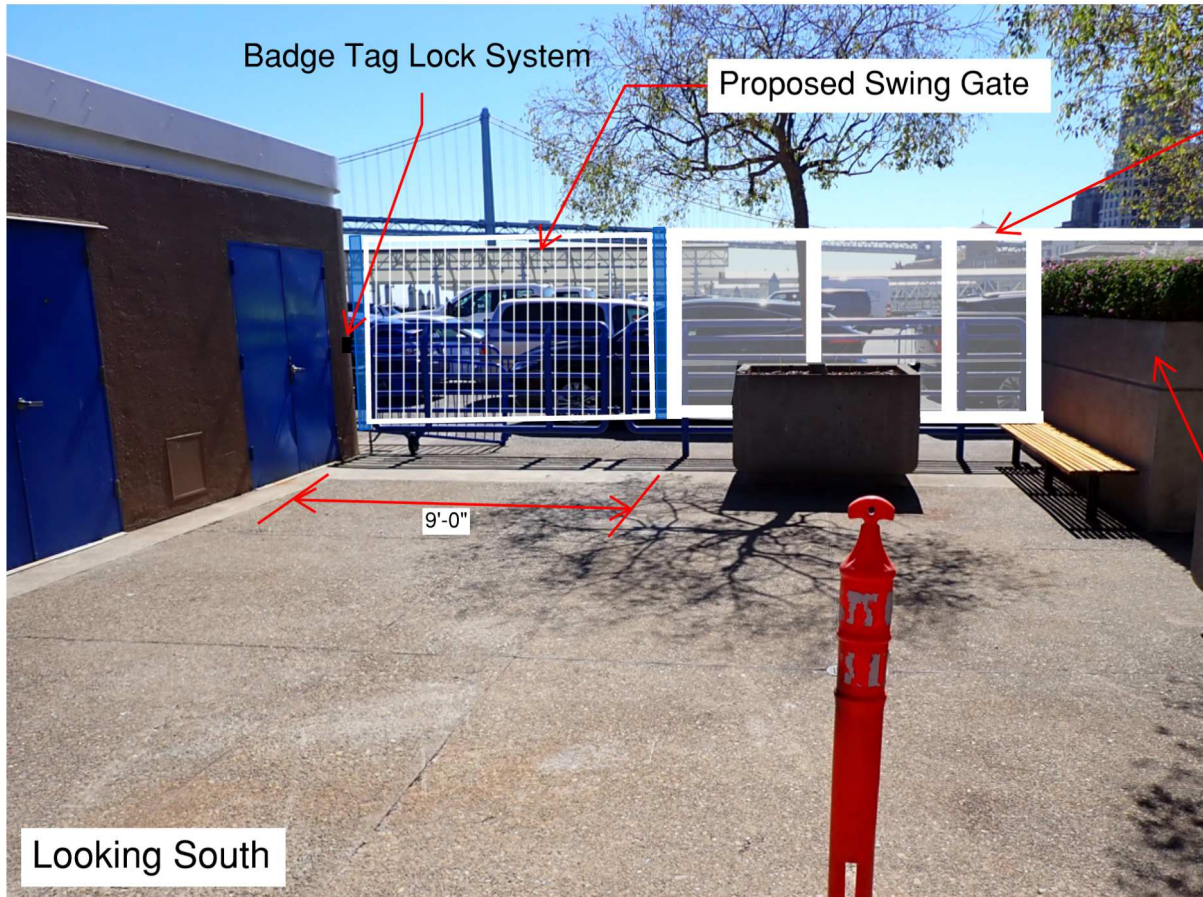


SFFT
(Southeast side)
(Post Fencing
Improvement and
Swing Gate
Relocation)

Swing Gate Relocation - Move to SE Corner, Alt #1-1

61

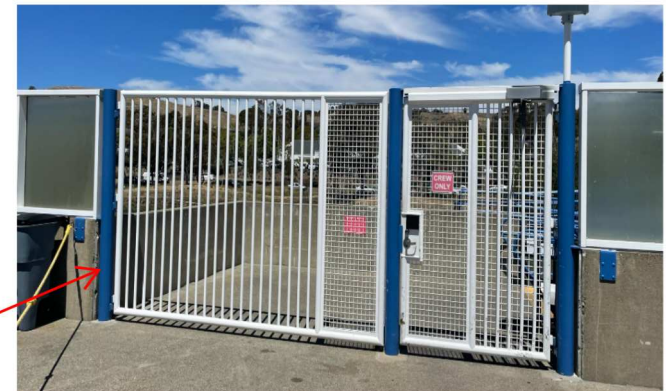
Relocate Swing Gate at east of terminal office building to southeast corner and match proposed security fencing height w/ vertical picket (Similar to Larkspur Ferry Terminal)



Proposed Fencing

Lower Planter box
Height by 17", Typ

Swing Gate at Larkspur Ferry Terminal

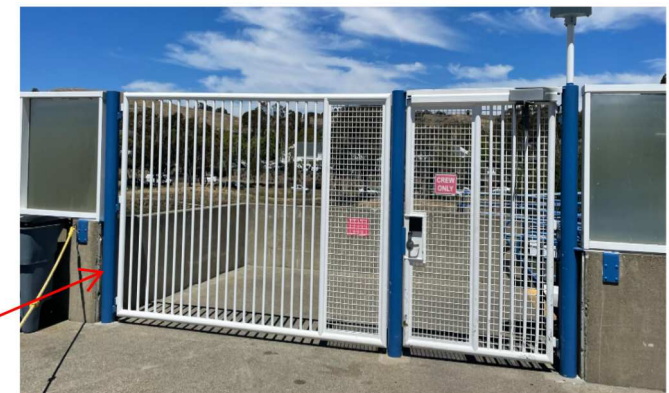


Swing Gate Relocation - Move to SE Corner, Alt #1-2

Relocate Swing Gate at east of terminal office building to southeast corner and match proposed security fencing height w/ vertical picket (Similar to Larkspur Ferry Terminal)



Swing Gate at Larkspur Ferry Terminal



Roll Up & Down Gate at South (Building)

63

Install 2 Roll Up & Down Gates (Total 4) at each side, similar color code to Larkspur FT



Roll Up & Down Gate at
Larkspur FT



Ground Level Security Fencing (Optional) (Rendering) - East

64



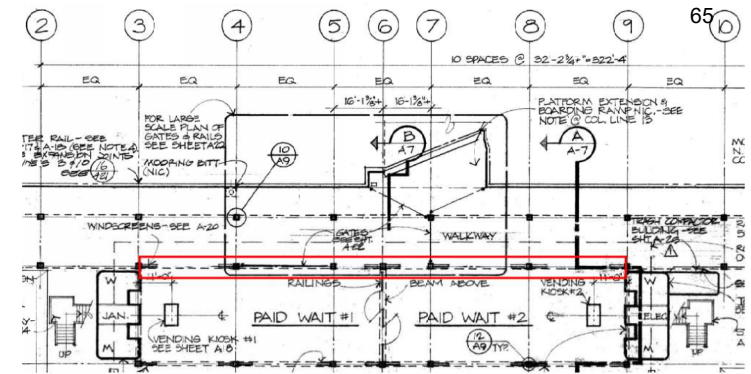
SFFT
(Fencing near East Berth)
(Per Ferry Request)



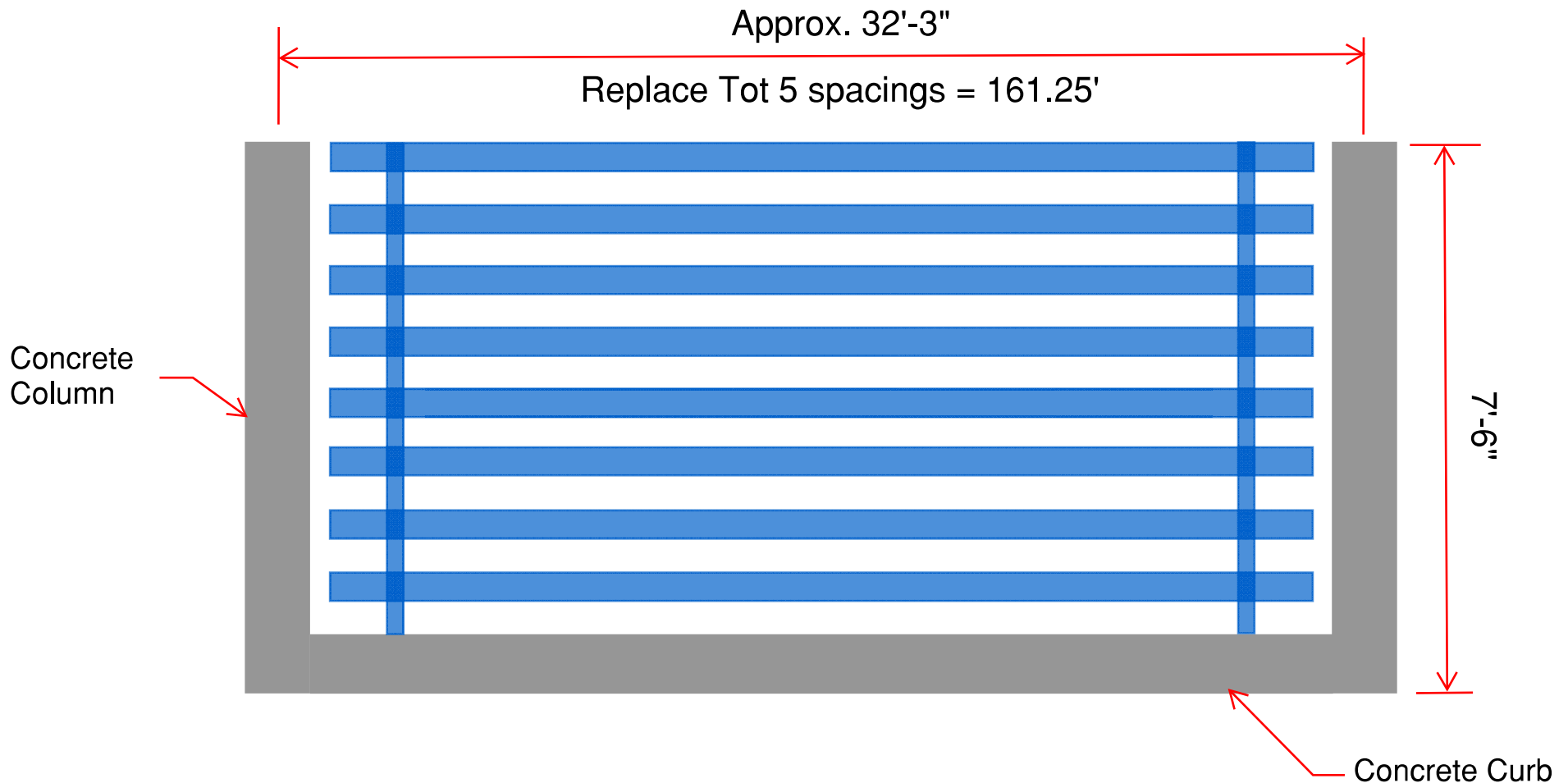
SFFT
(Fencing at East Staircase)
(Per Ferry Request)

2nd Level Security Fencing

- Keep Existing Fencing Style
- Match Height to Existing Column (7.5')



Location Map
(2nd Level South Fencing)



Note : Truss Roofing at top of columns not shown for clarity

Padlock Upgrade (@ Existing Terminal Gate Locks)

- Upgrade Existing Padlocks to Modern Lock System
- Currently under door operation evaluation for # of locks determination & door function modification.

- Existing Door Type

- 6 Doors - 8 ea (both North and South) : Each has 3 locks (both ends & center)

- 3 Doors - 4 ea (both North and South) : Each has 2 locks (both ends)

- 2 Doors - 2 ea (Waiting Area)

- Door Operation Evaluation

- Operating Doors (New Lock)

- 6 Doors - 4 ea (Pending, TBD)

- 3 Doors - 4 ea (Pending, TBD)

- 2 Doors - 2 ea (Pending, TBD)

- Permanent Lock Doors

- 6 Doors - 4 ea (Pending, TBD)

- 3 Doors - 0 ea (Pending, TBD)

**Proposed Type : Badge Tag only, or Badge Tag+ Physical Lock
(Similar to Larkspur Lock System)**



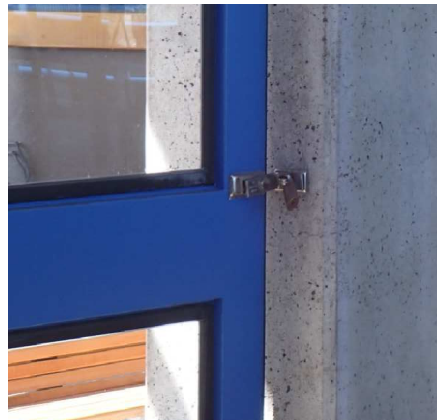
6 Doors



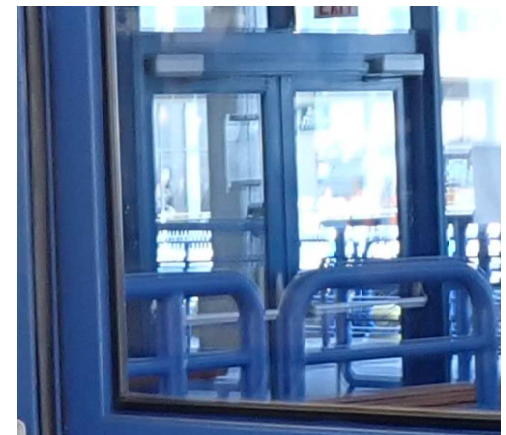
3 Doors



Center Lock



End Lock



2 Doors

Minimum Security Fencing Height

Per Recommended Security Guidelines, published by US Coast guard,

2.3.8. Fencing should be adequate to prevent unauthorized access to a *facility*. For example, this may be achieved by meeting recognized industry standards, such as fencing standards recommended by the American Society for Industrial Security (ASIS), Chain Link Fence Manufacturers Institute (CLFMI), American Society of Testing Materials (ASTM), or other recognized industry standards. In general, these standards recommend that a fence be a minimum of 7 feet high with an additional 1 foot top guard for a total minimum height of 8 feet.

Preliminary Cost Estimate by Engineers

Preliminary Contract Cost

Total Contract Cost = **\$955,240**

Preliminary Engineering Design Cost

Total Engineering Design Cost = **\$347,000**

Note : Cost estimate above is not final, and subject to change during PS&E phase.

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
Supervisory 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**

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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 Improvements28	PLAN/CER	Programmed			\$30,000			\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming15	PS&E	Programmed	\$0					\$0
SFMTA	Sloat Skyline Intersection Improvements28	PA&ED	Programmed			\$379,000			\$379,000
Local/Neighborhood Program									
Any Eligible	NTIP Placeholder6, 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 Funds8	CON	Allocated		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation3	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning4	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program23	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)
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	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**

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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 Sunnydale Ave	400	10	Accepted
130	Shafter Ave, Ingalls St to Jennings St	1300	10	Accepted
131	Sunnydale 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 Improvements28	PLAN/CER	Programmed			\$30,000			\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming15	PS&E	Programmed	\$0					\$0
SFMTA	Sloat Skyline Intersection Improvements28	PA&ED	Programmed			\$379,000			\$379,000
Local/Neighborhood Program									
Any Eligible	NTIP Placeholder6, 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 Funds8	CON	Allocated		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation3	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning4	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program23	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)
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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:	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**

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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
			\$48,019	\$0
1.1	Project Administration	\$48,019	\$48,019	\$0

2	Outreach & Engagement		546	464
		\$205,113	\$96,213	\$108,900
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		984	558
		\$339,924	\$219,124	\$120,800
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		356	96
		\$108,683	\$85,083	\$23,600
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



**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 7

DATE: October 11, 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 Transportation District (GGBHTD) for:</p> <p>1. San Francisco Ferry Terminal Security Improvement</p> <p>Allocate \$3,354,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <p>2. Application-Based Traffic Calming Program FY20-21 Cycle Construction (\$2,762,000)</p> <p>3. Application-Based Traffic Calming Program FY21-22 Cycle Design (\$312,000)</p> <p>4. Schools Engineering Program FY22-23 (\$280,000)</p> <p>Appropriate \$800,000 in Prop K funds for:</p> <p>5. Bayview Station Preliminary Design and Pre-Environmental</p> <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>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input 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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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 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 CAC considered this item at its September 28, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

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)

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San Francisco
County Transportation
Authority



RESOLUTION APPROVING THE TRANSPORTATION AUTHORITY'S PROJECT PRIORITIES
FOR THE SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM COMPETITIVE GRANT
PROGRAM

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1; and

WHEREAS, Among other things, Senate Bill 1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On August 18, 2022, the CTC adopted LPP program guidelines that allocate 40% or \$72 million annually through a Competitive Program to local and regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or that have imposed fees; and

WHEREAS, On August 18, 2022, the CTC released the LPP call for projects for the Competitive Program, covering Fiscal Years (FYs) 2023/24 through 2024/25, with applications due on November 29, 2022 and \$144 million available statewide; and

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is an eligible applicant as it administers the Proposition K half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated solely to transportation; and

WHEREAS, LPP Competitive Program funds are available for construction only and require a dollar-for-dollar match; and

WHEREAS, The CTC will give higher priority to projects that are more cost-effective, can commence construction earlier, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals as identified in the region's Regional Transportation Plan; and



WHEREAS, The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC; and

WHEREAS, The Transportation Authority received requests to support the nomination of two projects from the San Francisco Bay Area Rapid Transit Authority (BART) and San Francisco Public Works (SFPW) as detailed in Attachments 1 and 2; and

WHEREAS, Transportation Authority staff, working in coordination with staff from the Mayor's Office, considered the LPP Competitive Program guidelines, and assessed each project's potential to be competitive in this funding cycle; and

WHEREAS, Transportation Authority staff recommend submitting project applications to the CTC for the LPP Competitive Program in the following priority order: (1) BART's Next Generation Fare Gates Project and (2) SFPW's Transbay Howard Streetscape Project; and

RESOLVED, That the Transportation Authority hereby approves the agency's project priorities for the LPP Competitive Program as shown in Attachment 1; and

RESOLVED, That as a condition of submitting project applications for the approved project priorities to the LPP Competitive Program, the Executive Director shall impose such terms and conditions as are necessary for BART and SFPW, the implementing agencies, to comply with LPP guidelines including, but not limited to timely use of funds and reporting requirements; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute agreements designating BART and SFPW as the implementing agencies for the recommended projects.

Attachments:

1. Project Nominations for LPP Competitive Program
2. Project Information Forms

Attachment 1
San Francisco County Transportation Authority
SB 1 - Local Partnership Program (LPP) Cycle 4 Competitive Program Project Priorities

PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM						
Priority	Implementing Agency¹	Project Description	District(s)	Fiscal Year of Request	LPP Request	Total Project Cost
1	BART	Next Generation Fare Gates - Requested funds would be used for procurement and installation of new state-of-the art swing-style faregates to replace the 86 existing faregates at three San Francisco BART stations: Embarcadero, Montgomery Street, and Glen Park. The existing faregates have reached the end of their 20-year useful life and require ongoing maintenance to remain reliable and operational. Work is part of a larger project that includes installation of new fare gates at all other San Francisco stations. The new fare gates feature modular components, which can be swapped out when needing repair, reducing downtime and improving maintainability to ensure passenger throughput and enhance BART's station accessibility. Construction is expected to start in summer 2023 and be completed by summer 2026.	3, 6, 11	2023/24	\$5,412,587	\$10,825,175
2	SFPW	Transbay Howard Streetscape Improvements [Embarcadero to 4th] - Requested funds would be used for the construction phase of pedestrian and bicycle safety, accessibility, and mobility improvements along Howard Street between Embarcadero and 4th Streets. Improvements include new bulbouts and curb ramps for pedestrian safety, a new 2-way cycle track and traffic signal modifications and new bike signals, in addition to landscaping. LPP funds would be matched with Transbay District Community Facilities District (also known as Mello-Roos District) funds. Construction would start by the end of 2023 and the project would be open for use by the end of 2025.	6	2023/24	\$12,875,000	\$55,350,000
Totals:					\$18,287,587	\$66,175,175

Notes:

¹ SFMTA stands for San Francisco Municipal Transportation Agency, BART stands for the San Francisco Bay Area Rapid Transit District.

**Local Partnership Program - Competitive
Project Information Form**

Project Name:	Next Generation Fare Gates, San Francisco
Implementing Agency:	San Francisco Bay Area Rapid Transit District
Project Location:	Stations: Embarcadero, Montgomery St., and Glen Park
Supervisory District(s):	District 03, District 06, District 8
Project Manager:	Albert Louie
Project Manager Phone Number:	(510)287-4841
Project Manager Email:	alouie2@bart.gov
Brief Project Description for MyStreetSF (50 words max):	The project will replace BART's existing fare gates, nearing the end of their useful life, with new state-of-the-art next generation fare gates (NGFGs) at Embarcadero, Montgomery St., and Glen Park. Work at these stations is part of a larger project that includes installation of NGFGs at the other San Francisco stations, including Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, and Balboa Park. The new fare gates feature modular components, which can be swapped out when needing repair, reducing downtime, and improving maintainability. This will ensure that passenger throughput can be maintained, enhancing BART's station accessibility, especially in higher ridership stations.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Local Partnership Program screening and prioritization criteria as well as other program goals (e.g., 1:1 funding match, environmental clearance is complete or will be completed within 6 months of program adoption). Please describe how this project was prioritized.	Please see Attachment A.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	Please see Attachment A.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): John Becker, john.becker@sfmta.com; Roger Nguyen, roger.nguyen@sfmta.com
Type of Environmental Clearance Required/Date Received:	N/A

Project Delivery Milestones		Status	Work	Start Date		End Date	
Phase*	% Complete		In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%		In-House	Jan-Mar	2018	Oct-Dec	2022
Environmental Studies (PA&ED)	N/A		N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	N/A		N/A	N/A	N/A	N/A	N/A
Right-of-way	N/A		N/A	N/A	N/A	N/A	N/A
Advertise Construction/RFI for Vendor	N/A		N/A	Apr-Jun	2022	N/A	N/A
Start Construction (e.g. Award Contract)	0%		Both	Jul-Sep	2023	N/A	N/A
Open for Use	N/A		N/A	N/A	N/A	Jul-Sep	2026

*Only construction phase of a capital project is eligible for Local Partnership Program Competitive Funds.

Local Partnership Program - Competitive Project Information Form

Project Name:	Next Generation Fare Gates, San Francisco
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	LPP	TBD (eg Prop L or Prop K)	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$12,667	N/A	\$1,432	\$11,235	Measure RR (programmed), FTA 5337 (programmed), BART Ops to Cap (programmed)
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$0	N/A			
Right-of-way	\$0	N/A			
Construction	\$10,812,508	\$5,412,587	\$1,222,429	\$4,177,491	
TOTAL PROJECT COST	\$10,825,175	\$5,412,587	\$1,223,862	\$4,188,726	
Percent of Total		50%	11%	39%	

LPP EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	23/24	24/25	Total
Construction	\$5,412,587		\$5,412,587
TOTAL BY FISCAL YEAR	\$5,412,587	\$0	\$5,412,587

FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
LPP Competitive	\$5,412,587			\$5,412,587
<i>TBD (eg Prop L or Prop K)</i>	\$1,222,429			\$1,222,429
<i>Measure RR</i>			\$1,944,451	\$1,944,451
<i>FTA Section 5337</i>		\$1,141,960	\$644,471	\$1,786,432
<i>BART Funds</i>		\$285,490	\$161,118	\$446,608
TOTAL	\$6,635,017	\$1,427,451	\$2,750,041	\$10,812,508

Desired LPP Programming Year
FY2023/24

Comments/Concerns

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Next Generation Fare Gates Attachment A

Embarcadero, Montgomery St., and
Glen Park



Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests \$5,412,587 of Local Partnership Program (LPP) funds for the Next Generation Fare Gates (NGFG) to be installed at Embarcadero, Montgomery St., and Glen Park stations. The NGFG Project is a BART District system-wide \$90 million capital project to replace all 715 fare gates throughout the BART system. BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay, see figure 1. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations, carrying approximately 405,000 trips on an average weekday (prior to the COVID-19 pandemic). For nearly 50 years, BART has provided fast, reliable transportation to downtown San Francisco offices, shopping centers, tourist attractions, entertainment venues, universities and other destinations for Bay Area residents and visitors alike.

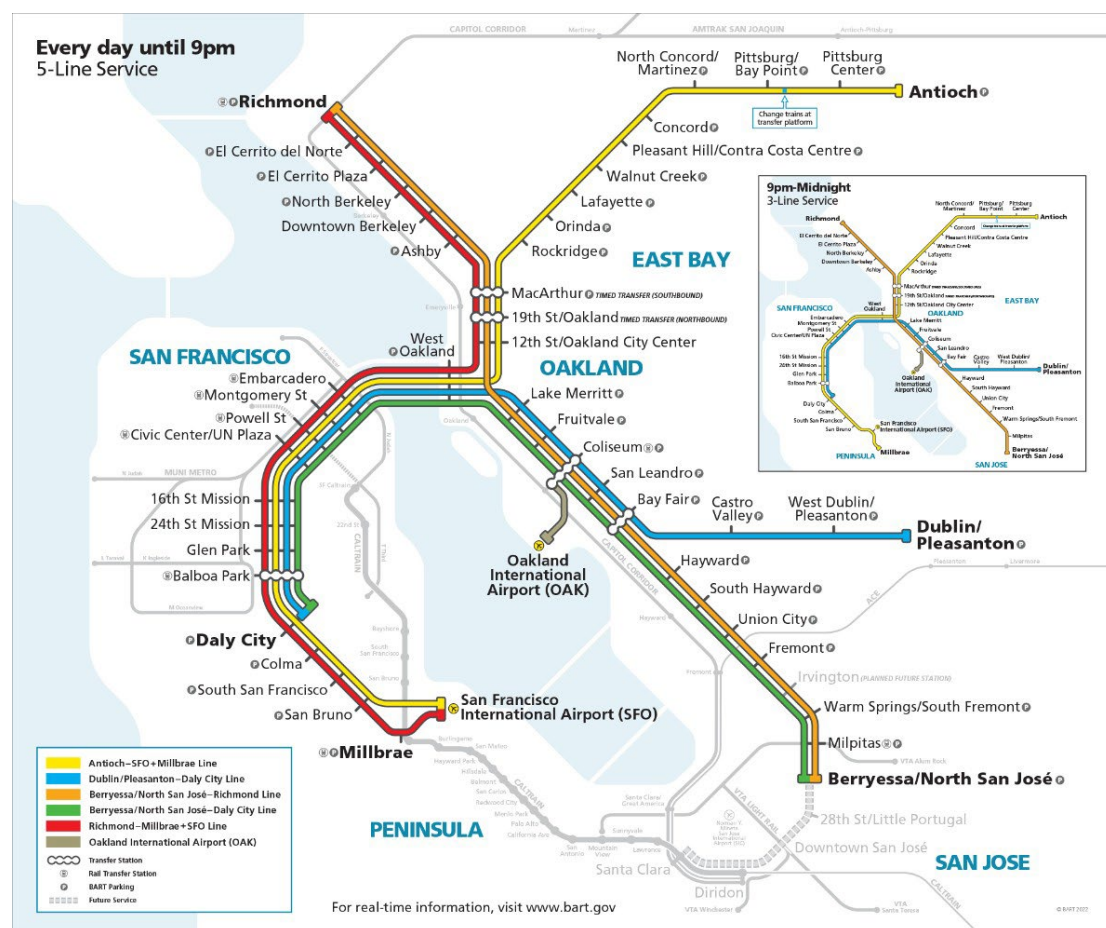


Figure 1, BART System Service Map 2022

BART recognizes that existing fare gates, systemwide, are reaching the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement, especially as BART continues efforts to modernize stations. New state-of-the-art NGFG will reduce maintenance needs, cutting both costs and system downtime, and improving service to transit riders. This Project includes fare gates at Embarcadero, Montgomery St., and Glen Park, along BART's M Line. These stations rank high in station activity (entries + exits), see figure 2 for information on BART track lines and table 1 for ridership activity details.

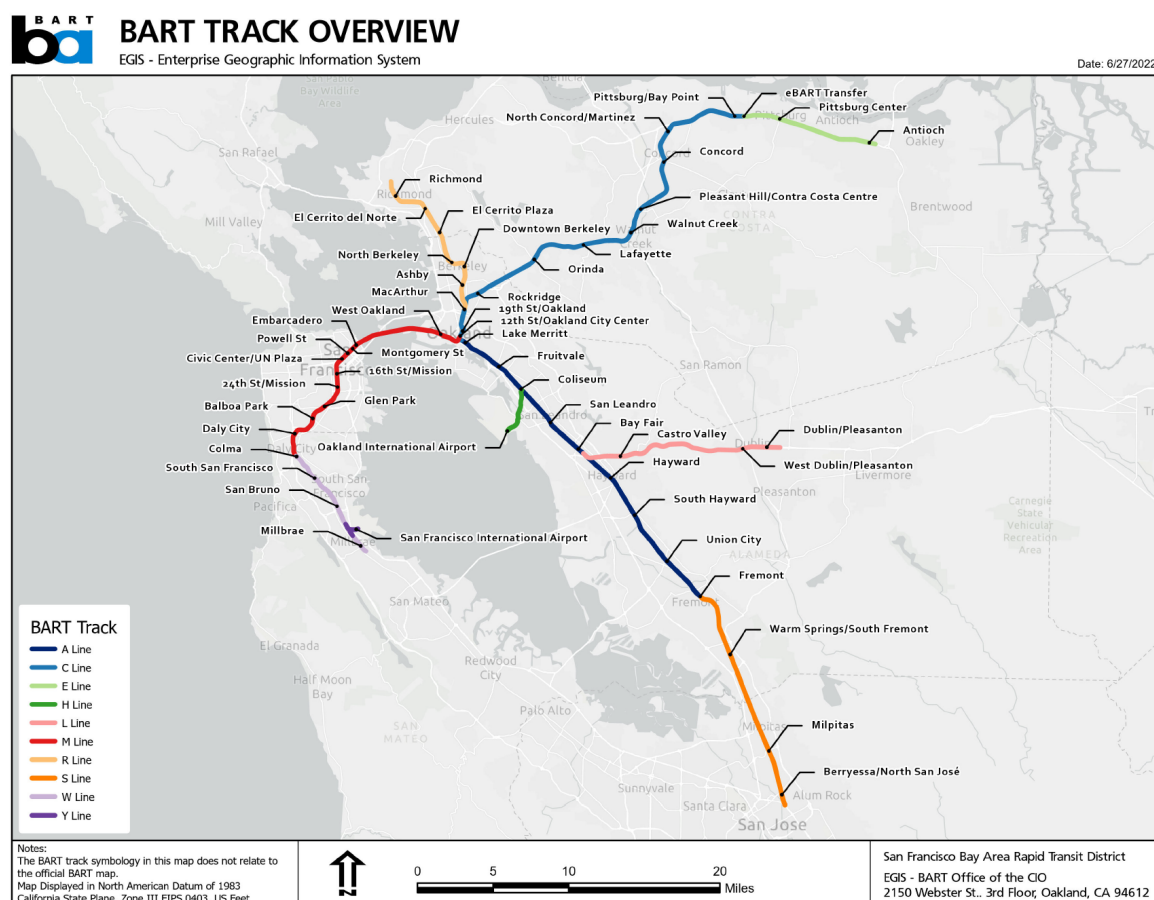


Figure 2, BART Track Lines Overview

Average Weekday Station Activity (activity = entries + exists)		
Station	May 2019	May 2022
Embarcadero	90,300	25,100
Montgomery Street	88,600	20,500
Glen Park	14,700	5,000

Table 1, Average Weekday Station Activity

The Project's scope of work includes modernization of all 86 fare gates at the three listed stations. The current fare gates are nearing their end of useful life, as they are more than twenty years old, outdated, break down often, and require continued maintenance. In addition, spare parts for current fare gates are no longer in production. Current fare gates require recurrent maintenance to remain reliable and operational. BART's Maintenance and Engineering Department ensures fare gates are in optimum condition with its preventive maintenance practices. Currently, the fare gates undergo preventive maintenance every ten weeks. Corrective maintenance is also conducted when fare gates are underperforming. In order to minimize corrective maintenance, BART has been dedicating \$120,000 annually to preventive maintenance tasks. However, BART regularly deploys technicians to address corrective maintenance tasks and ensure fare gates perform at their optimum capacity due to issues with the current outdated fare gates. BART receives an average of 2,000 annual requests/tickets to address fare gate performance challenges systemwide. Annual corrective maintenance is most often required at Embarcadero, see table 2.

San Francisco Stations Annual Corrective Maintenance				
	2019	2020	2021	Jan-Jun 2022
M16-Embarcadero	10	8	8	3
M20-Montgomery St.	9	6	1	0
M70-Glen Park	1	0	1	0

Table 2, San Francisco Annual Corrective Maintenance

For the past few years, BART has been making investments to identify and develop the best way to improve current fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness, accessibility, and ability to easily integrate with Clipper®, the region's all-in-one transit fare payment card. In 2019, the BART Board of Directors voted unanimously to adopt a swing gate style design as the standard for new gates. The new design will offer BART more control over the replacement schedule, reducing engineering and deployment time. In total, design innovations are estimated to reduce the cost of the final design and installation from \$150 million to \$90 million. See figure 3 for a representation of two test designs deployed at the Richmond station.



Figure 3, Double Stack Barrier and Dual Swing Barrier

BART's Fare Collection Engineering Department has developed innovative enhancements, retrofitted existing retractable fare gates to swing style fare gates, and implemented prototypes at various locations throughout the transit system, including the Richmond, Coliseum, Concord, Bay Fair, Montgomery Street, Balboa Park, Embarcadero, and El Cerrito Plaza stations. For each installation, BART made improvements based on information gathered from the previous installation. These prototyped fare gates have provided BART vital data for the Fare Collection Engineering Department to develop specific requirements and criteria for the final state-of-the art NGFG. The design of current and new prototypes is shown in the Fare Gate Evolution, figure 4.

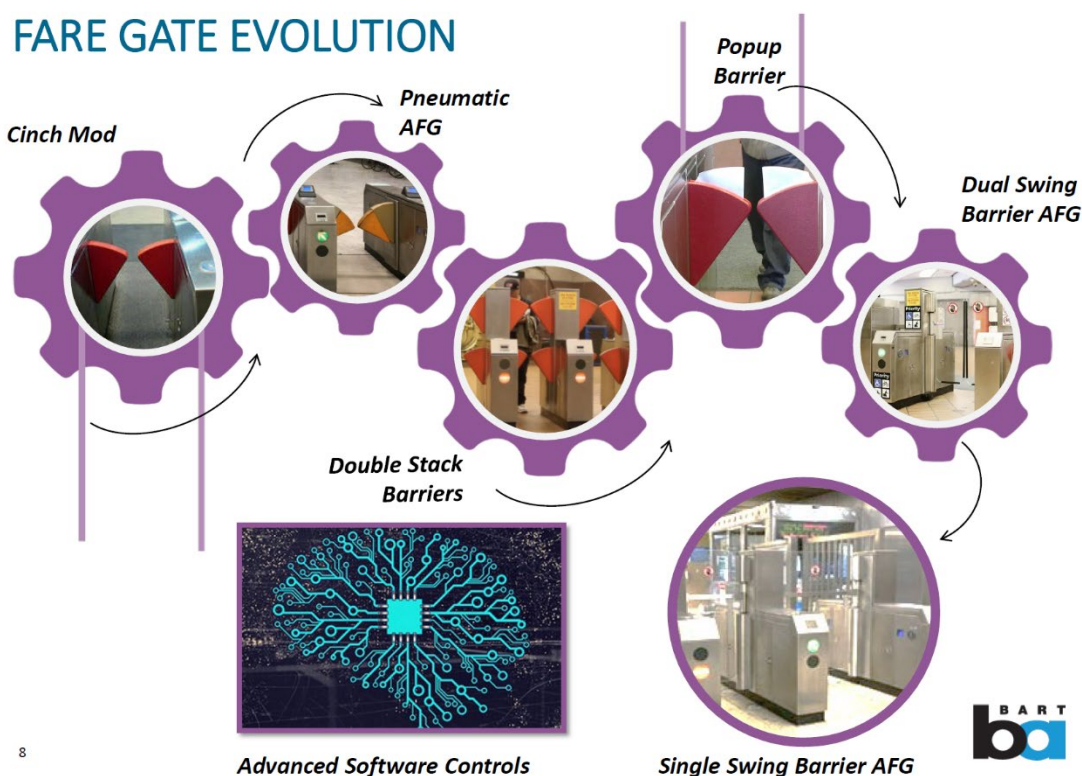


Figure 4, Fare Gate Evolution

With extensive knowledge of possible solutions, BART looked forward to launch and implement new technology systemwide. In September of 2020, BART released a Request for Expressions of Interest (RFEI) for parties interested in providing input on innovative solutions to assist BART to develop an approach for the NGFG. The RFEI was an opportunity for interested stakeholders to share information, provide input, and discuss with BART potential alternatives, feasibility, and challenges. The RFEI provided details on BART's design ideas and implementation approach, see Attachment F for more details. Information gathered through the RFEI process provided BART information to assess alternative options and opportunities for improvements. With this knowledge, BART issued a Request for Proposals (RFP) in May of 2022. BART is expecting to award a contract to a supplier for the final NGFG by fall of this year.

The final NGFG, selected via the RFP, will be the supplier's "off-the -shelf" design, meeting BART's required technical specifications with minimal customization. The gates will be swing style, and the main actuation of the gates may change from pneumatic to electric. The electric style requires lower maintenance frequency and therefore are more cost effective. The new NGFG will have improved sensors to optimally open and close the gate able to detect patrons, wheelchairs, children, luggage and bikes accurately. The installation/construction phase of the NGFG will include: Systems Integration and Engineering, including back-office system integration, interfaces, and Clipper integration; Startup and Launch, including O&M training documentation, engineering training, installation training, and test

rollout; Program Management, including mobilization, demobilization, general conditions, and field office.

Engagement

BART has engaged with community members and obtained input and support for prototype fare gates through various forums:

- In July of 2020, the NGFG Project team conducted a presentation for BART's Accessibility Task Force (BATF) to provide an overview, and obtain feedback, regarding an accessible fare gate prototype deployed at BART's Richmond Station. The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to and useable by people regardless of disability or age. BATF members provided very positive feedback regarding the new accessible fare gate. Mr. Roland Wong, an BATF member, stated that his "experience was positive and [he] had no problems entering and exiting the swing gates." He also stated that the "faregates did not make loud noises and were quiet."
- In March of 2022, BART NGFG Project team presented an update to the BART Board of Directors. The BART Board is comprised of nine elected officials representing the BART Districts: Contra Costa County, Alameda County, and City and County of San Francisco. Each of the nine BART Board members represents a constituency with wide-ranging needs, as each county is composed of different populations, and access and use of transit varies significantly by city within each county. Therefore, BART Board Directors' input is representative of different segments of the San Francisco Bay Area community needs. For a copy of the presentation provided to the Board, please see Attachment E.
- In February of 2022, Chris Pangilinan, Vice President of Paratransit at the Metropolitan Transportation Authority, New York, tweeted the following about one of the NGFG installed at the Embarcadero Station "A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it's here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min."

← Tweet



Chris Pangilinan
@cap_transport

...

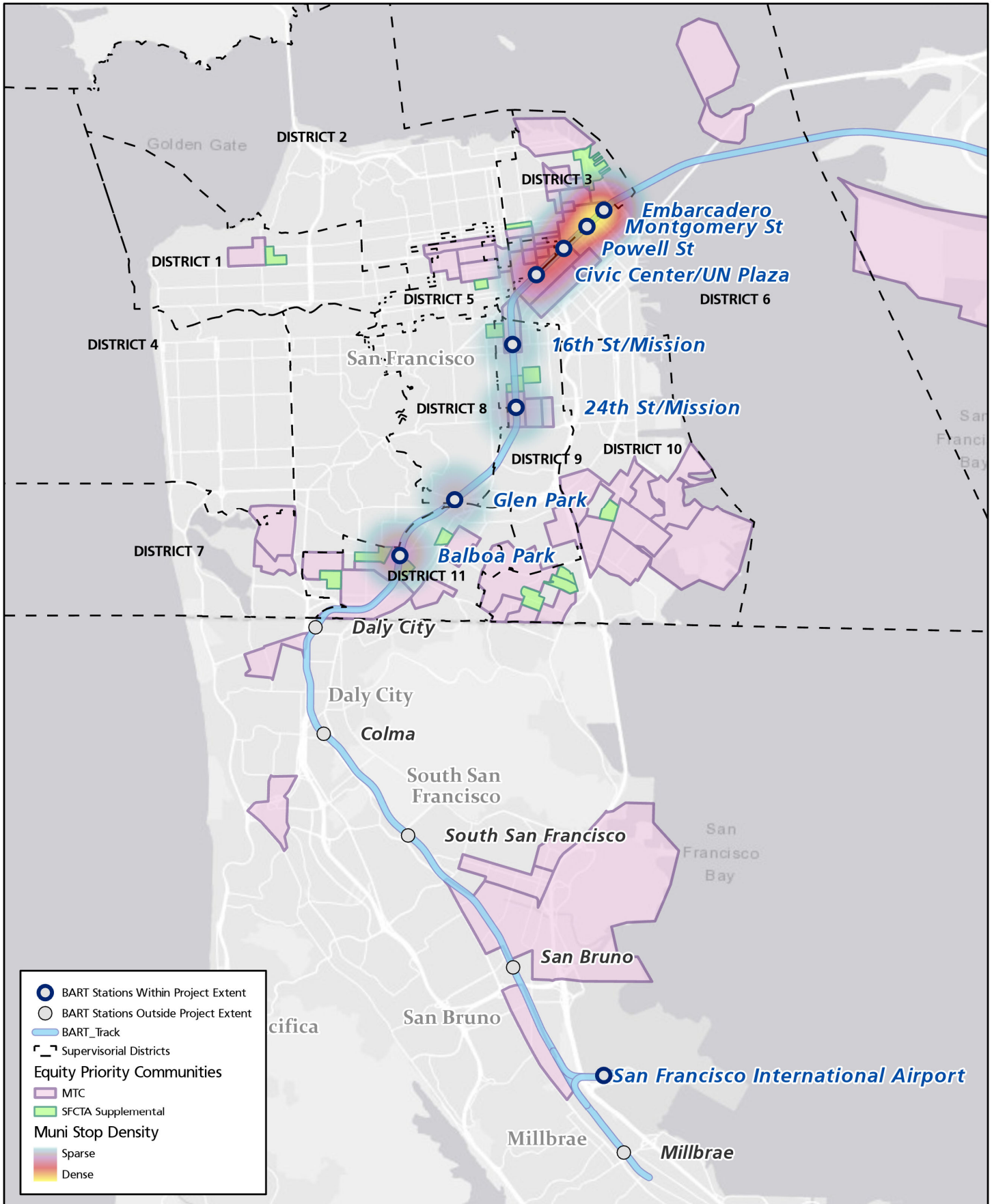
A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it's here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min. That's the equivalent of living 1-2 stops closer to work. Bravo 🌞 @SFBART



12:31 PM · Feb 8, 2022 · Twitter Web App

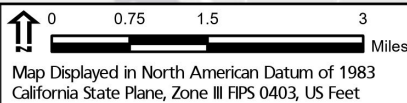
56 Retweets 12 Quote Tweets 572 Likes





- BART Stations Within Project Extent
- BART Stations Outside Project Extent
- BART_Track
- Supervisorial Districts
- Equity Priority Communities
- MTC
- SFCTA Supplemental
- Muni Stop Density
- Sparse
- Dense

Notes:
 Equity Priority Communities (EPC)- <https://epc-map.sfcta.org/>
 EPC San Mateo, Alameda County - <https://opendata.mtc.ca.gov>
 Muni stops - <https://data.sfgov.org/Transportation/Muni-Stops/i28k-bkz6>
 Supervisorial Districts - <https://sfgov.maps.arcgis.com>



San Francisco Bay Area Rapid Transit District
 EGIS - BART Office of the CIO
 2150 Webster St.. 3rd Floor, Oakland, CA 94612

Local Partnership Program - Competitive Project Information Form

Project Name:	Transbay Howard Streetscape Improvements [Embarcadero to 4th]
Implementing Agency:	San Francisco Public Works
Project Location:	Howard Street (Embarcadero to 4th Streets)
Supervisory District(s):	D6
Project Manager:	Michelle Woo
Project Manager Phone Number:	415.307.6741
Project Manager Email:	michelle.woo@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Project will deliver infrastructure improvements along Howard between Embarcadero and 4th Streets. Elements include new 2-way cycle track, new bulbouts, new curb ramps, traffic signal modifications landscaping and other streetscape improvements.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Local Partnership Program screening and prioritization criteria as well as other program goals (e.g., 1:1 funding match, environmental clearance is complete or will be completed within 6 months of program adoption). Please describe how this project was prioritized.	<p>The Transbay Area Howard Project is part of the 2012 Transit Center District Plan (TCDP) and has been updated through the South Downtown Design and Activation (SODA) Community Visioning Process. Developed in partnership with the CBD, the City's TCDP and SODA process provides a framework for designing and implementing public realm projects in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill, collectively known as the East Cut. The construction of the Transbay Transit Center has greatly improved access to Downtown, especially from the East Bay, while a wave of new residential and commercial high-rises (over 20 at last count) has altered the City's skyline, and dramatically increased the number of people living, working and visiting the area. This provides much needed pedestrian, bicycle and transit improvement projects to this area. LPP funds can be matched with CFD funds that are planned (and partially programmed) for delivery of this project. This project is identified as part of the Transit Center EIR.</p> <p>Howard Street is intersected by several high-injury network streets, the 13% of city streets that account for over 75% of serious injuries and fatalities. In the five years spanning 2016-2020, there were over 90 reported collisions along Howard Street from 4th Street to the Embarcadero that resulted in injury or fatality. The Transbay Howard Streetscape Improvement Project supports San Francisco's Vision Zero commitment of eliminating all traffic-related deaths and severe injuries.</p> <p>A number of quick-build safety measures have been implemented along Howard Street as part of SFMTA's Vision Zero Quick-Build Program, which was created as a result of a mayoral directive to install faster and low-cost treatments to reduce collisions and improve traffic safety. MTA is currently working on the design of the Howard Streetscape Project which runs along Howard between 4th and 11th Streets. Upon completion of the Transbay Howard and Howard Streetscape Projects, there will be a continuous and protected bike lane on Howard Street in both directions from The Embarcadero to 11th Street, nearly two miles.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project is identified in the South Downtown Design and Activation (SODA) Community Visioning Process and the Transit Center District Plan. Community outreach for this southern downtown area has been ongoing through various public realm planning efforts since 1985 through the Downtown Plan and the Transbay Redevelopment Plan. Most recently starting 2017, Planning Dept in partnership with various organizations (SFPW, MTA and the East Cut CBD) has held 6 community open houses and workshops regarding the Transbay Howard and transit center projects.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA (Jaime Parks), Planning (Amnon Ben-Pazi)
Type of Environmental Clearance Required/Date Received:	Categorical Exemptions

Local Partnership Program - Competitive
Project Information Form

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%		Jan-Mar	2021	Apr-Jun	2022
Environmental Studies (PA&ED)		In-House	Jul-Sep	2022	Oct-Dec	2022
Design Engineering (PS&E)	10%	In-House	Jul-Sep	2022	Oct-Dec	2023
Right-of-way						
Advertise Construction		N/A	Oct-Dec	2023	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2025

*Only construction phase of a capital project is eligible for Local Partnership Program Competitive Funds.

Comments

Local Partnership Program - Competitive
Project Information Form

Project Name:	Transbay Howard Streetscape Improvements [Embarcadero to 4th]
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$500,000	N/A		\$500,000	Reference previous projects
Environmental Studies (PA&ED)	\$50,000	N/A		\$50,000	Reference previous projects
Design Engineering (PS&E)	\$3,300,000	N/A		\$3,300,000	Fee proposals from staff
Right-of-way	\$0	N/A			
Construction	\$51,500,000	\$12,875,000		\$38,625,000	
TOTAL PROJECT COST	\$55,350,000	\$12,875,000	\$0	\$42,475,000	

Percent of Total 23% 0% 77%

LPP EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	23/24	24/25	Total
Construction	\$1,287,500	\$11,587,500	\$12,875,000
TOTAL BY FISCAL YEAR	\$1,287,500	\$11,587,500	\$12,875,000

FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
LPP Competitive	\$12,875,000			\$12,875,000
Transbay CFD		\$38,625,000		\$38,625,000
				\$0
TOTAL	\$12,875,000	\$38,625,000	\$0	\$51,500,000

Desired LPP Programming Year
FY 2023/24

Comments/Concerns

SFPW confirms that this project will meet LPP timely use of funds requirements, including requesting allocation of funds from the California Transportation Commission by June 30, 2024 and awarding a construction contract within 6 months of allocation.

HOWARD 3rd to The Embarcadero

Overview

Previous planning efforts proposed sidewalk widening and a 1-way NB bike lane on Fremont Street. The Soda Plan proposes removing the bike lane because it conflicts with cars exiting the freeway and buses exiting the Salesforce Transit Center. To mitigate the removal of the proposed bike lane on Fremont, the Soda Plan proposes upgrading a planned SB bike lane on Beale Street (1 block east of Fremont) to a 2-way protected bikeway.

Existing

Embarcadero to Steuart. 4-lane 2-way street with two general purpose lanes in each direction, and a parking/loading lane on the north side of the street. There is a narrow unprotected bike lane on the north side of the street between the parking/loading lane and the general purpose lanes.

Steuart to Fremont. 4-lane 2-way street with two general purpose lanes in each direction and a parking/loading lane on both sides of the street. Most blocks have relatively narrow sidewalks. There is an unprotected bike lane on the north side of the street between the parking/loading lane and the general purpose lanes.

- On the block between Steuart and Spear, one of the EB lanes has been temporarily removed to accommodate a construction project at 75 Howard Street.
- On the block between Main and Beale, one of the EB lanes has temporarily been converted to a transit-only lane to serve the temporary Transbay Terminal.

Fremont to 3rd. WB 1-way Street with relatively narrow sidewalks on both sides, 4 general purpose lanes and an unprotected north-side bike lane. There are parking/loading lanes on both sides of the street.

Previous City Planning Initiatives

The Transit Center District Plan's concept design for Howard Street proposed extending the 2-way portion of Howard (which currently extends between The Embarcadero and Fremont Street) westward to Hawthorne Street. The TCDP concept design also proposed removing a WB general purpose lane and an on-street parking/loading lane on one side of the street to create space for generous sidewalk widenings. The design proposed no change to the existing WB bike lane on Howard.

Embarcadero to Spear (1 block). No change. The TCDP did not study this portion of Howard.

Spear to Hawthorne (7 blocks). 3-lane, 2-way street with two WB and 1 EB general purpose lanes and a narrow unprotected WB bike lane on the north side of the street. Sidewalks would be widened to 20.5'. Each block would include 1 parking/loading lane switching sides of the street on alternate blocks.

Hawthorne to 3rd (1 block). WB 1-way street with 3 WB general purpose lanes, a narrow WB bike lane and a parking/loading lane on the north side of the street.

The design concept for this block was created before the city's recently approved design for the Central SoMa portion of Howard Street from 3rd to 11th. That design includes 2 WB general purpose lanes and a south-side 2-way cycle track on the south side of 3rd Street.

Proposed Soda

In the near-term, the City will be upgrading the 1-way WB bike lane on Howard Street to a protected bikeway (cycle track). The SF County Transportation Authority has recently approved funding for this project which is anticipated to be completed in 2021.

In the long-term (3-4 years), the Soda Plan proposes a substantial redesign of the street which would include a 2-way protected bikeway, greenery, and understory plantings, and pedestrian safety improvements throughout the corridor. The Howard Street project has been identified as a high-priority project in the Soda Planning Process.

The Soda Plan's longer-term concept design for Howard Street between 3rd Street and the Embarcadero would replace the existing 1-way WB bike lane on the north side of the street with a 2-way protected bikeway on the south side of the street. The protected bikeway would act as an extension of a similar facility the City has approved between 11th Street and 3rd Street. Collectively, the two projects would create a contiguous 2-way protected bikeway between 11th Street and the Embarcadero.

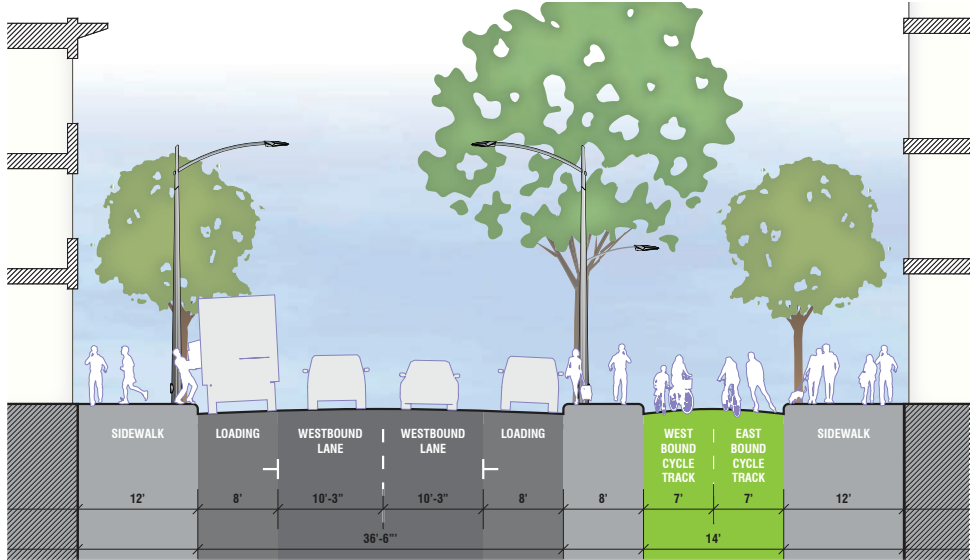
The Soda design would also ensure space for on-street loading would be available on both sides of the street for every block along the corridor (between 3rd Street and the Embarcadero).

The upgraded bike facility and loading zones on both sides of the street require more space than was programmed in the 2012 TCDP conceptual design. This space is gained by removing space the 2012 design had programmed for walking, parking or driving. However, the Soda design also maintains ample space for pedestrian-safety elements and placemaking features like seating and greening. This was achieved by:

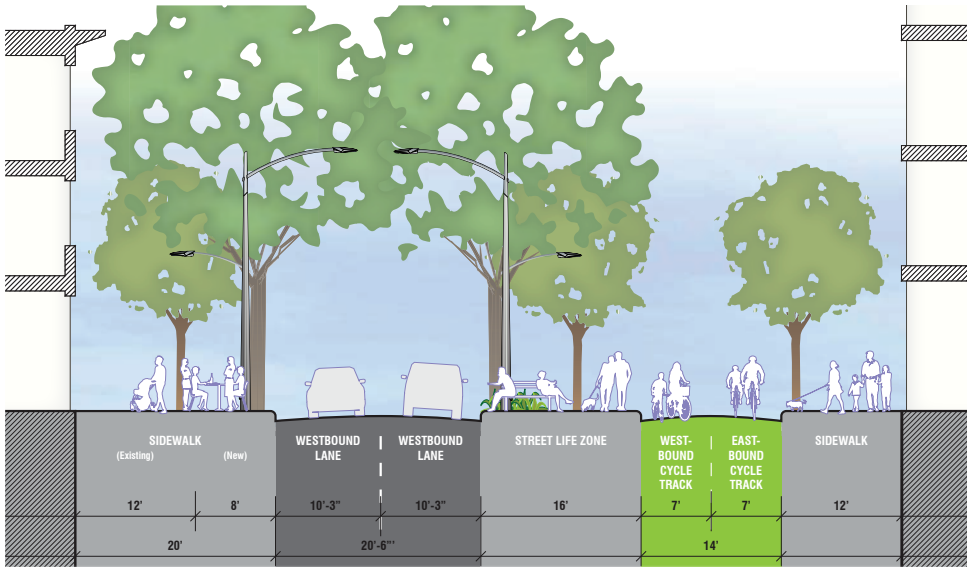
- Focusing sidewalk widenings to the corners where they would have the greatest impact to improve pedestrian safety
- Designing "extended bulbouts" and, where space allows, a wide median to create pockets that could accommodate public life such as outdoor cafe seating, benches, sidewalk landscaping, and canopy trees.
- Assuming that no long term on-street parking would be available on this portion of Howard which almost exclusively serves highrise office land uses. Instead, the design assumes that these spaces would act solely as on-street passenger and commercial loading zones.
- Reducing Howard to a 2-lane street with one lane in each direction for a 3-block stretch of Howard between Steuart Street and Beale Street.



201 Spear Street is a POPOS that is part of an expansive walking network around the surrounding block.



Section A: Howard at Loading



Section B: Howard at Corner

Timeline Phase B

VARIOUS BLOCKS

Streetscape Priorities



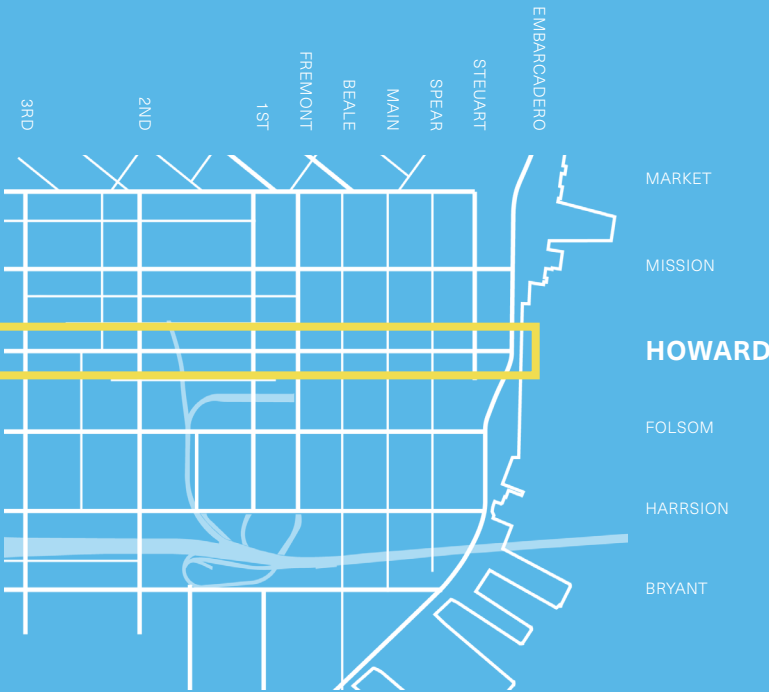
CITYWIDE
CONNECTOR



RETAIL
DESTINATION



BIKE
NETWORK



Trees



LONDON PLANE



RED HORSE
CHESTNUT



HUNGARIAN OAK
(IN MEDIAN)

Paving

SIDEWALK: FURNISHING ZONE. MEDIAN: DESIGNERS CHOICE!



New two-lane Class 1 Bicycle lane and Bike share stations



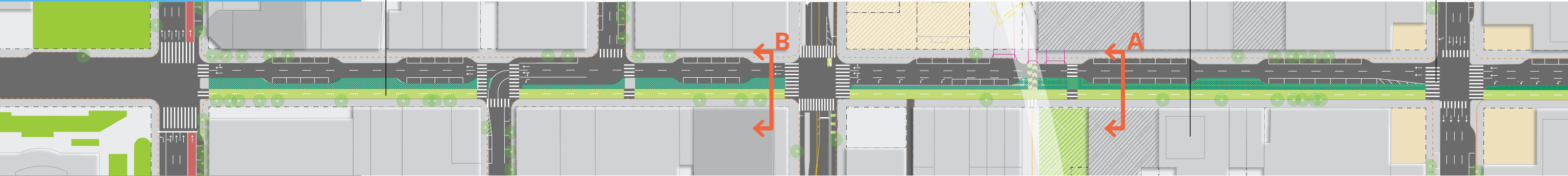
543 Howard Street is a discrete POPOS located on the rooftop of Galvanize, a coworking space.



Decorative crosswalks



The POPOS at Fremont with a view of the city



THIRD STREET

HAWTHORNE STREET

NEW MONTGOMERY STREET

SECOND STREET

FIRST STREET



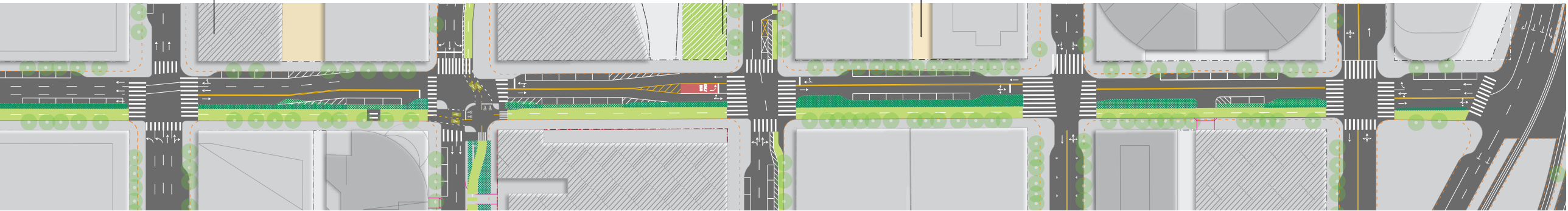
POPOS inside 181
ent is on the 7th Floor
cess to Salesforce Park.



Interactive landscape; Alternative playgrounds



120 Howard Street is a tucked away pocket, also
designated as a POPOS. The space features fixed bench
seating,



FREMONT
STREET

BEALE
STREET

MAIN
STREET

SPEAR
STREET

STEUART
STREET

THE
EMBARCADERO



**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 8

Date: 10.11.22

To: Transportation Authority Board

From: Anna LaForte - Deputy Director for Policy and Programming

Subject: 10/18/22 Board Meeting: Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program

RECOMMENDATION

☐ Information

☒ Action

- Approve the Transportation Authority's project priorities for Senate Bill 1 (SB 1) Local Partnership Program (LPP) Competitive Grant Program as summarized below and in Attachment 1.
 1. Next Generation Fare Gates (Bay Area Rapid Transit District (BART)) (\$5,412,587)
 2. Transbay Howard Streetscape Improvements (Embarcadero to 4th) (San Francisco Public Works (SFPW)) (\$12,875,000)
- Authorize the Executive Director to enter into agreements designating BART and SFPW as the implementing agencies for the recommended projects.

SUMMARY

In August 2022, the California Transportation Commission (CTC) released a call for projects for up to \$144 million statewide in LPP Competitive Grant Program funds over Fiscal Years (FYs) 2023/24 - 2024/25 with applications due on November 29, 2022. Jurisdictions with voter approved taxes, tolls, or fees or imposed fees that are dedicated solely to transportation improvements are eligible applicants. The Transportation Authority and the City and County of San Francisco are eligible applicants. Transportation Authority and Mayor's Office staff discussed project nomination requests and plan to submit for the same two projects in different priority order to ensure that both applications are reviewed and evaluated

☐ Fund Allocation

☒ Fund Programming

☐ Policy/Legislation

☐ Plan/Study

☐ Capital Project Oversight/Delivery

☐ Budget/Finance

☒ Contract/Agreement

☐ Other:



should CTC staff choose to review only the top ranked submittal.	
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BACKGROUND

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on August 17, 2022 that allocate 60% of the program through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The Transportation Authority is an eligible applicant as the administrator of the voter-approved Prop K sales tax and the Prop AA vehicle registration fee, and the City and County of San Francisco (CCSF) is an eligible applicant as administrator of the Transportation Network Company (TNC) Tax (Prop D, November 2019) and for the self-imposed fees portion of the Transportation Sustainability Fee.

The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC. In the first cycle of the LPP Competitive Program, the CTC awarded \$6.7 million to the Transportation Authority, with SFPW as the implementing agency, for Jefferson Street Improvements Phase 2. In the second cycle, the CTC awarded \$8.7 million to the Transportation Authority for SFMTA's Mission Street and Geneva Avenue Safety Improvements project.

The LPP Competitive Program has broad project eligibility criteria which include projects that improve the state highway system, transit facilities or expand transit services, local roads, bicycle and pedestrian safety, among others. Competitive Program funds are available for construction only and require a dollar-for-dollar local match. In addition, the LPP Competitive Program will only fund projects, or segments of projects that are fully funded, have independent utility, and will be ready to start construction (contract award) by December 31, 2025.

Per the LPP guidelines, the CTC will give higher priority to projects that improve accessibility, are more cost-effective, have earlier work (e.g. design) completed, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals within the Regional Transportation Plan.



DISCUSSION

Through summer 2022, we alerted city agencies, regional transit operators and other project sponsors about the LPP Competitive Program call for projects and provided monthly updates through the Transportation Authority's Technical Working Group.

Recommended LPP Competitive Program Project Priorities. We received requests to support the nomination of two projects, as described below and in detail in Attachments 1 and 2. After considering LPP guidelines and assessing project status and potential to be competitive in the statewide call for projects, and in coordination with staff from the Mayor's Office, we recommend submitting San Francisco's project nominations in the following priority order, as required by the CTC. Of note, the CTC reserves the right to only review each applicant's top ranked project. Since the Transportation Authority and CCSF are both eligible applicants, submitting the two projects in the opposite priority order guarantees that both applications will be reviewed by CTC staff.

Priority #1 Next Generation Fare Gates - \$5,412,587 request. BART requests LPP funds to replace 86 of BART's existing fare gates at the end of their useful life with new electric style fare gates at the Embarcadero, Montgomery Street, and Glen Park BART stations. This scope compliments the project that the Board recently nominated for One Bay Area Grant 3 (OBAG 3) funds that includes fare gate installation at the other five San Francisco stations. As part of the OBAG 3 action, the Board directed Transportation Authority staff to work with BART staff to identify funding for new fare gates at the remaining three stations included in this LPP funding request.

The new fare gates have improved sensors to optimally open and close the gate with better detection of patrons, wheelchairs, children, bikes, and luggage accurately. This will ensure that passenger throughput can be maintained, enhancing BART's station accessibility especially at higher ridership stations.

Priority #2 Transbay Howard Streetscape Improvements (Embarcadero to 4th) - \$12,875,000 request. SFPW requests LPP funds for construction bicycle and pedestrian safety and streetscape improvements on Howard Street between The Embarcadero and 4th Street. Recent temporary improvements to Howard have included a buffered westbound bike lane. This project would implement further, permanent safety and accessibility improvements with new bulbouts and curb ramps to make it easier for pedestrians to cross the street, and bicyclist safety and mobility would be improved with a new 2-way cycle track and new traffic signal modifications, in addition to landscaping and other streetscape improvements.

The proposed improvements to Howard Street between The Embarcadero and 4th Street would complement the SFMTA's Howard Streetscape project from 4th to 11th streets, which is funded by a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The two projects would implement similar scope and be closely coordinated



to minimize construction impacts, with the SFPW Transbay section of Howard anticipated to start construction first. Upon completion of the two projects, there will be a continuous and protected bike lane on Howard Street in both directions from The Embarcadero to 11th Street, a distance of nearly two miles.

LPP Formulaic Program for Voter-Approved Measures. As mentioned above, the Transportation Authority and CCSF also receive funds from the SB1 LPP Formulaic Program. LPP formula funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction). Otherwise, the LPP program guidelines are the same as for the Competitive Program, including the dollar-for-dollar match requirement.

For this funding cycle covering FYs 2023/24 – 2024/25, the Transportation Authority will receive a total of \$3,240,000 in LPP formula funds based on Prop K and Prop AA revenues. CCSF will receive \$400,000 based on TNC Tax revenues. Distribution of the TNC Tax related LPP formula funds will be split between the Transportation Authority and the SFMTA in accordance with the 50%/50% split of revenues in the TNC Tax legislation. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.

In the coming months we will develop a staff recommendation for how to program the LPP formula funds as we monitor budget and work program priorities. We will consult with partner agencies and other stakeholders and plan to present these recommendations to the Board in spring 2023.

Next Steps. Following Board approval of the project priorities for the LPP Competitive Program, we will submit project nominations to the CTC jointly with BART and SFPW staff by the November 29, 2022 deadline. The CTC is scheduled to release staff recommendations on June 8, 2023, and adopt the program of projects at its June 28-29, 2023 meeting.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2022/23 budget.

CAC POSITION

We are bringing this item directly to the Board for action in October to ensure that BART and SFPW have sufficient time to prepare applications for submission to the CTC by the November 29, 2022 application deadline. This item was not ready for presentation to the CAC in September because staff needed to gather additional project details and coordinate our LPP recommendation with the OBAG3 project priorities, which the Board approved on September 27, 2022.



SUPPLEMENTAL MATERIALS

Attachment 1 - Project Nominations for LPP Competitive Program

Attachment 2 - Project Information Forms (2)

San Francisco School Access Plan

Board Update – October 2022



San Francisco
County Transportation
Authority

Transportation Authority Board — Agenda Item 9
October 18, 2022

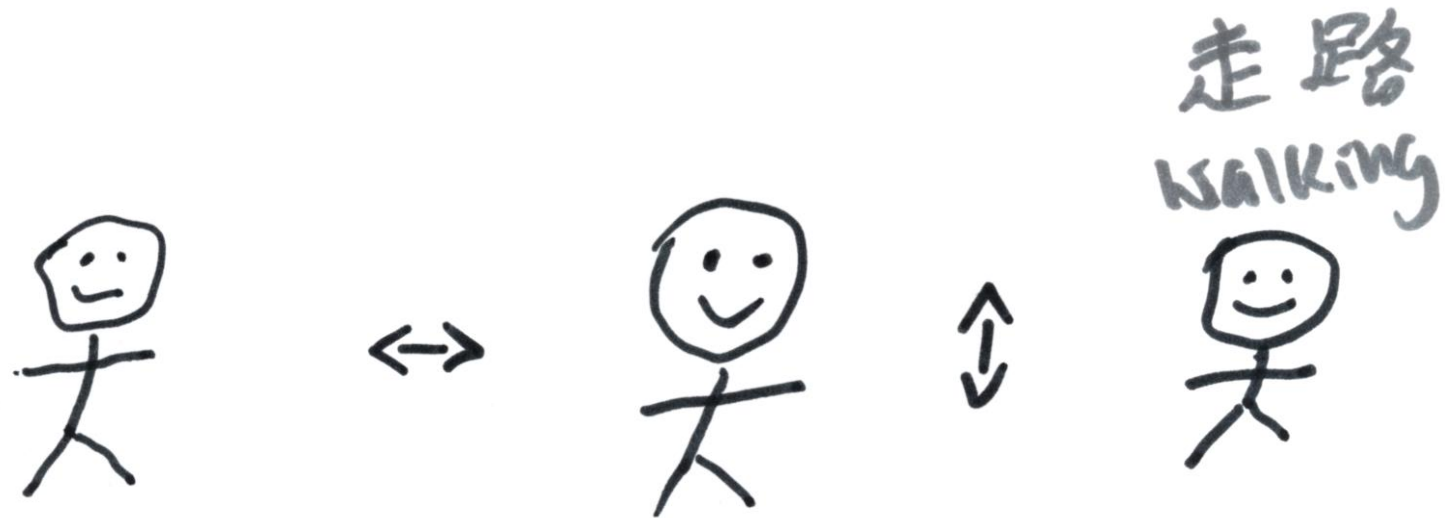
Agenda

- Goals
- Outreach Overview
- Focus Group Findings
- Draft Strategies
- Next Steps



Study Goals

1. Improve quality and availability of transportation options to school and afterschool activities
2. Ensure school transportation options are safe
3. Reduce greenhouse gas emissions, localized congestion, and air pollution near school sites



Early COVID outreach to youth



Outreach

- Focus Groups with Caregivers
- Strategy Workshops
- Survey and Popup Events



Outreach

SFUSD Affiliated Groups

- African American Parent Advisory Council
- District English Learners Advisory Committee
- Matua Advisory Council
- Chinese Parent Advisory Council
- Mission Graduates
- Chinese Immersion School
- Community Advisory Committee for Special Education
- Parents for Public Schools
- Kindergarten to College Program
- Many school-site leads

Outreach

Community Groups

- APRISF
- Bmagic
- Us4Us
- Samoan Community Development Center
- Samoan Dual Language Pre-K
- Excelsior Strong
- United Playaz
- All in SF
- SVIP
- Latino Task Force
- El Centro
- MEDA
- Community Youth Center
- Family Connections Centers

Outreach

Community Meeting with Commissioner Mar's office

- Thursday October 27 from 6 to 7pm
- To Register: sfcta.org/SchoolAccessMeeting

Give feedback through a survey

- **English:** sfcta.org/schoolsurvey
- **Español:** sfcta.org/schoolsurvey-es
- **中文:** sfcta.org/schoolsurvey-zh
- **Filipino:** sfcta.org/schoolsurvey-fil

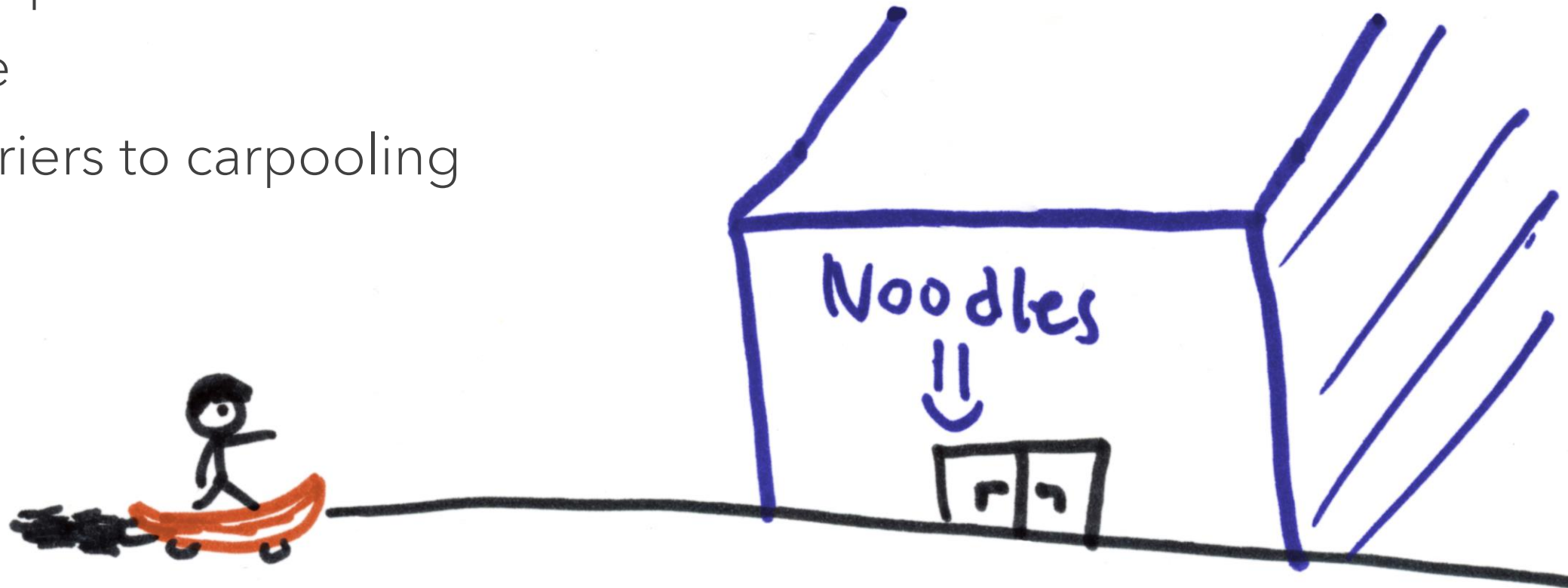
Focus Group Findings: Pain Points

- Personal safety
- Children at multiple schools
- Communication and trust
- Long trips, transfers, and unreliable buses
- Traffic
- Cost?



Focus Group Findings: Potential Solutions

- Yellow school busses are popular
- Flexible options
- Aftercare
- New barriers to carpooling



Draft Strategies

Six Categories

1. Improved Transportation Options
2. Personal Safety
3. Infrastructure Safety
4. Communication and Information
5. Reduce Costs
6. Foster and Homeless Youth Specific Strategies



Draft Strategies: Transportation Options

- Expand SFUSD bussing services
- Microtransit shuttles
- Carpool coordination
- E-bike lending library
- Before and aftercare programs



Photo by SFMTA Photography Department



Photo courtesy of Yuba Bikes



Photo by Pioneer Library System, flic.kr/p/pvffpX



Draft Strategies: Personal Safety

- Transit Education and Training
- Expand or Adjust Muni Transit Assistance Program (MTAP)



Photo by SFMTA Photography Department



Draft Strategies: Infrastructure Safety

- Support SFMTA's existing infrastructure safety programs
- Develop guidance for vehicle pick-up & drop-off sites



Photo by SFMTA Photography Department

Draft Strategies: Communication and Information

- Transportation coordinators
- Transportation Advisory Committee



Draft Strategies: Reduce Costs

- Improve awareness or reach of discounted fare programs
- Transportation stipends



Photo by SFMTA Photography Department



Draft Strategies: Foster and Homeless Youth Focus

1. Consider allowing SFUSD employees to provide school of origin transportation
2. Allow the purchase of youth-rate clipper cards by SFUSD for foster and homeless youth
3. Establish a forum for coordination between neighboring school districts and child welfare departments for school-of-origin transportation across county lines.

Next Steps

- Outreach Round 2 Findings
- Strategy Evaluation & Refinement
- Funding and Implementation Plans
- Final Report: Spring 2023



Thank you. Any Questions?

sfcta.org/projects/school-access-plan

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schoolaccess@sfcta.org



San Francisco
County Transportation
Authority



sfcta.org/stay-connected