San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 10

DATE: October 20, 2023

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 11/14/2023 Board Meeting: Allocate $36,545,335 in Prop L Funds, with Conditions, for Five Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate $35,295,335 in Prop L funds, with conditions, to the San Francisco Bay Area Rapid Transit (BART) for:

1. BART Core Capacity – Fleet of the Future 54 Expansion Vehicles ($35,295,335)

Allocate $1,250,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

2. Western Addition Area Traffic Signal Upgrades – Phase 2 ($200,000)
3. Traffic Signal Visibility Upgrades FY 24 ($400,000)
4. Traffic Signal Hardware Replacement FY 24 ($500,000)
5. Vision Zero Education and Communications: Speed Safety Cameras FY 24 ($150,000)

SUMMARY

Of the five requests for Prop L funds that we are recommending to the Board, all but the BART Core Capacity project are conditioned upon Board adoption of the Prop L 5-Year Prioritization Program (5YPP) for the relevant programs (i.e., Traffic Signs and Signals Maintenance, and Safer and Complete Streets) and a corresponding amendment of the Strategic Plan Baseline to incorporate the programming and cash flow for the recommended 5-year project lists. These actions are part of a separate item on this agenda. Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff

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

recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.	

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for 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 $36,545,335 in Prop L funds, with conditions. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

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

CAC POSITION

The CAC will consider this item at its October 25, 2023, meeting.

SUPPLEMENTAL MATERIALS

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category [1]	Project Sponsor [2]	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s)[4]	Phase(s) Requested	District(s)
Prop L	3	BART	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles	$ 35,295,335	$ 4,570,911,449	97%	99%	Construction	Citywide
Prop L	17	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 2	$ 200,000	$ 1,000,000	29%	80%	Design	2, 5
Prop L	17	SFMTA	Traffic Signal Visibility Upgrades FY 24	$ 400,000	$ 400,000	29%	0%	Construction	1, 2, 3, 4, 5, 6, 8, 9, 10, 11
Prop L	17	SFMTA	Traffic Signal Hardware Replacement FY 24	$ 500,000	$ 500,000	29%	0%	Construction	1, 2, 3, 4, 7, 9, 10, 11
Prop L	18	SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY 24	$ 150,000	$ 150,000	83%	0%	Construction	Citywide
			TOTAL	**$ 36,545,335**	**$4,572,961,449**				

Footnotes

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

[2] Acronyms: BART (San Francisco Bay Area Rapid Transit District), SFMTA (San Francisco Municipal Transportation Agency)

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

[4] "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase. In September 2023, SFPW was awarded $12M in federal Inflation Reduction Act (IRA) funds from the US Department of Agriculture to plant and establish street trees in low-canopy disadvantaged communities over the next 5 years. We are awaiting an estimate of the IRA expenditures in FY 23/24 and 24/25 to calculate leveraging.

Attachment 2. Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
3	BART	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles	$ 35,295,335	The BART Core Capacity Program (CCP) will relieve crowding, increase ridership, and decrease greenhouse gas emissions by increasing the frequency and length of trains operating on the system. CCP includes four project elements: 306 additional Fleet of the Future rail cars; a new communications-based train control system, replacing BART's legacy 50-year-old fixed block train control system to increase reliability and enable significantly closer headways; additional rail car storage to accommodate the expanded fleet; and additional traction power substations to power the increased service. Prop L funds are requested to support purchase of 54 additional rail cars as part of planned 306 additional cars. Alameda County Transportation Commission is contributing an equivalent amount of sales tax in the same timeframe as Prop L. The subject rail car option must be exercised by December 2023.
17	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 2	$ 200,000	Requested funds will provide the local match to a federal Safe Streets for All grant for design of traffic signal upgrades at 16 locations, 15 of which are on the High Injury Network. The scope includes larger 12-inch signal heads and mast arms to enhance signal visibility, pedestrian signal improvements including pedestrian countdown signals, accessible pedestrian signals, and updated signal timing such as leading pedestrian intervals, and upgraded curb ramps. This project also includes pedestrian activated flashing beacons at 3 locations and 1 radar speed sign.
17	SFMTA	Traffic Signal Visibility Upgrades FY 24	$ 400,000	Funds will be used to improve traffic signal visibility at 8 intersections by replacing 8-inch signal heads with 12-inch heads at locations with a history of red-light running collisions. Additionally, the project would improve signal visibility at traffic signals at 20 intersections by installing signal backplates with yellow retroreflective borders at locations with prevailing speeds near or above 40 MPH or at locations where a major freeway segment terminates. These upgrades will focus on Vision Zero High Injury Network corridors.
17	SFMTA	Traffic Signal Hardware Replacement FY 24	$ 500,000	Requested funds will be used to replace signal controller cabinets, vehicular sensor detectors, and rectangular rapid flashing beacons that have exceeded or are nearing the end of their useful lives. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.
18	SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY 24	$ 150,000	In October 2023, the Governor signed AB 645 authorizing speed safety camera pilot programs in six cities, including San Francisco, San Jose, and Oakland. Requested Prop L funds will support a public information campaign for this pilot program, including public announcements in major media outlets and press releases, multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.
		TOTAL	**$36,545,335**	

[1] See Attachment 1 for footnotes.

Attachment 3. Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
3	BART	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles	$ 35,295,335	**Special Condition:** As a Prop L major capital project, the Transportation Authority will engage in enhanced project delivery support and oversight of the BART Core Capacity Program. That shall include, but not be limited to, ongoing participation by Transportation Authority staff or its Project Management Oversight consultants in FTA project management oversight monthly and quarterly meetings and MTC-hosted funding partner meetings.
17	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 2	$ 200,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
17	SFMTA	Traffic Signal Visibility Upgrades FY 24	$ 400,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
17	SFMTA	Traffic Signal Hardware Replacement FY 24	$ 500,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
18	SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY 24	$ 150,000	**Special Condition:** The recommended allocation is contingent upon approval of the Prop L Safer and Complete Streets 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda. **Special Condition:** Of the $150,000 in recommended Prop L funds, $130,000 will be placed on reserve to be released by the Transportation Authority Board prior to expenditure of funds. The Board shall release the funds following SFMTA presentation of a draft detailed scope, schedule and budget for the speed safety cameras education and communications project to the Board for input (anticipated January 2024).
		TOTAL	**$ 36,545,335**	

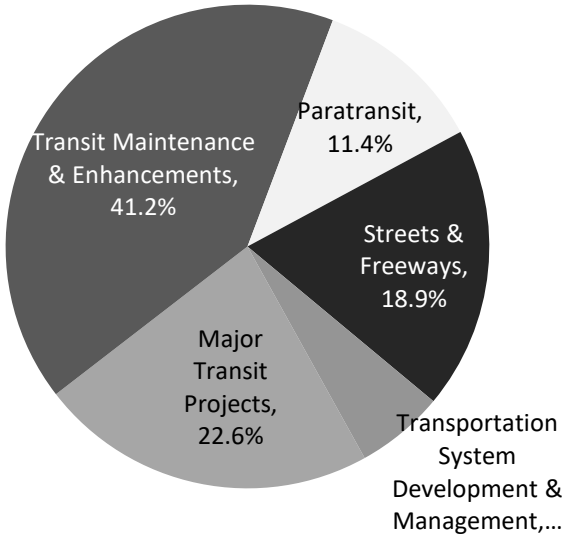
[1] See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2023/24

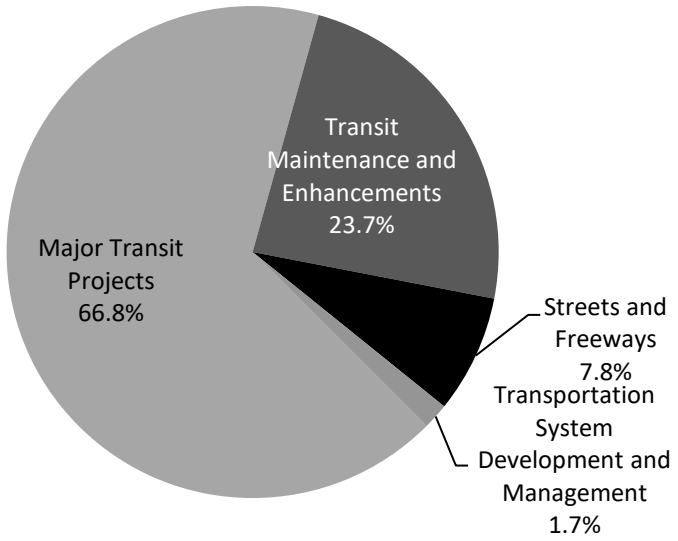
PROP L SALES TAX					
FY2023/24	**Total**	**FY 2023/24**	**FY 2024/25**	**FY 2025/26**	**FY 2026/27**
Prior Allocations	$ 15,473,000	$ 4,337,750	$ 11,135,250	$ -	$ -
Current Request(s)	$ 36,545,335	$ 580,000	$ 570,000	$ 27,227,866	$ 8,167,469
New Total Allocations	$ 52,018,335	$ 4,917,750	$ 11,705,250	$ 27,227,866	$ 8,167,469

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



Attachment 5.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	BART Core Capacity
Current PROP L Request:	$35,295,335
Supervisorial District	Citywide

REQUEST

Brief Project Description

The BART Core Capacity Program (CCP) will relieve crowding, increase ridership, and decrease greenhouse gas emissions by increasing the frequency and length of trains operating on the system. CCP includes four elements: 306 additional Fleet of the Future rail cars; a new communications-based train control system to increase reliability and enable significantly closer headways; additional rail car storage to accommodate the expanded fleet; and additional traction power substations to power the increased service. This request would help fund acquisition of 54 additional rail cars.

Detailed Scope, Project Benefits and Community Outreach

Please see Attachment A.

Project Location

The Project includes work systemwide. BART's system is located in five counties: San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$35,295,335.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2012	Apr-May-Jun	2013
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2013	Jul-Aug-Sep	2014
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Apr-May-Jun	2030

SCHEDULE DETAILS

- We are requesting Prop L funds now to meet a December 2023 deadline to exercise Core Capacity Rail Car Option 2, though the project will not need cash flow (reimbursement) until FY25-26. Alameda County Transportation Commission is advancing allocation of the same amount of sales tax funds concurrent with SFCTA's schedule. We are seeking allocation of $250M in TIRCP funds from the California Transportation Commission (CTC) TIRCP allocation for CCP – split between October 2023 ($147M) and Spring 2024 (remainder).
- No additional design work was done as part of the Core Capacity car order.
- The first car for Option 2 is expected to be delivered in January 2026. Final cars are scheduled to be delivered in May 2026. There is a four year warranty period to address any malfunctions, taking project to project completion in 2030.
-Please see attached schedule for the base rail car contract and options.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-203: BART Core Capacity	$0	$35,295,335	$0	$35,295,335
ACTC Measure BB	$0	$35,296,000	$0	$35,296,000
SB1 TIRCP	$0	$8,553,000	$0	$8,553,000
SB1 TIRCP (2020)	$0	$0	$107,100,000	$107,100,000
Phases In Current Request Total:	$0	$79,144,335	$107,100,000	$186,244,335

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$9,704,665	$90,295,335	$0	$100,000,000
ACTC Measure BB	$0	$100,000,000	$0	$100,000,000
ARP CIG	$0	$0	$52,696,608	$52,696,608
ARP CIG	$0	$0	$34,378,525	$34,378,525
BART Measure RR	$0	$0	$475,783,000	$475,783,000
BART Operating-to-Capital	$87,075,133	$0	$151,926,346	$249,385,479
CCTA Sales Tax	$100,000,000	$0	$0	$100,000,000
CIG Supplemental Funds	$0	$0	$39,823,030	$39,823,030
Federal Formula Funds	$0	$0	$68,983,421	$68,983,421
FTA Capital Investment Grant	$0	$0	$1,321,345,218	$1,321,345,218
MTC Exchange Account	$0	$0	$179,000,000	$179,000,000
RAISE	$25,000,000	$0	$0	$25,000,000
Regional Measure 3	$0	$500,000,000	$0	$500,000,000
SB1 SCCP	$0	$0	$60,000,000	$60,000,000
SB1 TIRCP	$0	$8,553,000	$560,047,000	$568,600,000
SB1 TIRCP (2020)	$0	$0	$107,100,000	$107,100,000

TBD (RAISE, etc.)	$948,790,168	$0	$0	$948,790,168
VTA	$0	$155,240,000	$0	$155,240,000
Funding Plan for Entire Project Total:	$1,170,569,966	$854,088,335	$3,051,083,148	$5,086,125,449

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$10,384,000		actual cost
Design Engineering	$504,830,000		actual cost
Construction	$4,570,911,449	$35,295,335	Based on latest FTA Risk Review
Operations	$0		
Total:	$5,086,125,449	$35,295,335	

% Complete of Design:	100.0%
As of Date:	N/A
Expected Useful Life:	40 Years

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

BART CORE CAPACITY - FLEET OF THE FUTURE 54 EXPANSION VEHICLES - MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	**Totals**	**BART**	**Contractor**	
1. Vehicle Contract (includes escalation and sales tax)	176,470,865		176,470,865	
2. BART Labor	1,773,247	1,773,247		
3. Consultants	2,331,969		2,331,969	
4. Direct Purchase & Miscellaneous	173,233	173,233		
5. Contingency	5,493,834	$ 5,493,834		
	0			
	0			
	0			
TOTAL CONSTRUCTION PHASE	**$ 186,243,148**	**$ 7,440,314**	**$ 178,802,834**	**$ -**

1. Procurement contract with Alstom, including escalation and taxes
2. Project management, including financial and program management.
3. Vehicle inspections and engineering support
4. Miscellaneous BART direct purchases, including travel.
5. Project contingency

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$35,295,335	**Total PROP L Recommended**	$35,295,335

SGA Project Number:	203-902001	**Name:**	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Sponsor:	Bay Area Rapid Transit District	**Expiration Date:**	12/31/2027
Phase:	Construction	**Fundshare:**	18.95%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-203	$0	$0	$27,127,866	$8,167,469	$35,295,335

Deliverables

1. As a Prop L major capital project, progress reports shall be submitted monthly through the Portal and include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior month, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement. Uploading another monthly progress report (e.g. used for FTA reporting) may be substituted, subject to Transportation Authority staff approval.

2. Upon receiving the first of the 54 rail cars, Sponsor shall provide 2-3 photos.

3. With the first of the 54 railcars put into revenue service, Sponsor shall provide 2-3 photos, including at least one photo showing the Prop L attribution sticker affixed to a vehicle.

Special Conditions

1. As a Prop L major capital project, the Transportation Authority will engage in enhanced project delivery support and oversight of the BART Core Capacity Program. That shall include, but not be limited to, ongoing participation by Transportation Authority staff or its Project Management Oversight consultants in FTA project management oversight monthly and quarterly meetings and MTC-hosted funding partner meetings.

Notes

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

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	81.05%

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - This Project	No PROP AA	No TNC TAX	98.03%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	BART Core Capacity - Fleet of the Future 54 Expansion Vehicles
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$35,295,335

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

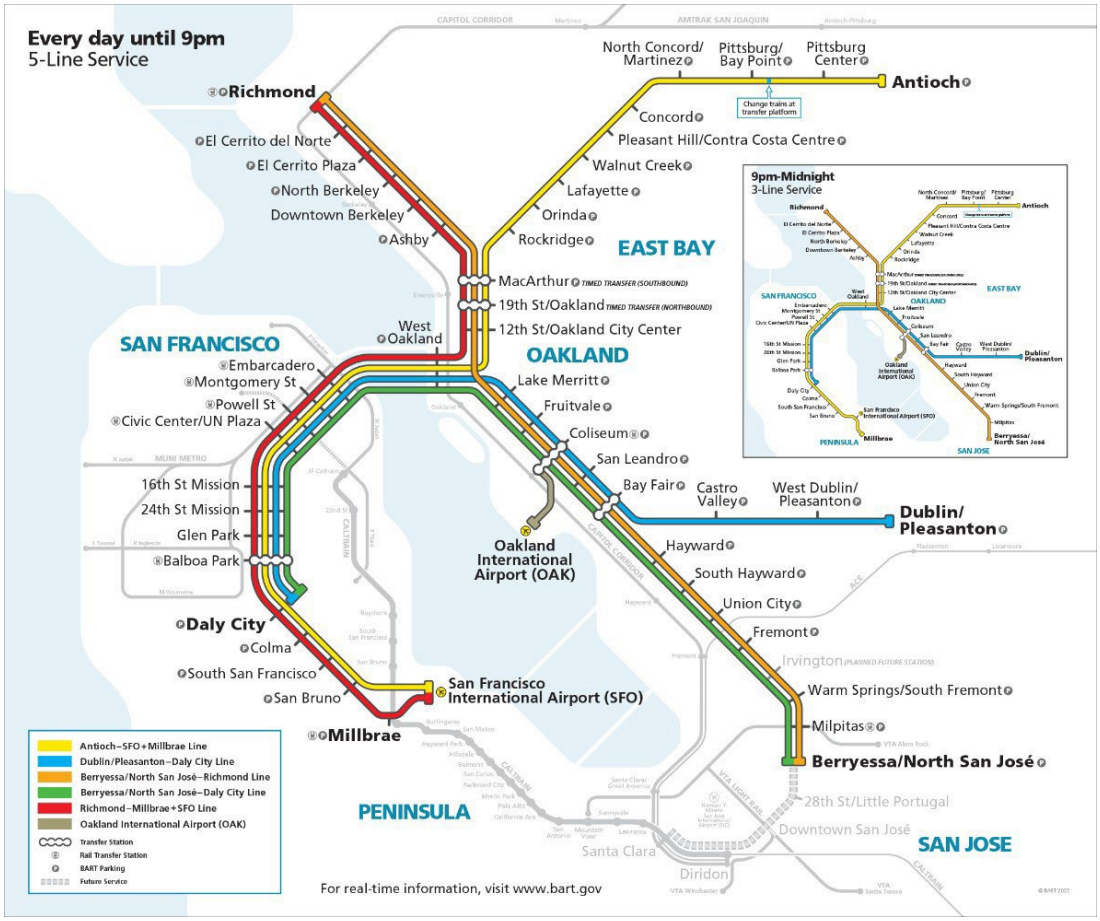
	Project Manager	Grants Manager
Name:	Rob Jaques	Aileen Hernandez
Title:	Manager, Grants & Funding Advocacy	Principal Grants Officer
Phone:	(510) 203-0895	(510) 464-6564
Email:	rob.jaques@bart.gov	ghernan@bart.gov

Core Capacity Program
Attachment A

Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests to allocate $35M of Proposition L (Prop L) for the Core Capacity Program (CCP). BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay. BART's 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. BART's ridership exceeded 420,000 trips per day before the COVID-19 pandemic. During the pandemic, BART experienced unprecedented ridership pattern changes. The average daily trip count for fiscal year 2022-2023 was 149,433. BART anticipates ridership to increase in the next few years as the Bay Area recovers from pandemic related impact. BART currently has the capacity to operate a maximum of 24 trains per hour in each direction through the Transbay Tube between San Francisco and Oakland. Expected long-term ridership trends require additional capacity. The CCP will ensure BART is ready to provide fast, reliable transportation for Bay Area residents and visitors to reach work locations, shopping centers, tourist attractions, entertainment venues, universities, and other destinations.

Figure 1, BART System Service Map 2023

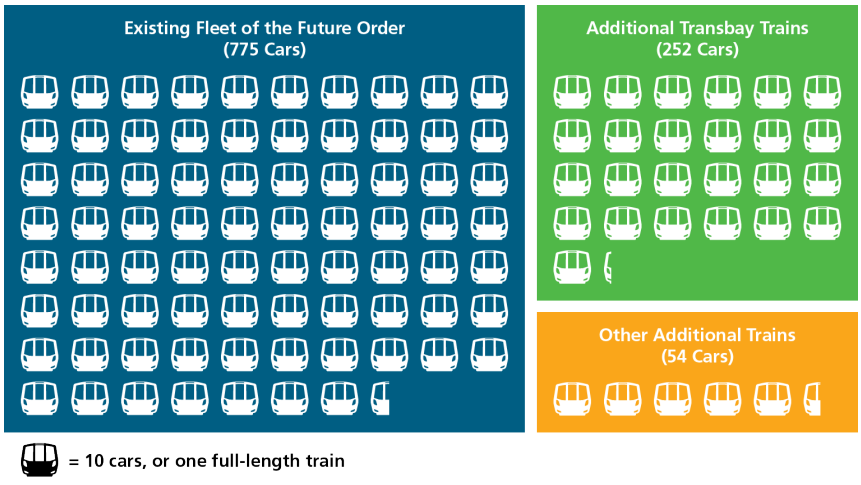


The CCP is a package of strategic investments that will allow BART to operate up to 30 ten-car trains per hour (300 cars) in each direction through the existing tube, maximizing throughput in the most heavily used part of its system. **The CCP includes four elements: 306 additional rail cars to provide the additional trains needed, a new communications-based train control system that will allow closer headways (shorter wait times between trains), additional rail car storage, and additional traction power substations to provide the additional power needed for the more frequent service**. This $35M programming request is specifically to meet contractual obligations to procure a portion of the 306 additional rail cars. The rail car procurement contract is structured with a base contract and two options. The base contract included procurement of 100 rail cars and was exercised in October 2020, Option 1 included procurement of 152 rail cars and was exercised in March of 2023, and Option 2 included procurement of 54 rail cars and is scheduled to be exercised in December of 2023. The programming commitment and expected allocation of $35M of Prop L funds, by the fall of 2023, will enable BART to meet contractual obligations with the prime contractor, Alstom, to exercise Option 2.

306 Additional Railcars

In order for BART to achieve a peak hour schedule of 30 ten-car trains through the Transbay corridor, BART will require additional cars to make up the added trains and to make longer trains. BART currently has 775 new rail vehicles on order, which will allow the agency to completely replace its aging fleet of 669 vehicles and to expand the fleet by 106 cars. When this order is completed, BART will be able to provide some additional capacity in the short-term but will need 306 more vehicles to get to the number of cars required to operate trains more frequently, which is a total requirement of 1,081 cars. Of the 306 additional cars required, 252 are needed for BART to operate 28 ten-car trains per hour on the four lines (Red, Blue, Green and Yellow) that operate through the Transbay Tube, and ultimately to run up to 30 trains per hour. The remaining 54 railcars are to increase capacity on the Orange Line (which does not operate through the Transbay Tube), and to increase ready reserve trains, which are needed in case delays occur, see figure 2.

Figure 2. 306 Railcars



Train Control Modernization Project (Communications-Based Train Control)

To achieve the shorter headways needed to operate 30 peak hour trains per hour through the Transbay Tube, BART will replace its existing fixed-block train control systems with a new, industry-proven, Communications Based Train Control System (CBTC). BART has developed a multi-phase implementation program that will begin by testing CBTC equipment on BART's existing test track in Hayward, and then once the CBTC equipment has been sufficiently proven on test tracks, BART will implement CBTC along the mainline tracks in stages. The scope of the CBTC project includes installation of lineside equipment within BART's existing right-of-way throughout the entire system. CBTC allows trains to safely operate closer together than the current fixed-block train control system, thus increasing throughput and capacity. CBTC has been implemented on many of the busiest rail systems in Europe and Asia and is now the worldwide standard for high-capacity transit train control.

On January 9, 2020, the BART Board of Directors voted to award a $798 million contract to Hitachi Rail STS USA, Inc. to design and build a modern Communications Based Train Control System (CBTC) that will dramatically improve future BART service, replacing the current fixed-block train control system, which is 50 years old. CBTC will allow BART to run more trains closer together and significantly enhance Transbay capacity. The contract is the largest single BART award contract in the agency's history.

Additional Rail Car Storage

To accommodate the additional new vehicles BART needs for the higher frequency service, BART will make investments to provide additional rail car storage.

Traction Power Substations

BART's trains are electrically powered through a third-rail system. With more frequent and longer trains, BART will need the traction power system that supplies electricity to the third rail to be enhanced with several new traction power substations. BART has conducted traction power simulations to assess the power requirements associated with operating 30 regularly-scheduled ten-car trains through the Transbay Tube per hour. The simulation revealed specific areas along BART's mainline where the traction power requirements for the more-frequent service exceed the capacity available from BART's existing traction power system. Five sites have been identified for new substations, see figure 3:

1. Downtown San Francisco—Civic Center Station
2. Downtown San Francisco—Montgomery Station
3. Oakland—near MacArthur station on 34th Street
4. Concord
5. Richmond

Figure 3, New Substations

A sixth substation would also be installed at the Hayward Maintenance Complex. The four locations in the East Bay are all within existing BART or Caltrans right-of-way and are at-grade locations. The two sites in San Francisco are located below grade within existing BART stations. BART is also undertaking a major program to replace and upgrade the existing traction power system. While this program will increase the amount of power available for train operation, it is not considered to be part of the CCP.

Relative Level of Need or Urgency

Programming and allocation of funds for the CCP is time sensitive. The allocation of funds, expected to take place by the fall of 2023, will enable BART to meet contractual obligations to exercise Option 2 of the contract with Alstom. Option 2 includes procurement of 54 rail cars.

Risk Review & Contingency Report

In August 2023, the Federal Transit Administration (FTA) provided BART a final Risk Review & Contingency Report with an updated cost estimate for the overall project of $5.09 billion. BART has accepted FTA's updated cost estimate, which includes a $119 million estimate to implement CBTC on the Silicon Valley Rapid Transit BART extension Phase 1, fully funded by VTA, and increases the program contingency to account for additional inflation risk in labor and materials. With this increased cost estimate, CCP has a funding gap of $1.1 billion.

BART is currently working on a Completion Plan in collaboration with FTA and its Project Management Oversight Consultant (PMOC). BART is evaluating funding and financing options to cover the funding gap. At its October

Commission Meeting, the Metropolitan Transportation Commission (MTC) will be confirming its Major Project Advancement Policy and Transit and Intercity Rail Capital Program (TIRCP) Framework, which includes an additional $350 million of TIRCP Augment 2 funds for the Core Capacity Program. BART is also reviewing the existing scope and evaluating potential alternative approaches to deliver the CCP.

The Report also moves the estimated completion date for the CCP from January 2030 to August 2033. This change does not change the forecast delivery schedule for the 54 rail cars that would be procured with this allocation of funds.

Community Engagement/Level and Diversity of Community Support

In 2011, BART implemented a Public Participation Plan (PPP), which was updated in 2015 following extensive outreach throughout the BART service area. The PPP guides the organization's ongoing public participation endeavors. The PPP ensures that BART utilizes effective means of providing information and receiving public input on transportation decisions from diverse communities, including low-income, minority, and Limited English Proficient populations. As recommended in BART's Public Participation Plan (PPP), BART has implemented a variety of outreach techniques for projects related to the overall CCP. In 2014, BART launched a "Fleet of the Future" outreach campaign to obtain public feedback on the design of BART's new vehicles. A series of ten events were held at BART stations and in local communities throughout the Bay Area. Approximately 17,500 people attended the events and a total of 7,666 surveys were collected. BART staff consulted regularly with members of the disability community, including the BART Accessibility Task Force (BATF), on the design and functionality of the new BART trains. The BATF provided hands-on feedback on all aspects of the car design.

- Outreach related to the 2014 BART Vision Plan engaged over 2,000 people in exploring the tradeoffs involved in considering how BART can meet its future needs. The public helped BART staff narrow down future projects and investments BART should focus on by determining which ones are most important to the public and fit best into BART's goals of serving the Bay Area for years to come. A total of ten in-station events were held and a total of 2,551 surveys were collected.
- BART's Title VI/EJ Advisory and LEP Advisory committees meet regularly to assist BART on all issues of policy with a focus on meeting the needs of minority and disadvantaged communities and riders. In November 2017, both committees received a presentation on the CCP.
- In 2017, BART also partnered with MTC to conduct outreach on its Core Capacity Transit Study, a collaborative effort to improve public transportation to and from the San Francisco core. Outreach activities consisted of two public meetings to identify investments and improvements to increase transit capacity to the San Francisco core. Approximately 80 people participated in the public meetings.
- Outreach strategies to Disadvantaged or Low-Income Communities outlined in the PPP include:
    - Translation of flyers and other meeting materials and interpretation services
    - Outreach to Community-based Organizations (CBOs)
    - Providing notification using Ethnic Media Sources
    - Hosting meetings in accessible locations
- Additional outreach activities were included as part of the following relevant efforts:
    - Fleet of the Future New Train Car Model
    - BART Vision – Future BART
    - Embarcadero-Montgomery Capacity Implementation and Modernization Study
    - Better BART
    - Metropolitan Transportation Commission (MTC) Plan Bay Area 2040
    - MTC Core Capacity Transit Study
    - Hayward Maintenance Complex Noise Study

Benefits to Disadvantaged Populations and Equity Priority Communities

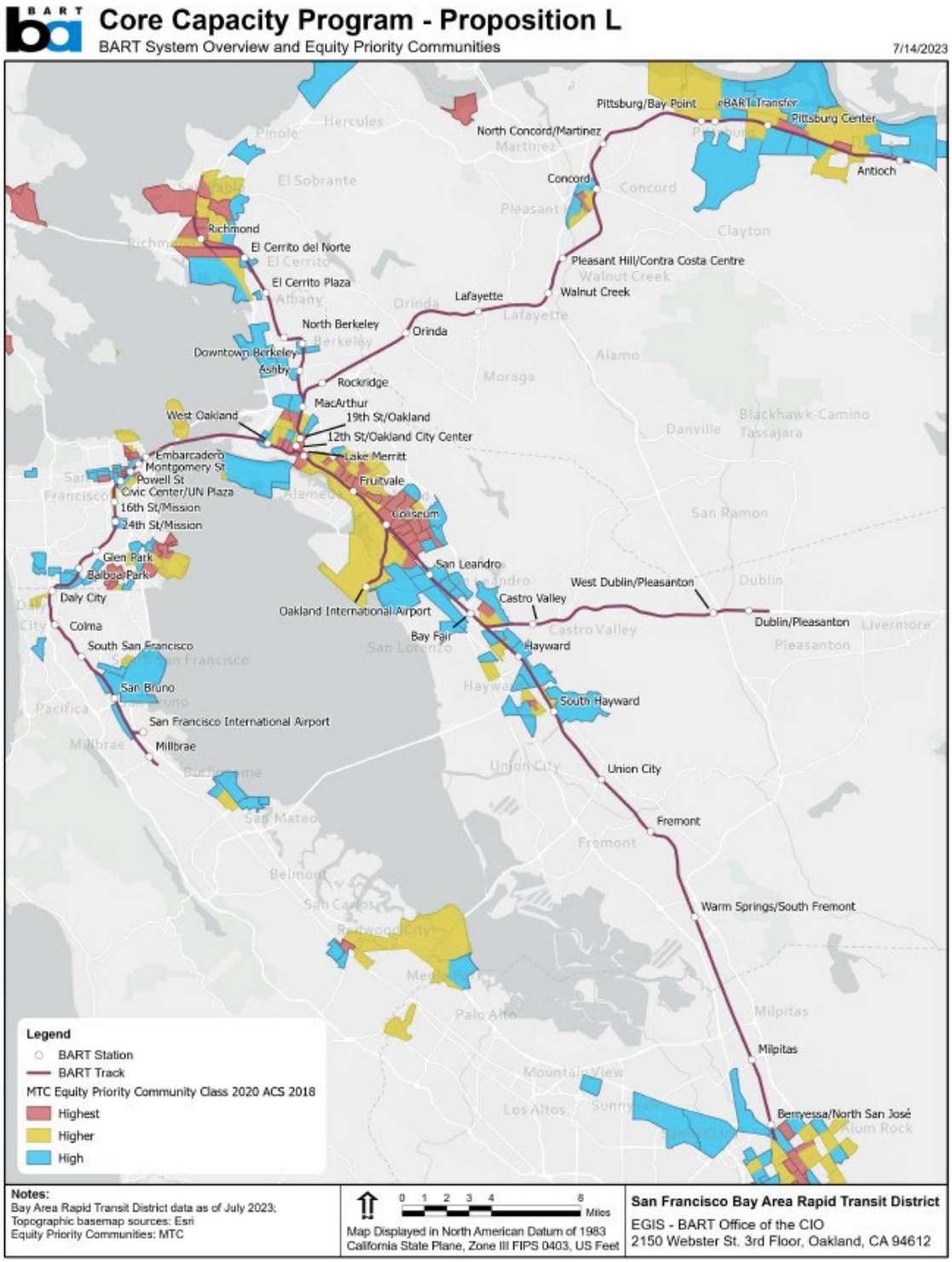
The primary benefit of the CCP, and specifically the implementation of Option 2, is that Bay Area residents and tourists will benefit from reliable service with new train cars. Taken together, the CCP projects will relieve crowding, increase reliability, and provide a more convenient service to all patrons, see figure 4.

Figure 4. Core Capacity Program Benefits

Additionally, the CCP will also contribute to addressing equity and inclusion concerns in the Bay Area region. According to a City and County of San Francisco Planning Department document, "new housing option […] were not nearly enough to meet the needs of communities of color, low-income workers, and at times further exacerbated their displacement; many were forced out of the city given the increase in rents. This displacement has also been impacting the environment by imposing longer commutes and led to the loss of local businesses, art and entertainment activities."[1] With the improvements the CCP will yield for overall BART service, Disadvantaged Populations and Equity Priority Communities will more easily get to and from places of employment, education facilities, health care facilities, or leisure activities. These communities will benefit from the increased frequency, greater capacity and reduced crowding. Figure 5 below shows the extend of Equity Priority Communities who live near a BART station.

[1] "Context: Dismantling San Francisco's Housing Inequities," City and County of San Francisco Planning Department, April 202.

Figure 5, Core Capacity Program, Equity Priority Communities



Compatibility with Land Use, Design Standards, and Planned Growth

- The CCP is compatible with existing and planned land uses, with adopted standards for urban design, and supportive of planned growth in transit-friendly housing, employment, and services. The Project will comply with all applicable Federal requirements, including but not limited to, Buy America provisions, ADA regulations, Civil Rights requirements, Federal Motor Vehicle Safety Standards (FMVSS), and/or the Federal Motor Carrier Safety Regulations (FMCSR).
- The MTC adopted an update to its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Plan Bay Area 2050, which was released in October 2021. The update includes the capital projects and service assumptions that make up the CCP. The CCP meets guiding principles of Plan Bay Area 2050 in specific and measurable ways. See Figure 6 for a list of the guiding principles. The CCP meets these as follows:
    - Affordable: Reduce vehicle operation and maintenance costs due to pavement conditions
    - Connected: Increase non-auto mode share
    - Healthy: Reduction of C02 emissions and reduction of adverse health impacts
    - Vibrant: Increase share of jobs accessible in congested conditions

Figure 6. Plan Bay Area 2050 Guiding Principles

GUIDING PRINCIPLE	DESCRIPTION
AFFORDABLE	All Bay Area residents and workers have sufficient housing options they can afford – households are economically secure.
CONNECTED	An expanded, well-functioning, **safe and multimodal** transportation system connects the Bay Area – fast, frequent, and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
DIVERSE	The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place – with **full** access to the region's assets and resources.
HEALTHY	The region's natural resources, open space, clean water, and clean air are conserved – the region actively reduces its environmental footprint and protects residents from environmental impacts.
VIBRANT	The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

The Bay Area Air Quality Management District's 2017 Clean Air Plan provides a regional strategy to protect public health and the climate attaining all state and federal air quality standards, and eliminating health risk disparities from exposure to air pollution among Bay Area communities achieving ambitious GHG reduction targets for 2030 and 2050. The CCP will directly support these goals by shifting single occupancy vehicle trips to increased transit ridership, thus reducing harmful emissions.

San Francisco Transportation Plan Alignment (SFTP)

The CCP will advance SFTP goals as described below:

SFTP Goal	CCP Alignment
Equity	The existing BART system covers large portions of the Bay Area and bisects several communities, including those with designated minority and low-income populations. No impacts from the installation or operation of CCP new rail cars are anticipated; therefore, no disproportionately high and adverse effects are anticipated for any surrounding communities, including any Title VI/EJ communities. BART, as a recipient of federal funds, is required by the FTA to comply with Title VI of the Civil Rights Act of 1964 and its amendments (Act). Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color, or national original be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" addresses environmental justice (EJ) in minority and low-income populations. Presidential Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency" addresses services to those individuals with Limited English Proficiency (LEP). FTA Circular 4702.1B, dated October 1, 2012, titled Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Title VI Circular) and FTA Circular 4703.1, dated August 15, 2012, titled Environmental Justice Policy Guidance for Federal Transit Administration Recipients (EJ Circular), require that federal funding recipients such as BART review its transportation decisions to ensure equity in the transportation decision making process and to ensure that decisions are not made on the basis of race, color, national origin, or socioeconomic status.
Environmental Sustainability	As part of its mission, BART is committed to integrating climate adaptation and resiliency practices into daily operations and future transit investments. BART's Sustainability Policy (adopted in 2017) frames overarching resilience actions and initiatives, which are further detailed in BART's 10-year Sustainability Action Plan. Specifically, implementation of the CCP will lead to specific sustainability benefits, including significant reduced Greenhouse Gas (GHG) emissions from pulling new riders from the Bay Area roadways. Additionally, increased BART capacity supports planned increases in housing and employment density around BART stations, allowing the Bay Area to meet requirements of the California Global Warming Solutions Act of 2006 (AB 32). Lastly, the CCP has no physical features that will lead to environmental impacts. The CCP has a categorical exclusion (CE) for the National Environmental Policy Act (NEPA) and negative declaration (ND) for California Environmental Quality Act (CEQA). These documents are available on BART's CCP website https://www.bart.gov/about/projects/corecapacity.
Accountability & Engagement	BART is coordinating with MTC to complete the CCP. The program is included in MTC's adopted RTP, and MTC has been working with BART to assemble funding from various sources.

	Additionally, BART has been conducting extensive engagement as discussed on pgs.4-5.
Economic Vitality	Ranked by population, the Bay Area is the fourth largest metropolitan area in the United States. The nine-county region is home to more than 7.8 million people and 3.9 million jobs. The Bay Area's economy continues to grow, despite setback from the COVID-19 pandemic, driven in part by the technology sector that is vital to growing the nation's overall economy. By 2050, the region expects over ten million residents and five million jobs to be located here.[2] AS the Bay Area's second largest transit network, BART currently operates and maintains 50 stations and 131 miles of revenue track, serving over 149,000 passengers every weekday in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. The CCP program of projects will support expected economic growth and vitality in the Bay Area.
Safety and Livability	The new railcars will include many new safety features. BART's new car design includes tripod poles that are strategically placed to give riders additional support, especially during times of peak hour crowding while also ensuring room for people in wheelchairs and those with luggage or strollers. Seats are positioned slightly higher providing room to stow backpacks, luggage, and strollers. Specially designated bicycle parking is included as well. To address the needs of customers with vision and hearing impairments, the new cars include interior and exterior digital displays, inter-car barriers, clear, automated announcements, and pole markings to improve contrast. For customers with mobility impairments, the new BART cars include differently-colored priority seating, floor markings for wheelchair areas, seats that are higher off the floor making it easier to sit down and stand up, and intercoms located near doors.

Safety

- Compared to roadway conditions, BART is a significantly safer travel option. A 2013 Northwestern University study found that rail travel is about 17 times safer than traveling in a car, in terms of number of fatalities per billion-passenger mile. In 2019, BART experienced only 1.59 station incidents per million riders and 0.47 vehicle incidents per million riders. Station incidents and vehicle incidents are all incidents that meet the FTA criteria as "reportable" (mostly injuries and illnesses) and occur either in BART station areas or on BART train cars.
- The CCP will lead to a reduction of 152.2 million Vehicle-miles Traveled (VMT) on Bay area roadways by 2048. This reduction in VMT is due to increased ridership, which will decrease the number of cars the Bay Area roadways, thus reducing the number and frequency of vehicle crashes and increasing safety.
- BART's existing train control system, originally built over 50 years ago, is reaching the end of its useful life. The new CBTC system will be a proven technology, ensuring that BART can operate more trains closer together, while maintaining the highest level of safety in train operation. Many systems worldwide have now converted to CBTC, such as the London Underground, the Paris Metro, portions of

[2] Plan Bay Area 2050, Plan Bay Area 2050 Final Plan

the New York City subway, and others, and BART will be following this path using fully tested and certified technology.

- Before the COVID-19 Pandemic, the BART platforms at Embarcadero and Montgomery became extremely crowded, particularly when there was a service disruption. Extreme crowding on the platform can lead to unsafe conditions when people are too close to the platform edge. More frequent and longer trains will relieve crowding on BART platforms, making safer for people getting in and out of the train cars.
- The new rail cars include many safety features. BART's new car design includes tripod poles that are strategically placed to give riders additional support, especially during times of peak hour crowding, while also ensuring room for people in wheelchairs and those with luggage or strollers. Seats are positioned slightly higher providing room to stow backpacks, luggage, and strollers. Specially designated bicycle parking is included as well.

Increases Capacity

- The CCP is a comprehensive program of projects that will increase capacity, relieve congestion and crowding, increase transit ridership, and decrease greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) by increasing the frequency and capacity of trains operating on the entire BART system. The CCP will allow the maximum number of trains operating through the Transbay Corridor to increase from 23 up to 30 per hour, and peak hour train lengths to be increased from an average of 8.9 cars to ten, maximizing throughput capacity in the most heavily used and most congested travel corridor in the San Francisco Bay Area. The CCP has four major project components: 306 additional rail cars to provide the additional trains needed, a new communications-based train control system that will allow closer headways (shorter wait times between trains), additional rail car storage, and additional traction power substations to provide the additional power needed for the more frequent service. These four program elements of the CCP will allow BART to decrease headways on each of the five BART lines from 15 to 12 minutes, thus increasing frequency by up to 25 percent.

Improves Reliability

- Implementation of the CCP will have significant benefits to the reliability of the BART system. Reliability is a very important factor in users' decisions to use transit over other modes, especially reliance on single occupancy vehicles. Table 1 shows that 16 percent of all trains are delayed due to the current BART Train Control (TC) system, which will be significantly reduced, or completely alleviated with implementation of the communications-based train control (CBTC) system aspect of the CCP.

  Table 1, Number of Trains Delayed, Project Segment (Bay Fair to Warm Springs)

Year	Total Number of Trains Delayed	# Of Trains Delayed due to Current TC System	% Of Trains Delayed due to Current TC System
2017	3,845	502	13%
2018	1,962	279	14%
2019	2,970	528	18%
2020	1,662	331	20%
2021	1,427	249	17%
2022	3,312	560	17%
Total	**15,178**	**2,449**	**16%**

- The CCP will also increase accessibility to multimodal choices throughout the Bay Area by enhancing the reliability of the BART system to connect to the region's job centers in San Francisco, Oakland, and Silicon Valley. Implementation of the CCP will allow riders to better rely on BART to get them to their destinations with more certainty on timing, making work, education, retail, and other trips easier on the BART system. Every BART station provides local bus connections, with some BART stations providing major intermodal transit connections to a substantial number of other transit services such as Caltrain, MUNI light rail and bus, AC Transit, SamTrans, Golden Gate Transit, ACE commuter rail, WETA ferries, and bus services to and from Solano and Napa counties.

BART Railcar Contract Milestone Schedule

NTP Date	**Option**	**# of Cars**	**NTP**	**Estimated Start Date**	**Estimated End Date**
November 2020	Base Contract	100	10/2020	August 2024	February 2025
	Option 1	152	3/2023	February 2025	December 2025
	Option 2	54	12/2023	January 2026	May 2026

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	$200,000
Supervisorial Districts	District 02, District 05

REQUEST

Brief Project Description

Design of traffic signal upgrades at 16 locations as recommended in the Western Addition Community Based Transportation Plan. Upgrades at 12 intersections include larger 12' signal heads and mast arms to enhance signal visibility, pedestrian signal improvements including pedestrian countdown signals and accessible (audible) pedestrian signals, and upgraded curb ramps. Project scope also includes pedestrian activated flashing beacons at 3 locations and 1 radar speed sign. Fifteen of the 16 locations are on the High Injury Network.

Detailed Scope, Project Benefits and Community Outreach

The Project will enhance pedestrian and bicyclist safety, transit connections and community space, and advance the City's Vision Zero goals in the Western Addition through upgraded signals and speed reduction strategies. Project locations in the Western Addition community include 16 intersections located within the area bounded by Divisadero, Octavia, O'Farrell, and Hayes.
The Project includes traffic signal upgrades at 12 intersections, pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons in the Western Addition. The 16 locations have been selected primarily due to safety concerns identified by the Western Addition community in the Western Addition Community Based Transportation Plan. Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals, accessible (audible) pedestrian signals, larger 12-inch signal heads relocated for maximum visibility, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, new poles, conduits, traffic detection, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include new technology (i.e., rapid flashing beacons) and upgraded curb ramps as needed. Prop L funds would be used for the local match to a federal Safe Streets for All grant for the signal scope of the project.
Additionally, the Project will implement speed management improvements with the goal of reducing vehicle speeds. Speeding is the leading cause of severe injuries and fatalities in San Francisco and speed management strategies are identified as key tools in the City's Vision Zero Action Strategy. Speed reduction will be implemented through speed management strategies, including new 20 MPH speed limits on eligible corridors, radar speed signs, quick-build projects, and a community education

outreach campaign. Beginning in 2024, AB435 will also allow San Francisco to lower speeds by 5 MPH on streets that are designated as “safety corridors”. The SFMTA plans to reduce speed limits from 25 MPH to 20 MPH on up to 25 eligible “safety corridors” in the Western Addition. No Prop L funding is expected to be used for the speed reduction scope which SFMTA expects to fund with Proposition B General Funds Population Growth providing the local match to the federal safety grant. Phase 1 of the Western Addition Area Traffic Signal Upgrades is located at intersections in the Western Addition neighborhood, including the Golden Gate Avenue and Fulton Street corridors, Laguna/Sutter, Laguna/Turk, and Buchanan/Turk, and consists of traffic and pedestrian signal infrastructure, pavement renovation, curb ramp construction, traffic control, and all related work. Construction is underway, with open for use expected by December 2024.

Project Location

See attached lists

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Note that the design engineering for the signal scope of this project began in June 2021 using local MTA funding. The schedule provided in the project delivery section of this allocation request for the advertise construction and start construction dates is for the signal scope which requires a construction contract. Design for the speed reduction/management scope will begin after SS4A and/or separate local match funding is secured which is expected in late 2023/early 2024. The speed reduction/management scope does not require a construction contract and is expected to start construction in Summer 2024.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$200,000	$0	$0	$200,000
FHWA- Safe Streets and Roads for All (signal scope)	$0	$800,000	$0	$800,000
Phases In Current Request Total:	$200,000	$800,000	$0	$1,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	$3,588,321	$0	$0	$3,588,321
FHWA - Safe Streets and Roads for All (for signal scope - con phase)	$0	$13,553,284	$0	$13,553,284
FHWA- Safe Streets and Roads for All (signal scope)	$0	$800,000	$0	$800,000
Funding Plan for Entire Project Total:	$3,588,321	$14,353,284	$0	$17,941,605

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$1,000,000	$200,000	Based on recent similar projects
Construction	$16,941,605		Based on recent similar projects
Operations	$0		
Total:	$17,941,605	$200,000	

% Complete of Design:	25.0%
As of Date:	09/11/2023

Expected Useful Life:	30 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	Fund Source Total			
PROP L	Design Engineering	$100,000	$100,000	$0	$0	$0	$200,000
	Total:	$100,000	$100,000	$0	$0	$0	$200,000

San Francisco County Transportation Authority
Prop L Allocation Request Form

WESTERN ADDITION AREA TRAFFIC SIGNAL UPGRADES - PHASE 2 - PROJECT BUDGET - DESIGN

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN			
Budget Line Item	**Totals**		**% of phase**
1. Total Labor	$	600,000	60%
2. Consultant	$	50,000	5%
3. Other Direct Costs *	$	100,500	10%
4. Contingency	$	249,500	25%
TOTAL PHASE	**$**	**1,000,000**	100%

TOTAL LABOR COST BY AGENCY		
SFMTA	$	250,000
SFPW	$	350,000
TOTAL	**$**	**600,000**

* PG&E Costs and City Attorney Costs

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

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

SGA Project Number:		**Name:**	Western Addition Area Traffic Signal Upgrades - Phase 2
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	09/30/2025
Phase:	Design Engineering	**Fundshare:**	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-201	$100,000	$100,000	$200,000

Deliverables

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

2. 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).

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline.

Notes

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

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	80.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	80.0%

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Western Addition Area Traffic Signal Upgrades - Phase 2
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$200,000

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

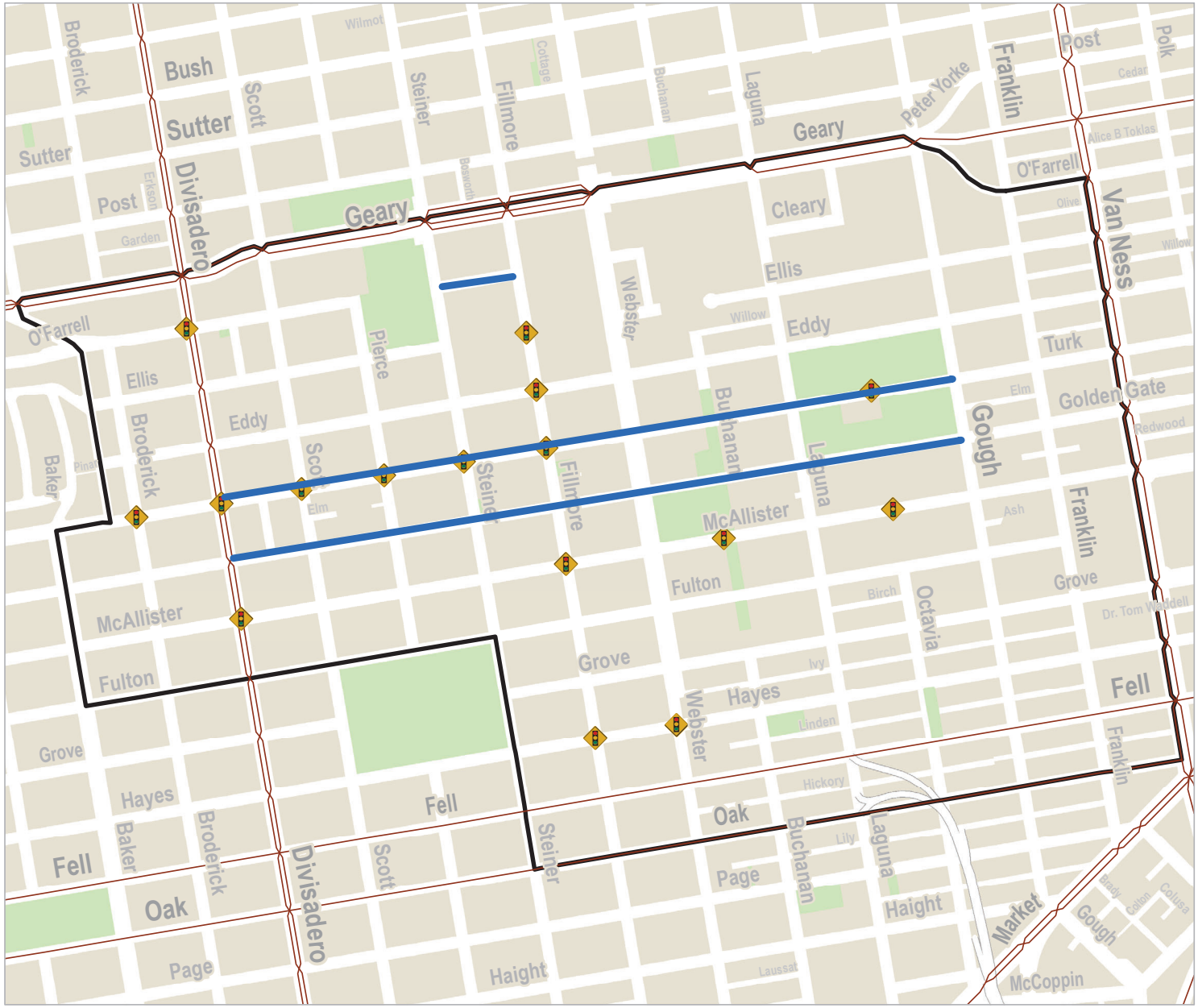
Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	555-5555
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

Western Addition Trafific Signal Upgrades - Phase 2

#	Street 1	Street 2	High Injury Vision Zero Network	Supervisor District	Full Signal Upgrade	Signal Modification Upgrade to add Mast Arm Pole	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Curb Ramps	Rectangular Rapid Flashing Beacons	Radar Speed Sign (ahead of existing RRFB location)
1	Broderick	Turk		2/5	X		X	X	X		
2	Turk	Divisadero	X	5	X		X	X	X		
3	Divisadero	O'Farrell	X	2/5	X		X	X	X		
4	Divisadero	McAllister	X	5	X		X	X	X		
5	Turk	Scott	X	5		X	X	Existing			
6	Turk	Pierce	X	5	X		X	Existing			
7	Turk	Steiner	X	5	X		X	X	X		
8	Turk	Fillmore	X	5		X	X	Existing			
9	Fillmore	Hayes	X	5	X		X	X	X		
10	Fillmore	McAllister	X	5	X		X	X	X		
11	Fillmore	Eddy	X	5	X		X	X	X		
12	Hayes	Webster	X	5	X		X	X	X		
13	Buchanan	McAllister	X	5							X
14	Octavia	McAllister	X	5						X	
15	Octavia	Turk	X	5						X	
16	Fillmore	Ellis	X	5						X	



Western Addition Community Safe Streets Project

Safety Improvement Locations

September 2022

LEGEND

- Traffic Signal Upgrades
- Radar Speed Signs (potential street locations)
- Road diets/quick-build projects (potential locations)
- Western Addition Community Safe Streets Project Area

NOT MAPPED:

Speed Reduction Strategies (20 MPH speed limits on up to 25 corridors and up to 5 radar speed signs)

Education and outreach on traffic safety

0.1 miles

Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Safety Improvements.mxd
User Name: VRomero

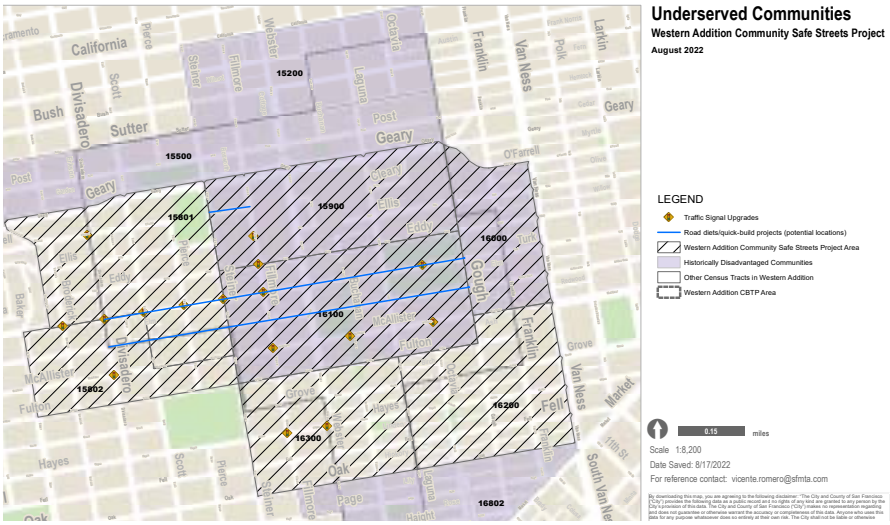
WESTERN ADDITION COMMUNITY SAFE STREETS PROJECT

SFMTA

SFMTA.COM/WESTERNADDITION

BACKGROUND

The Western Addition Community Safe Streets project (WACSS) includes traffic signal upgrades and speed management improvements in support of the City's Vision Zero goals. These safety improvements were identified in the Western Addition Community Based Transportation Plan (WACBTP). The SFMTA was recently awarded $17,613,284 in funding through the USDOT Safe Streets and Roads for All (SS4A) Program.



OVERVIEW

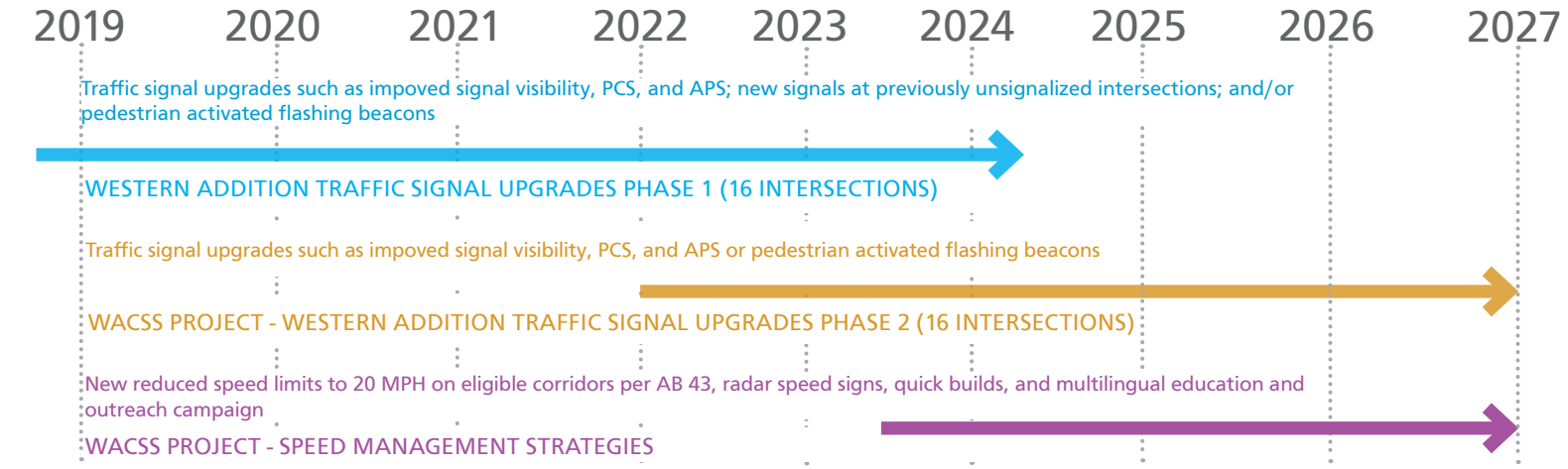
The Western Addition Traffic Signal Upgrades Phase 1 project is estimated to begin construction in spring 2023. Near term improvements identified in the WACBTP have been implemented. These include daylighting, continental crosswalks, bulb-outs, pedestrian actuated rectangular rapid flashing beacons, and advanced limit lines.

The Western Addition Traffic Signal Upgrades Phase 2 project has started design using local funds and is proposed to complete design and implement improvements at 16 intersections as part of the WACSS project.

Key elements of the WACSS project are as follows:

- Signal visibility enhancements to improve safety through larger 12" signal heads and mast arms
- Pedestrian signal improvements such as pedestrian countdown signals (PCS), accessible pedestrian signals (APS), pedestrian activated flashing beacons, upgraded streetlighting, and upgraded curb ramps
- Speed management strategies such as lower speed limits through 20 mph signage, radar speed signs, quick build improvements based on WACBTP, and additional community engagement
- Multilingual education and outreach campaign on traffic safety and speed management

PROJECT TIMELINE



For more information, please contact geraldine.deleon@sfmta.com, vicente.romero@sfmta.com or uyen.ngo@sfmta.com

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WESTERN ADDITION COMMUNITY SAFE STREETS PROJECT

SFMTA

SFMTA.COM/WESTERNADDITION

WACSS PROJECT BUDGET

The overall budget including design, construction, and education/outreach campaign activities is estimated to be $22M. SFMTA was recently awarded $17.6M in SS4A grant funding with a 20% local match of $4.4M.

FULL TRAFFIC SIGNAL UPGRADES

Full signal upgrades include new larger 12” signal heads and mast-arms, conduits, poles, controllers, enhanced streetlighting, and upgraded accessible curb ramps.

SPEED LIMIT REDUCTIONS AND SPEED RADAR SIGNS

Speed management strategies include 20 MPH speed limit reduction signage as authorized by California Assembly Bill 43 (AB 43) and radar speed signs to make drivers aware of speed limits and change driver behavior.

PEDESTRIAN COUNTDOWN SIGNALS AND ACCESSIBLE PEDESTRIAN SIGNALS

Pedestrian countdown signals (PCS) and accessible pedestrian signals (APS) provide pedestrians with additional guidance on when to start crossing safely at signalized intersections and are particularly helpful for seniors and people with vision, hearing, and mobility disabilities.

MULTILINGUAL EDUCATION AND OUTREACH CAMPAIGN

WACSS includes education and outreach efforts to increase awareness of the impacts of speed and new speed limits set in the neighborhood.

RECTANGULAR RAPID FLASHING BEACONS

Rectangular rapid flashing beacons (RRFBs) caution drivers with a flashing visual that pedestrians will be crossing at the crosswalk.

PROJECT CONTACT

For more information, please contact geraldine.deleon@sfmta.com, vicente.romero@sfmta.com, or uyen.ngo@sfmta.com

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Western Addition Community Safe Streets Project

USDOT 2022 Safe Streets and Roads for All (SS4A) Grant Application
Applicant: San Francisco Municipal Transportation Agency
DUNS Number: 95-661-7435
Representative: Joel Goldberg, Manager, Programming and Grants

Jurisdiction: City of San Francisco, California
Total Project Cost: $22,016,605
USDOT (2022) SS4A Grant Request: $17,613,284
Total Non-federal Funding (match): $4,403,321

SFMTA

Western Addition Community Safe Streets Project

Overview

The Western Addition Community Safe Streets Project (the Project) will improve traffic safety outcomes and increase connectivity in the Western Addition. The San Francisco Municipal Transportation Agency (SFMTA) is requesting $17,613,284 in SS4A funds to deliver core safety improvements identified in the Western Addition Community Based Transportation Plan (WA CBTP) and implement speed management strategies throughout the neighborhood to reduce crashes and help San Francisco achieve its Vision Zero goals of zero traffic deaths.

The Western Addition Neighborhood

At the center of San Francisco, the Western Addition is a residential neighborhood located east of Golden Gate Park and west of City Hall. This neighborhood is home to many low-income housing residents and a large minority community. These characteristics, in combination with San Francisco's high cost of living, led to the Western Addition's classification as an Equity Priority Community[1] by the Metropolitan Transportation Commission (MTC), the Bay Area Region's MPO.

Home to two culturally significant and historic commercial centers – the Fillmore District and Japantown – the Western Addition's central location and points of interest draw thousands of residents, workers, and visitors. Annual cultural events like the Fillmore Jazz Festival and the Cherry Blossom Festival bring more than 200,000 people at a time to the neighborhood. The high volumes of people walking, biking, and taking transit in the Western Addition emphasize the need for safe and connected streets.

Delivering Recommendations from the Community Based Transportation Plan

In 2017, the SFMTA led the Western Addition Community Based Transportation Plan (WA CBTP) to identify transportation challenges and recommend solutions to improve mobility and access within the neighborhood. Through extensive community engagement, the Plan identified a series of recommendations to create a safer, more accessible, and livable Western Addition. Key near-term recommendations have already been implemented and WA CBTP Phase I improvements have completed the design phase and will start construction in 2023 (see Map 4, Appendix). SS4A funds will enable the completion of the WA CBTP and expand speed management strategies.

Location

The project area extends over seven census tracts in San Francisco bounded by Geary Blvd to the North, Oak St to the South, Van Ness Ave to the East and Baker St to the West. In 2019, there were 27,919 residents in the project area. The Western Addition is primarily a residential neighborhood with some blocks having a mix of residential, institutional, and commercial uses. The neighborhood's main commercial corridor is the six blocks of Fillmore Street between Geary Blvd and McAllister St.

As identified in the WA CBTP, the neighborhood experiences high vehicle speeds and cut through traffic and most of the project area's streets are on the Vision Zero High-Injury Network. Key streets/intersections in the City's High-Injury Network, which defines the 13% of streets that make up

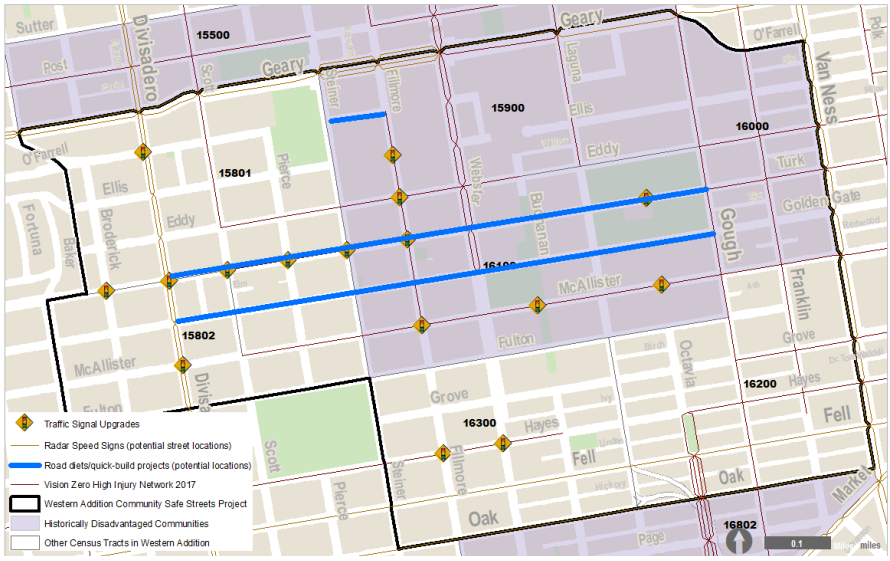
[1] https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

75% of severe and fatal crashes, are Divisadero and Fillmore streets (North-South) and Turk and McAllister streets (East-West).

Location of Safety Improvements

The Project proposes traffic signal upgrades and other safety strategies at 16 intersections and along three corridors, which were identified by the local community in the WA CBTP. Fifteen of the 16 intersections are on the Vision Zero High-Injury Network and ten of the 16 intersections are in Underserved Communities Census Tracts (Historically Disadvantaged Communities). (See map below and Map1, Appendix).

Western Addition Community Safe Streets Project Location Map



The Project will improve traffic safety outcomes and increase connectivity in the Western Addition by delivering core safety improvements identified in the WA CBTP and implement speed management strategies. The proposed safety improvements and Safe Street Strategies are described below.

Traffic Signal Upgrades for Safer Intersections: larger 12-inch signal heads and mast arms to enhance signal visibility and pedestrian signal improvements, including pedestrian countdown signals, accessible pedestrian signals, updated signal timing such as leading pedestrian intervals (LPIs), pedestrian activated flashing beacons, radar speed signs, and upgraded curb ramps

Speed Reduction with Speed Management Strategies, including new 20 MPH speed limits on eligible corridors, radar speed signs, and quick-build projects.

Speed limits will be reduced to 20 MPH based on new California state criteria, established by California Assembly Bill 43.

Radar speed signs will be installed at locations selected based on community input, history of speeding, and opportunities for coordination around other existing safety improvement projects. The SFMTA will install up to 5 radar speed signs along arterial streets in the Western Addition.

Quick-Build safety improvements are reversible, adjustable traffic safety improvements that can be installed quickly while also working on comprehensive longer-term street changes for major capital projects. Typical quick-build improvements include low-cost treatments such as paint, signs, delineators, signal timing changes, parking and loading changes, and transit stop changes. As indicated in the map above, and on Map 2, Appendix, potential locations identified in the WA CBTP and on the Vision Zero High-Injury Network include Golden Gate Avenue from Gough to Divisadero, Turk Street from Gough to Divisadero, and O'Farrell Street between Steiner and Fillmore.

A neighborhood-wide multilingual education and outreach campaign to increase awareness, build support, and promote a culture that prioritizes traffic safety. **A broader citywide campaign** will be launched to capture residents, workers, and visitors who travel through the Western Addition.

Selection Criteria

Safety Impact

Defining the Safety Problem

The high volumes of people walking, biking, and riding transit emphasize the need for safe and connected streets. Pedestrians in the Western Addition face transportation connectivity challenges due to the lack of pedestrian countdown signals (PCS) and/or accessible pedestrian signals (APS) at numerous intersections.

The WA CBTP and 2017-2021 crash data show that the Western Addition experiences high vehicle speeds and cut through traffic. The City's High-Injury Network – which defines the 13% of streets that make up more than 75% of severe and fatal crashes—runs through the entire project area.

Between 2017 and 2021, the Western Addition experienced 8 fatal crashes (6 of them or 75% vehicle/pedestrian) and 51 severe injury crashes (14 of them or 27% vehicle/pedestrian) (see Map 3, Appendix). Speeding in the Western Addition and throughout San Francisco remains the main crash factor for severe and fatal crashes. Reducing vehicle speed is fundamental to safer streets, so the Project prioritizes speed management and speed reduction to design for speeds that protect human life.

Analysis of police and hospital crash data indicates that the Western Addition is home to vulnerable road users, such as seniors and people with disabilities, who typically travel to nearby senior centers, public libraries, churches, and public health facilities (see Map 1, Appendix). **Between 2017 and 2021, the Western Addition experienced 2 fatal crashes (all of them or 100% vehicle/pedestrian) and 3 severe injury crashes (2 of them or 66% vehicle/pedestrian) of residents 65 and older** (see Map 3, Appendix).

Safety Impact Assessment

The Project will enhance pedestrian and bicyclist safety, transit connections and community space, and implement the City's Vision Zero goals through both upgraded signals and speed reduction strategies.

The **traffic signal upgrades** include pedestrian countdown signals (PCS), accessible pedestrian signals (APS), and/or signal visibility improvements at 12 intersections, pedestrian activated flashing beacons at 3 intersections, and a radar speed sign approaching one intersection with existing pedestrian activated flashing beacons in the Western Addition. The 16 locations have been selected primarily due to safety

concerns identified by the Western Addition community in the WA CBTP. Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals (PCS), accessible (audible) pedestrian signals (APS), larger 12-inch signal heads relocated for maximum visibility, mast arms, updated signal timing such as leading pedestrian intervals, curb ramps, additional streetlighting, new poles, conduits, traffic detection, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include new technology (i.e., rapid flashing beacons) and upgraded curb ramps as needed.

Research has shown that signal upgrades improve safety for pedestrians, motorists, and other roadway users. Studies confirm the effectiveness for improving safety from several of the signal treatments proposed as part of the Project. Research has shown that pedestrian countdown signals have reduced overall traffic crashes (8%), rear end crashes (8%), and pedestrian crashes (9%).[2] Research has also found that accessible pedestrian signals improved crossing performance by blind and sighted pedestrians and the use of rectangular rapid flashing beacons increases drivers yielding to pedestrians.[3]

Signal visibility upgrades can improve safety for pedestrians by reducing the likelihood of right-angle crashes due to improved visibility of traffic signals. Larger traffic signal heads are more visually prominent at a greater distance to motorists and may also lead to reduction of red-light running. Reducing red-light running and right-angle crashes will promote pedestrian safety, given that nearby or crossing pedestrians are often the most innocent of victims in these types of crashes. Studies show a reduction in crashes for drivers 25 to 64 years old (17%) and for drivers 65 and older (34%) with repositioning of traffic signals for better visibility and use of 12-inch signal lenses.[4]

Additionally, the Project will implement **speed management improvements** with the goal of reducing vehicle speeds. Speeding is the leading cause of severe injuries and fatalities in San Francisco. These speed management strategies are identified as key tools in the City's Vision Zero Action Strategy. Beginning in 2024, AB43[5] will also allow San Francisco to lower speeds by 5 MPH on streets that are designated as "safety corridors". The SFMTA plans to **reduce speed limits from 25 MPH to 20 MPH on up to 25 eligible "safety corridors"** in the Western Addition.

The improvements also include up to 5 speed radar signs to increase awareness of speeds, up to 2 corridor level road diets/quick-build projects, and multilingual education and outreach campaigns at both the neighborhood and city level.

Lowering speeds by even 5 MPH from 25 to 20 significantly increases the likelihood of a person surviving a crash. Compared to the 20% chance of survival someone has being struck by a vehicle traveling 40 mph, a person has a 90% chance of surviving being struck by a vehicle going 20 mph. Lower speed limits make streets safer for all users.

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[2] R. Srinivasan, B. Lan, D. Carter, S. Smith, K. Signor, and B. Persaud. "Safety Evaluation of Pedestrian Countdown Signals," Research, Development, and Technology Turner-Fairbank Highway Research Center, McLean, VA, (2019).
[3]Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N. Thirsk, C. Lyon, B. Persaud, J. Zegeer, E. Ferguson, and R. Van Houten. "Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments," National Cooperative Highway Research Program, Research Report 841, Washington, D.C., (2017).
[4] Morena, D. A., Wainwright, W. S., and Ranck, F., "Older Drivers at a Crossroads." Public Roads, Vol. 70, No. 4, Washington, D.C., FHWA, (2007) pp. 6-15.
[5] Lowering speeds by even 5 MPH from 25 to 20 significantly increases the likelihood of a person surviving a crash.

The **up to 5 radar speed signs** will warn drivers to be conscientious and ensure they stay safely within the speed limit, encouraging drivers to comply with the speed limit. Radar speed signs are proven to be effective in urban roads, showing statistically significant reductions in observed 85th percentile speeds.[6]

The Project will implement **up to 2 corridor level road diets/quick-build projects** in the Western Addition. Projects will be designed and implemented with additional community engagement. Quick-build projects, such as low-cost and temporary treatments like paint, signs, and delineators, signal timing changes, parking and loading changes, and transit stop changes, are proven to be effective in reducing speeds. For example, severe speeding decreased after the Taylor Street Quick-Build Project in San Francisco. The Taylor Street project included: lane reduction with new turn pockets, painted safety zones, wide loading lanes and parking buffers, and left turn restrictions. Vehicles traveling over 30 MPH decreased by 31%, while vehicles traveling over 40 MPH decreased by 94%. In the west crosswalk at Taylor and Ellis streets, the number of vehicles yielding to pedestrians during the morning peak increased by 58% and close calls dropped from 14 to 0. Additionally, the number of vehicles yielding to pedestrians increased by an average of 25% at the intersections of Taylor and Ellis streets and Taylor and Geary streets.

Underpinning the Project to improve traffic safety and connectivity in the Western Addition will be a **multilingual education and outreach campaign.** These communication strategies are cost-effective ways to reach large members of the public to increase awareness, build support, and promote a culture that prioritizes traffic safety. Applying behavioral science and identifying target audiences will inform messaging and marketing strategies. On-the-ground outreach, high-visibility marketing such as transit shelter ads and light pole banners, and geo-fencing digital advertising strategies will target the campaign to the Western Addition and other key neighborhoods. Evaluation of previous projects combining capital work with education show increased awareness and extended improvements in safer driving behaviors such as slower speeds.

Equity, Engagement, and Collaboration

The Western Addition is a cultural asset which has served as a historic center of San Francisco's Black community. Approximately, 20% of San Francisco's Black population resides within the Western Addition. In 2002, the MTC identified the Western Addition as an Equity Priority Community with a high concentration of low-income housing and a large population of minority residents challenged with the City's high cost of living. The long-term goal is to improve this community's transportation options and connectivity, while the near-term goal is to further deliver safety improvements.

In 2015, as part of the WA CBTP, the SFMTA conducted extensive outreach efforts in the Western Addition. In developing the WA CBTP, the SFMTA collaborated closely with the MTC, San Francisco County Transportation Authority, the City's Public Works and Planning departments, and the Board of Supervisors. The SFMTA also worked with community-based organizations (CBO) such as Walk San Francisco and Lighthouse for the Blind and Visually Impaired. In addition to the community input, the project team received guidance from the District 5 Supervisor and received additional support from the project's Technical Advisory Committee.

[5]Veneziano, D.; Ye, Z.; Westoby, K.; Turnbull, I.; Hayden, L., "Guidance for Radar Speed Sign Deployments." Transportation Research Board, (2012).

The project team partnered with a CBO, Mo'Magic, (http://momagic.org/)[7] to collaborate with community members to identify transportation challenges and solutions. The CBO connected the project team with diverse community groups throughout the neighborhood and facilitated workshops at senior centers, elementary schools, and community centers to obtain a broad understanding of the community's transportation challenges and their ideal solutions. The project team incorporated community input on how to enhance pedestrian safety, transit connections and community space in the development of streetscape recommendations.

The signal improvements and the speed management strategies are both outcomes of that community engagement process, which identified speeding vehicles and high speeds as key concerns. Ten of the 16 intersections planned for signal upgrades are in Underserved Communities Census Tracts (Historically Disadvantaged Communities) (see Map 1, Appendix).

Traffic safety education and outreach campaign materials will be available in multiple languages. Multilingual ambassadors will be engaged in direct outreach to speak with residents, merchants, workers, and visitors in the Western Addition. The Project will fund 5 to 10 local community organizations, who already invest and maintain strong relationships in the Western Addition and surrounding neighborhoods, to deepen outreach and engagement to the neighborhood and vulnerable road users such as seniors and people with disabilities.

The SFMTA will inform residents, merchants, and workers along any new safety corridors with reduced speed limits just before or following installation of signage. Speed limit reductions go through a public hearing and legislation process to allow community feedback. Outreach will include distribution of multilingual paper collateral and in-person conversations while distributing information or participation in local community events.

Effective Practices and Strategies

In 2014, the City and County of San Francisco adopted Vision Zero, a policy with the goal of eliminating all traffic fatalities and reducing severe injuries. This **Safe System Approach** centers human life and coordinates across city departments to implement a suite of actions prioritizing street safety. Through the WA CBTP, the community identified speeding vehicles, high speeds, and pedestrian walkability as key concerns to be addressed. This project addresses safety issues in the community using proven tools within the Safe System Approach to slow speeds and create safer crossings.

SAFE STREETS: Excessive vehicle speed, inadequate visibility between travelers, and intersection conflicts all increase the likelihood of a crash that results in a severe injury or fatality. The Project will reduce speeds, improve visibility of traffic signals, and create safer crossings with fewer intersection conflicts. Strategies include the following:

Pedestrian countdown signals (PCS) and/or signal visibility improvements at 13 intersections and pedestrian activated flashing beacons at 3 intersections. The 16 locations have been selected primarily due to safety concerns.

[6]The MAGIC (Mobilization for Adolescent Growth In our Communities) initiative was founded in 2004 by the Office of the Public Defender in response to a community-identified need to address the impact of trauma, poverty, and violence on children and youth in targeted San Francisco districts.

Signal improvements are cost effective when considering benefit to cost ratio factors. Although the overall total cost of signal improvements proposed as part of the Project are significant due in large part to elements such as curb ramps, underground conduits, and poles that require extensive excavation and/or design, individual elements in the signal scope have relatively lower costs such as leading pedestrian intervals (LPIs), other signal timing updates, pedestrian countdown signals, accessible pedestrian signals, and larger 12-inch signal head lenses.

Additionally, Safe Street actions include **speed management improvements** with the goal of slowing vehicle speeds, namely 20 MPH speed limit signage on "safety corridors", as authorized by AB43, up to 5 speed radar signs, and up to 2 corridor level road diets/quick-build projects (may include traffic signal retiming). These improvements will address the following safety issues:

- Lower speed limits – slow vehicle speeds to reduce the likelihood of a severe or fatal crash between road users
- Quick-Build corridor projects – using tools such as lane reductions / road diets, parking buffers, and painted safety zones can reduce speeds and reduce the likelihood of a crash

SAFE PEOPLE: Paired with street redesign and other traffic safety tools, Safe People actions create a culture that prioritizes traffic safety by raising awareness of the need for safer streets, reducing barriers to adopting safer driving behaviors, and creating traffic safety champions. Through this project, these improvements will address the following safety issues:

- Multilingual education and outreach campaigns – increasing awareness of the impacts of speed and new speed limits set in the neighborhood can promote safer driver behavior
- Speed radar signs – high-visibility sharing information about the current speeds of drivers can increase awareness of speed limits and promote safer driver behavior such as slower speeds

DATA SYSTEMS: Using the SFMTA's Safe Streets Evaluation Program[8], we will evaluate the effectiveness of the Project by identifying evaluation metrics, collecting data (pre- and post-project), performing analysis, and reporting back through blog posts, fact sheets, and/or evaluation summary reports posted on the SFMTA's website. Traffic safety data generated by the Project, and lessons learned in its implementation will also be posted on the SFMTA's website. The Project baseline and post-project evaluation will use TransBASE, an online database management system and analytical tool developed by the San Francisco Department of Public Health (SFDPH) in collaboration with multiple city agencies to facilitate a data-driven understanding of transportation-related safety issues. TransBASE currently includes over 200 spatially referenced variables from multiple agencies and across a range of geographic scales, including infrastructure, transportation, zoning, sociodemographic, and **crash data, all linked to an intersection or street segment**. TransBASE's purpose is to inform public and private efforts to improve transportation system safety, sustainability, community health and equity in San Francisco.

[7]For a detailed description of the evaluation process, check the SFMTA's Safe Streets Evaluation Program and Handbook.

Applying cost effective strategies such as paint, signage, and education campaigns in addition to other proven safety countermeasures will deliver core safety improvements and help slow speeds in the Western Addition.

Climate, Sustainability, and Economic Competitiveness

The Project furthers San Francisco's goals to adapt to Climate Change, become more sustainable and ensure continued economic competitiveness by providing Safe Streets that encourage walking and biking. The City's safety, climate, and transportation policies work together towards achieving that goal. In addition, the SFMTA's procurement policies ensure contractors hire economically disadvantaged San Francisco residents.[9]

- Vision Zero SF commits citywide resources to eliminate traffic fatalities, the vast majority of which are due to interactions between motorized vehicles and pedestrians and cyclists. **Reducing car travel and car speeds will greatly reduce injuries and deaths on our roads.**
- The SFMTA 2021-2024 Strategic Plan includes a goal of a transportation system that combats climate change, mitigates pollution and CO2 emissions from transportation and supports the resiliency and adaptation of the City's infrastructure **by increasing use of transit, walking and bicycling**.
- The 2021 San Francisco Climate Action Plan charts a pathway to achieve net-zero greenhouse gas emissions while **addressing racial and social equity, public health, economic recovery, and resilience**. Transportation and land use is the largest contributor to San Francisco's emissions, accounting for 47% of the City's total greenhouse gas emissions. Strategies for reducing transportation emissions outlined in the Plan include **creating a well-connected transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes** so that at least 80% of all San Francisco trips are low-carbon trips by 2030.

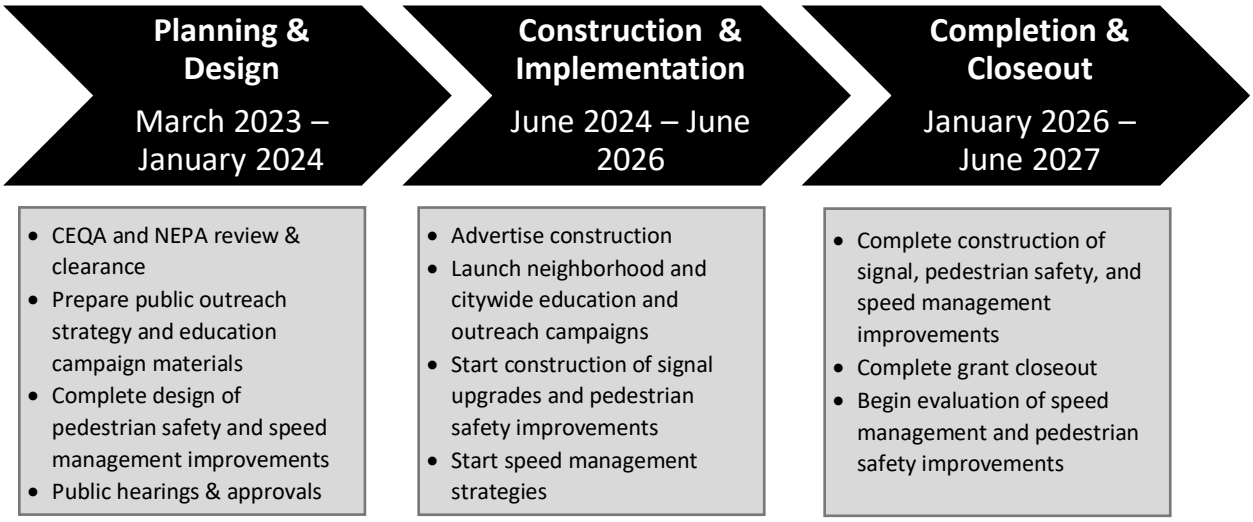
Project Readiness

The Project timeline and budget is informed by more than 30 years of experience successfully implementing signal upgrade projects funded by a San Francisco voter approved sales tax and more recent experience with implementing speed management programs. The SFMTA's expertise, experience, and technical capabilities ensure that all components of the Project will be completed within five years. The design phase for the Project's signal improvements started in August 2021 and is currently at 20% design. Preliminary engineering design work has already begun, ensuring that the project can be obligated within 12 months and completed well within five years. In fact, by the time SS4A grant funds

[8] The SFMTA ensures equal employment opportunities on federally funded construction contracts. By requiring contractors to adhere to federal requirements, the SFMTA will meet minority and female participation goals pursuant to Executive Order 11246. Additionally, the SFMTA implements San Francisco's First Source Hiring Program, requiring developers, contractors, and employers to make good faith efforts toward employing economically disadvantaged San Francisco residents for entry level positions on applicable projects. With respect to procurement, the SFMTA implements the Department of Transportation's Disadvantaged Business Enterprise (DBE) Program as set forth in 49 CFR Part 26 on our FTA-funded contracts. Pursuant to a DBE Program Waiver, the SFMTA establishes African American and woman-owned DBE goals on construction contracts and woman-owned DBE goals on professional services contracts, inclusive of planning, environmental, and design contracts. The agency also establishes race-neutral Small Business Enterprise (SBE) goals that provide additional opportunities for economically- and socially disadvantaged firms on all contracts.

are obligated, the SFMTA will be at 40% design. The SS4A grant will fund the remaining 60% of the design phase and all the construction phase for the Project. Based on the typical schedule for obligating funds and assuming no unforeseen delays in the process, the SFMTA can obligate funds within 12 months after execution of the grant agreement.

The proposed project schedule is as follows:



Environmental Clearance Timeline

The Project will require both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental reviews. The SFMTA expects all CEQA and NEPA review for traffic signal upgrades[10] and the advertising of the construction contract in 2024. The SFMTA has obtained environmental clearance which will be paid for by local funds that have already been allocated for the Project.

The State is expanding the 20 MPH authority to "safety corridors" beginning in 2024. Once the criteria are finalized, the project team will begin the legislation and public hearing process in 2024. About 25 corridors will be eligible for speed limit reductions as safety corridors in the Western Addition – which can be completed within approximately 1 year. Speed limit reductions do not require full environmental clearance and can be approved with a categorical exemption or exclusion. Quick-build projects are generally statutorily or categorically exempt from CEQA, which will be confirmed and completed before

[9] The SFMTA anticipates initiating CEQA clearance with the SFMTA and San Francisco Planning divisions in late 2022 for the signal scope and anticipate receiving clearance by early 2023. The SFMTA anticipates initiating work with Caltrans' Local Assistance Program to apply for NEPA clearance/assignment in early 2023 for the signal scope of the Project. In reviewing and approving projects under NEPA, Caltrans is responsible for complying with all applicable federal environmental laws and with FHWA NEPA regulations, policies, and guidance, and is legally responsible and liable for the environmental decisions made on projects under NEPA Assignment. NEPA Assignment does not change federal environmental protection standards. NEPA Assignment has resulted in documents being approved in less time; improved the efficiency in which Caltrans prepares, reviews, and approves environmental documents; improved the quality of documents; and provides for greater accountability through monitoring. The SFMTA expects to achieve NEPA clearance through Caltrans by mid to late 2023.

each project is approved. Planning, design, and construction for radar speed signs requires approximately 12-24 months. Once the locations are finalized, environmental clearance as a categorical exemption/exclusion and legislation will follow. Construction will be completed within 6-24 months after legislation is complete.

Local Matching Funds

The overall Project budget is estimated to be $22,016,605, with the signal scope budget of $16,941,602 and the speed management scope budget of $4,075,000. The SFMTA will provide a 20% local match of $4,403,321, with funds provided by the Proposition K local transportation sales tax (see attached letter of commitment from the San Francisco County Transportation Authority, the agency authorized to administer and program the sales tax revenue). The local funds already allocated to date will not count towards the 20% local match requirement for the Project grant.

Funds in Underserved Communities

The Project expands over seven census tracts in San Francisco, comprising 27,919 persons. Of these, three census tracts are Historically Disadvantaged Areas, comprising 12,734 persons or 45.3 percent of the project area population (see Map 1, Appendix).

Evaluation Method/Data

For overall project impact on safety, the project team will use TransBASE to analyze the baseline and post-project conditions. Metrics under consideration for use include vehicle/pedestrian fatal and severe crashes, the primary crash factors involved (e.g., speeding or red-light running) in vehicle/pedestrian crashes, and right-angle crashes since these types of crashes are likely correctable by signal visibility improvements. Other metrics data under consideration for use in measuring project effectiveness include streetlighting illumination and vehicles properly stopping ahead of crosswalks during the red-light intervals.

Changes in speeds will be evaluated using data obtained through TransBASE, as well as through data collected on a sample of corridors where speed limits are reduced. This data will include 85th percentile speeds to understand how speeds have changed since the project was implemented. Data collection will help to refine future speed limit reduction projects. Additional metrics will be collected for other project components, such as people directly and digitally reached through the education and outreach campaign.

Using this data, the project team will be able to: inform opportunities to refine a project's design; communicate the effects of a project to the public, decision makers and other transportation professionals; support the use of design treatments at other locations and streamline the design of future projects that incorporate similar elements.

APPENDIX

Western Addition Community Safe Streets Project

MAP 1. Project Area and Disadvantaged Communities

September 2022

LEGEND

- Schools
- Senior Facilities
- Bikeway network
- Muni routes
- Vision Zero High Injury Network 2017
- Western Addition Community Safe Streets Project Area
- Historically Disadvantaged Communities
- Other Census Tracts in Western Addition
- Western Addition CBTP Area

0.1 miles

Scale 1:7,000

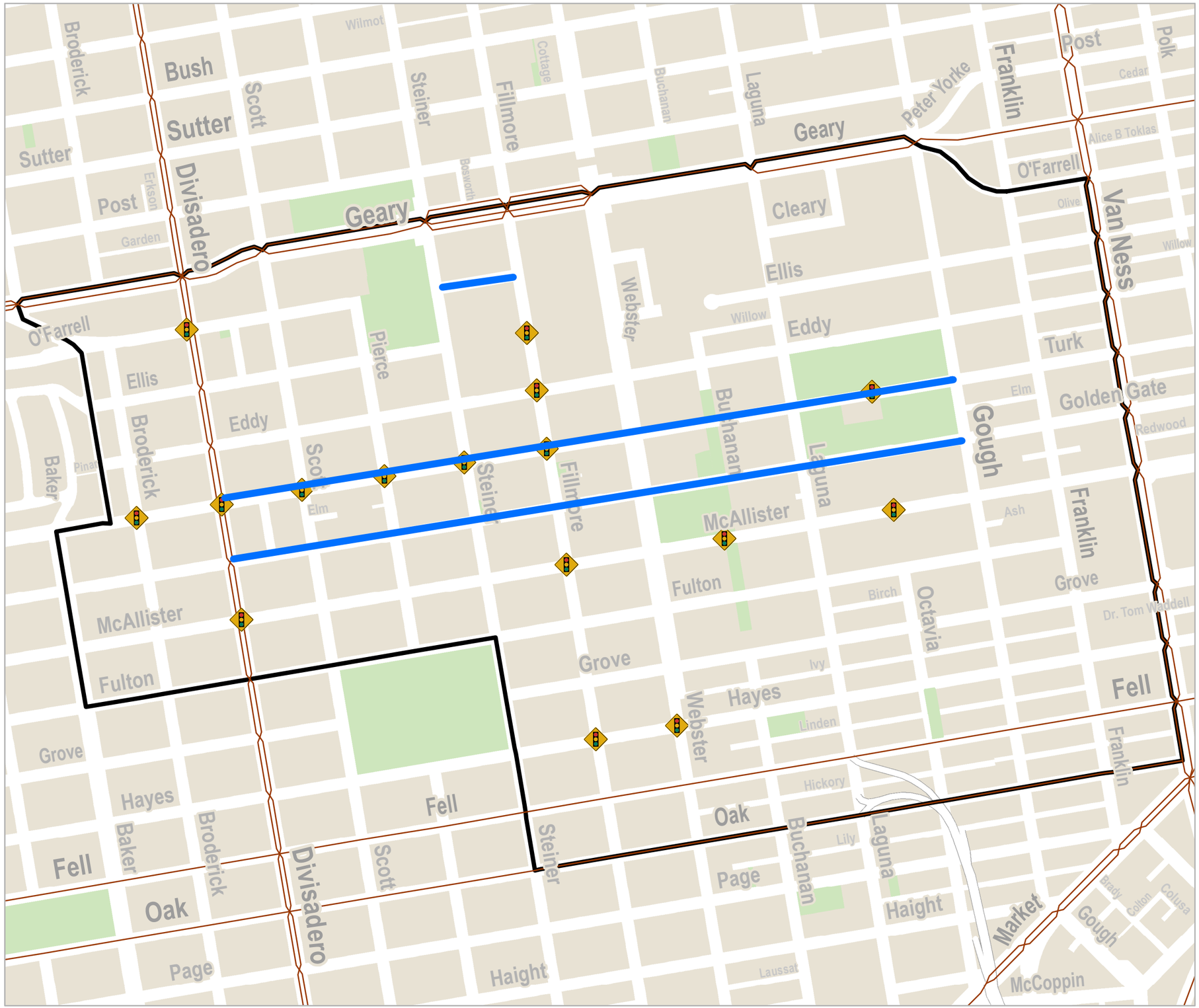
Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Location.mxd

User Name: VRomero



Western Addition Community Safe Streets Project

MAP 2. Safety Improvement Locations

September 2022

LEGEND

- Traffic Signal Upgrades
- Radar Speed Signs (potential street locations)
- Road diets/quick-build projects (potential locations)
- Western Addition Community Safe Streets Project Area

NOT MAPPED:

Speed Reduction Strategies (20 MPH speed limits on up to 25 corridors and up to 5 radar speed signs)

Education and outreach on traffic safety

0.1 miles

Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Safety Improvements.mxd
User Name: VRomero

Western Addition Community Safe Streets Project

MAP 3. Fatal and Injury Crashes (July 2017 - June 2022)

September 2022

LEGEND

- Injury (Other) [691]
- Injury (Severe) [51]
- Fatal [8]
- Vision Zero High Injury Network 2017
- Western Addition Community Safe Streets Project Area

FATAL COLLISIONS:

Fillmore St at Golden Gate Ave 2021
Franklin St at Bush St 2020
Geary Blvd at Gough St 2020
Geary Blvd at Laguna St 2017, 2019, 2022
Geary Blvd at Steiner St 2021
McAllister St at Van Ness Ave 2021

0.1 miles

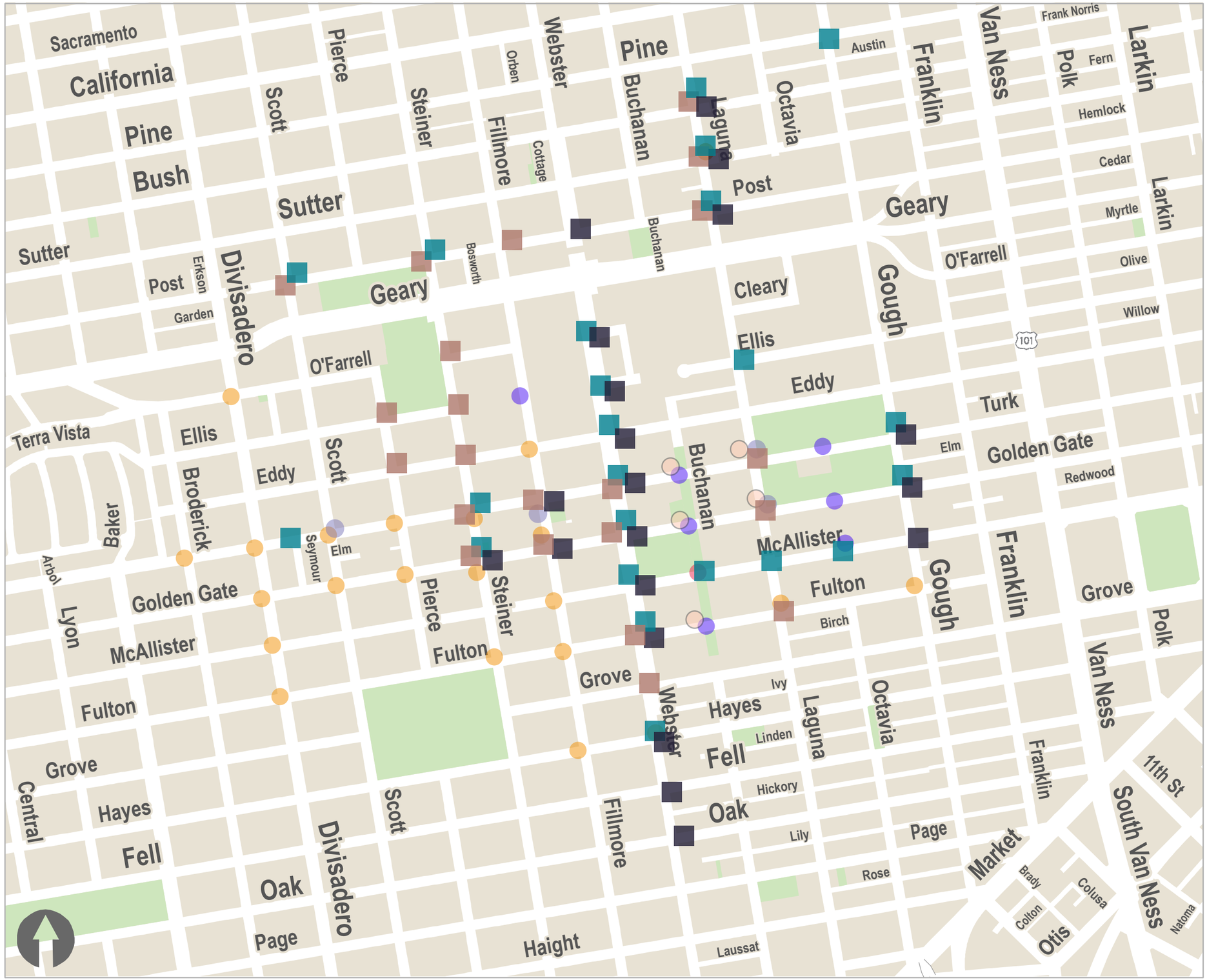
Scale 1:7,000

Date Saved: 9/13/2022

For reference contact: vicente.romero@sfmta.com

SFMTA

Document Path: C:\Users\VRomero\OneDrive - SFMTA\SS4A\GIS\WA Fatal Injury Crashes.mxd
User Name: VRomero



Western Addition Community Safe Streets Project

MAP 4. Other Safety Projects Already Funded and In Process

June 2021

This map shows the locations of traffic safety improvements that are in progress throughout the Western Addition as part of the Community-Based Transportation Plan. See legend below for list of improvements, with quantities on the left-hand side.

Note: Improvements on Buchanan from Turk to Fulton are proposed.

Completed

- (24) Daylighting
- (22) Continental Crosswalk
- (20) Advance Limit Line

In Progress

- (22) Full Signal Upgrade
- (4) Mast Arms & Accessible Pedestrian Signals
- (7) Rectangular Rapid Flashing Beacons and Radar Speed Signs
- (1) Radar Speed Sign
- (6) Bulb-Out

Total Intersections 57

SFMTA

Table 1
Western Addition Community Safe Streets Project
Location of Street Safety Improvements

#	Street 1	Street 2	High Injury Vision Zero Network	Underserved Community Census Tract (USDOT Historically Disadvantaged Community)	Full Signal Upgrade	Signal Modification Upgrade to add Mast Arm Pole	Accessible Pedestrian Signals	Pedestrian Countdown Signals	Curb Ramps	Rectangular Rapid Flashing Beacons	Radar Speed Sign (ahead of existing RRFB location)
1	Broderick	Turk			X		X	X	X		
2	Turk	Divisadero	X		X		X	X	X		
3	Divisadero	O'Farrell	X		X		X	X	X		
4	Divisadero	McAllister	X		X		X	X	X		
5	Turk	Scott	X			X	X	Existing			
6	Turk	Pierce	X		X		X	Existing			
7	Turk	Steiner	X	X	X		X	X	X		
8	Turk	Fillmore	X	X		X	X	Existing			
9	Fillmore	Hayes	X	X	X		X	X	X		
10	Fillmore	McAllister	X	X	X		X	X	X		
11	Fillmore	Eddy	X	X	X		X	X	X		
12	Hayes	Webster	X	X	X		X	X	X		
13	Buchanan	McAllister	X	X							X
14	Octavia	McAllister	X	X						X	
15	Octavia	Turk	X	X						X	
16	Fillmore	Ellis	X	X						X	

Note: "X" refers to improvements included in this project's scope and budget

ADDITIONAL RESOURCES AND LINKS THAT HIGHLIGHT THE IMPACT OF THE WESTERN ADDITION AREA TRAFFIC SIGNAL UPGRADES PROJECT IN THE COMMUNITY

The Western Addition Community-Based Transportation Plan led to projects such as the **Western Addition Area Traffic Signal Upgrades** and the Buchanan Mall Bulb-out.

For implementation and funding purposes, the **Western Addition Area Traffic Signal Upgrades project** was eventually divided into two phases: Phase 1 and Phase 2.

The following links refer to documents and meetings that highlight the impact of the **Western Addition Area Traffic Signal Upgrades project** and related projects in the Western Addition community.

1) Western Addition Community-Based Transportation Plan

    - SFMTA website - Western Addition Community-Based Transportation Plan Fact Sheet
    - SFMTA website - Western Addition Community-Based Transportation Plan Implementation
    - SFCTA website - Western Addition Community-Based Transportation Plan

2) SFCTA Blog describing Transportation Authority funds for Western Addition Area Pedestrian and Traffic Safety Improvements

    - SFCTA website blog - Funding for Western Addition Pedestrian and Traffic Safety Improvements

3) Community Support for the **Western Addition Area Traffic Signal Upgrades project** and the related Buchanan Mall Bulb-outs project
    - San Francisco County Transportation Authority Board Meeting on March 9, 2021
        - SFCTA Board Meeting Agenda for March 9, 2021
        - SFGOV TV Link - Video Recording of SFCTA Board Meeting for March 9, 2021
            - 43 min mark – Presentation for Neighborhood Transportation Improvement Program (NTIP) funding for the **Buchanan Mall Bulb-outs project** (Buchanan/Golden Gate and Buchanan/Turk) which is part of **Western Addition Community-Based Transportation Plan** and coordinated with the **Western Addition Area Traffic Signal Upgrades Phase 1 project** which will install traffic signals or flashing beacons at those intersections.

- 46 min mark – Support from **District 5 San Francisco Board of Supervisor Dean Preston** for Buchanan Mall project in Western Addition

- 50 min mark - Support from Western Addition community organization **New Community Leadership Foundation** for Buchanan Mall project https://www.nclfinc.org/

- 52 min mark - Presentation from SFCTA staff regarding Senate Bill 1 (SB 1) Local Partnership Program (LPP) funding for the **Western Addition Area Traffic Signal Upgrades project (Phase 1)**

- 1 hour mark – Support from **District 5 San Francisco Board of Supervisor Dean Preston** for LPP funding for the **Western Addition Traffic Signal Upgrades Project**

4) Community Support for the **Western Addition Area Traffic Signal Upgrades Phase 1 project**
    - San Francisco County Transportation Authority Board Meeting on December 7, 2021
        - SFCTA Board Meeting Agenda for December 7, 2021
        - SFGOV TV Link for Video Recording of SFCTA Board Meeting for December 7, 2021
            - 16 min mark - Presentation from SFCTA staff regarding Proposition K funding for the **Western Addition Area Traffic Signal Upgrades project (Phase 1)**

            - 25 min mark - Support from **District 5 San Francisco Board of Supervisor Dean Preston** for the **Western Addition Area Traffic Signal Upgrades Project**

            - 35 min mark - Support from pedestrian safety advocacy organization **Walk SF** for the **Western Addition Area Traffic Signal Upgrades project**

OFFICE OF THE MAYOR
SAN FRANCISCO

LONDON N. BREED
MAYOR

September 15, 2022

Peter Buttigieg
Secretary of Transportation
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Western Addition Community Safe Streets Project.

The SFMTA is seeking $17 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a diverse residential neighborhood home to many low-income residents. Two culturally significant and historic commercial centers–the Fillmore District and Japantown—draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network, which are the 13% of streets where 75% of severe and fatal collisions occur. Funding through the SS4A program will allow the SFMTA to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

We want to make this neighborhood safe for the people who live, work, and travel there, and the SS4A grant will help us do that. This funding will support San Francisco's efforts to upgrade traffic and pedestrian crossing signals, implement 20 MPH speed limits, and install road diets on key corridors. We will also have a neighborhood-wide education and outreach campaign on safe driving and the impact of speeding, which will raise public awareness and strengthen the effectiveness of these capital investments. These recommendations are a result of public engagement conducted as part of the Western Addition Community Based Transportation Plan, which examined transportation needs and improvements emphasizing safer walking, biking, and access to transit.

I am offering my full support for SFMTA's Western Addition Community Safe Streets Project SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to consider SFMTA's application.

Sincerely,

London N. Breed
Mayor

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

NANCY PELOSI
12TH DISTRICT, CALIFORNIA

SPEAKER OF THE HOUSE

1236 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0508
(202) 225-4965

Congress of the United States
House of Representatives
Washington, DC 20515-0508

DISTRICT OFFICE:

SAN FRANCISCO FEDERAL BUILDING
90-7TH STREET, SUITE 2-800
SAN FRANCISCO, CA 94103
(415) 556-4862
pelosi.house.gov

September 2, 2022

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, Southeast
Washington, D.C. 20590

Dear Mr. Secretary:

Many thanks for the Department of Transportation's investments toward rebuilding our nation's infrastructure. I am writing to request your full and fair consideration of the San Francisco Municipal Transportation Agency's (SFMTA) $17.6 million Safe Streets and Roads for All grant application to fund the Western Addition Community Safe Streets Project.

Home to the Filmore District, Japantown and many diverse, disadvantaged communities, the Western Addition is a significant cultural and historical hub for San Francisco that sees thousands of residents, workers and visitors travel its streets daily. Unfortunately, most of the neighborhood's streets are on San Francisco's high-injury network, where 75% of the City's traffic fatalities and serious injuries occur, and suffers from high vehicle speeds and cut-through traffic. It is essential that safety improvements be made to protect against further injuries that impact a disproportionate and disadvantaged community in San Francisco.

The Western Addition Community Safe Streets Project will improve traffic safety, slow vehicle speeds and emphasize alternative forms of transportation in the Western Addition by installing traffic signal upgrades, speed limit reductions, speed radar signs, pedestrian countdown signals and rapid flashing pedestrian beacons. SFMTA will also launch a multilingual education outreach campaign to raise awareness of the new speed limits in the neighborhood. These improvements are the result of a robust community engagement and outreach process that examined transportation needs and improvements, promoting safer walking, biking and access to transit. This level of community engagement ensures that the Western Addition neighborhood will see an equitable distribution of resources, so no San Franciscan is excluded from these critical improvements.

The SFMTA's Western Addition Community Safe Streets Project is essential to improving traffic safety, slowing vehicle speeds and emphasizing alternative forms of transportation in the many diverse and disadvantaged communities that call the Western Addition, home.

Thank you again, Mr. Secretary, for your consideration and I look forward to your response.

best regards,

Nancy Pelosi

NANCY PELOSI
Speaker of the House

U.S. SENATOR DIANNE FEINSTEIN
CALIFORNIA

COMMITTEE ON THE JUDICIARY
- CHAIR, HUMAN RIGHTS AND THE LAW
SELECT COMMITTEE ON INTELLIGENCE
COMMITTEE ON APPROPRIATIONS
- CHAIR, ENERGY AND WATER SUBCOMMITTEE
COMMITTEE ON RULES AND ADMINISTRATION

United States Senate

September 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
Attn: Office of Infrastructure Finance and Innovation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write in support of the San Francisco Municipal Transportation Agency's (SFMTA) "Western Addition Community Safe Streets Project" through the Department of Transportation's Safe Streets and Roads for All (SS4A) program.

The Western Addition is a residential neighborhood and home to many low-income housing residents. However, as the neighborhood suffers from high vehicle speeds and cut-through traffic, most streets are on the Vision Zero high-injury network. Funding through the SS4A program will allow the SFMTA to slow speeds and improve intersections to increase traffic safety outcomes and connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and a comprehensive speed reduction program. These improvements include upgrading signal visibility, pedestrian countdowns, and curb ramps that meet the latest accessibility standards. Pedestrian-activated flashing beacons and speed radar signs will also be installed. Speed management , such as implementing 20 MPH speed limits where eligible, will compliment other safety measures and make walking, biking, and access to transit significantly safer.

I urge you to give the Western Addition Community Safe Streets Project SS4A grant program application your full consideration. If you have any questions, please do not hesitate to contact my San Francisco office at 415-393-0707.

Sincerely,

Dianne Feinstein
United States Senator

WASHINGTON, DC 20510-0504
http://feinstein.senate.gov

ALEX PADILLA
CALIFORNIA

(202) 224-3553
PADILLA.SENATE.GOV

United States Senate
WASHINGTON, DC 20510

COMMITTEES:
BUDGET
ENVIRONMENT AND PUBLIC WORKS
HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS
JUDICIARY
RULES AND ADMINISTRATION

September 6, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: SS4A Application – Western Addition Community Safe Streets Project

Dear Secretary Buttigieg:

I write in support of the San Francisco Municipal Transportation Agency's (SFMTA) Safe Streets and Roads for All grant application for the Western Addition Community Safe Streets Project. The project is designed to slow speeds, increase connectivity, and improve traffic safety outcomes.

The Western Addition is a residential neighborhood in San Francisco home to many low-income housing residents and a large minority community. Two culturally significant commercial centers, the Fillmore District and Japantown, draw thousands of visitors daily. The neighborhood suffers from high vehicle speeds and cut-through traffic. Most of its streets are on the Vision Zero high-injury network.

It is my understanding the project would enhance road safety measures in the neighborhood through a combination of traffic signal upgrades and a comprehensive speed reduction program. Pedestrian safety enhancements such as countdown signals, upgraded curb ramps, pedestrian-activated flashing beacons, and speed radar signs are also included in the project.

Speed management improvements included in the project involve enacting 20 miles per hour speed limits where eligible. New speed limit signage in or along safety corridors would be installed, slowing speeds significantly. Speed radar signs and road diets/quick-builds on key corridors would also be implemented. The project also includes a neighborhood-wide education and outreach campaign on safe driving and the impact of speeding to raise public awareness.

I urge your full and fair consideration of SFMTA's application consistent with all applicable laws, rules, and regulations. Please keep my office informed of the status of this application, and if I can be of further assistance, please contact my Deputy State Director, Daniel Chen, at (650) 533-2207. Thank you for your consideration.

Respectfully submitted,

ALEX PADILLA
United States Senator

Member, Board of Supervisors
District 5

City and County of San Francisco

DEAN PRESTON

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: *2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application*

Dear Secretary Buttigieg,

I am writing to express my strong support along with the organizations listed below for the San Francisco Municipal Transportation Agency's (SFMTA) community-led Western Addition Community Safe Streets Project. The Western Addition Community-Based Transportation Plan brought local residents, community organizations, and transportation agencies together to address critical neighborhood transportation and pedestrian challenges.

The SFMTA is seeking approximately $17.6 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a residential neighborhood home to many low-income residents. The Western Addition includes the Fillmore neighborhood, once known as the Harlem of the West, and to this day one of the few remaining Black neighborhoods in San Francisco. Two culturally significant and historic commercial centers – the Fillmore and Japantown draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network. Funding through the SS4A will allow the SFMTA to implement the Community's plan to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and the implementation of a comprehensive speed reduction program. Safety improvements include making signal visibility upgrades, pedestrian signal improvements such as pedestrian countdown signals, and upgraded curb ramps that meet the latest accessibility standards. Pedestrian-activated flashing beacons and speed radar signs will also be installed. Nearly all the intersections designated for signal upgrades are on the City's Vision Zero High Injury Network.

Speed management improvements will complement traffic signal upgrades and will include strategies such as implementing 20 MPH speed limits where eligible. New speed-limit signage in or along safety corridors, as authorized by California Assembly Bill 43 will be installed, slowing speeds significantly.

Speed radar signs and road diets/quick-builds on key corridors will be implemented. A neighborhood-wide education and outreach campaign on safe driving and the impact of speeding will raise public awareness and strengthen the effectiveness of these capital investments.

These safety improvements will implement the Western Addition Community Based Transportation Plan, adopted in April 2017, which identified a set of capital projects to improve safety and connectivity throughout the community. The Plan is the result of a robust community engagement and outreach process that examined transportation needs and improvements emphasizing safer walking, biking, and access to transit.

I am offering my strongest support for SFMTA's **Western Addition Community Safe Streets Project** SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to strongly consider this application for funding support.

Please do not hesitate to reach out if we can provide any additional information. Thank you in advance for your consideration.

Sincerely,

Dean Preston
Supervisor, District 5

Western Addition Community Organizations
New Community Leadership Organization
Boys & Girls Clubs of San Francisco
San Francisco Housing Development Corporation
Mo 'Magic
Collective Impact
San Francisco Rebels
The Village Project

WALK SAN FRANCISCO

September 12, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express Walk San Francisco's strong support for the San Francisco Municipal Transportation Agency's (SFMTA) Western Addition Community Safe Streets Project.

Walk San Francisco, founded in 1998, is the city's only pedestrian advocacy organization working to transform San Francisco's most dangerous streets and make San Francisco the most pedestrian-friendly city in the country. Every day, at least three people are hit while walking on San Francisco's streets. Walk SF focuses our efforts through a data-driven approach targeting the most dangerous streets impacting our most vulnerable road users.

San Francisco's Western Addition neighborhood is a residential neighborhood in the heart of the city, and home to many low-income neighbors and communities of color. The Fillmore District, a historical San Francisco Black community, and Japantown, are vital cultural and commercial centers within the neighborhood, where tens of thousands of residents, workers, and visitors travel every yet. Unfortunately, it is also home to numerous Vision Zero High-Injury Corridors - the city's most dangerous 13% of streets where 75% of serious and fatal crashes happen. These dangerous street conditions are due to wide, fast moving streets, and outdated infrastructure.

Fortunately, numerous community-based organizations, residents, merchants, and decision-makers shaped a plan with safety improvements that address these dangers: the Western Addition Community Based Transportation Plan, adopted in April 2017. Following strong community engagement, this plan identified a set of capital projects that can make streets safer and better connect these communities through modes like walking, biking, and transit.

By funding these improvements, the SFMTA can slow speeds and improve intersection safety. Traffic signal upgrades will make signals more visible, provide pedestrian countdown signals so they can know when its safe to cross, and add activated flashing beacons that improve visibility at important crosswalks. These signal upgrades are focused on those that needed it most: those on the High-Injury Network.

A speed management program will bring down dangerous speeds - the top cause of fatal crashes in San Francisco - by reducing speed limits to 20mph where possible, add speed radar signs, and implement quick-build designs that narrow street crossings through road diets and similar designs. By using these proven engineering tools, this project can make Western Additions safe for people walking - from an eight-year-old walking to school to an 80-year-old walking to a doctor's appointment.

I offer Walk San Francisco's strongest support for SFMTA's Western Addition Community Safe Streets Project SS4A grant program application. This project matches the goals of the SS4A grant program, and I ask you to consider this application for funding support.

With appreciation,

Jodie Medeiros
Executive Director

LIGHTHOUSE
FOR THE BLIND AND VISUALLY IMPAIRED

September 2, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: 2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application

Dear Secretary Buttigieg,

I am writing to express my strong support for the San Francisco Municipal Transportation Agency's (SFMTA) **Western Addition Community Safe Streets Project**.

The SFMTA is seeking approximately $17.6 million through the Safe Streets and Roads for All (SS4A) grant program to improve traffic safety and connectivity in the Western Addition neighborhood. At the center of San Francisco, the Western Addition is a residential neighborhood home to many low-income housing residents, as well as a large minority community. Two culturally significant and historic commercial centers –the Fillmore District and Japantown draw thousands of residents, workers, and visitors daily. The neighborhood suffers from high vehicle speeds and cut through traffic, and most streets are on the Vision Zero high-injury network. Funding through the SS4A will allow the SFMTA to slow speeds and improve intersections to improve traffic safety outcomes and increase connectivity.

Improved safety will be achieved through a combination of traffic signal upgrades and the implementation of a comprehensive speed reduction program. Safety improvements include making signal visibility upgrades, pedestrian signal improvements such as pedestrian countdown signals and upgraded curb ramps that meet the latest accessibility standards. Pedestrian activated flashing beacons and speed radar signs will also be installed. Nearly all the intersections designated for signal upgrades are on the City's Vision Zero High Injury Network.

Speed management improvements will complement traffic signal upgrades will include strategies such as implementing 20 MPH speed limits where eligible. New speed-limit signage in or along safety corridors, as authorized by California Assembly Bill 43 will be installed, slowing speeds significantly. Speed radar signs and road diets/quick-builds on key corridors will be implemented. A neighborhood-wide education and outreach campaign on safe driving and the

impact of speeding will raise public awareness and strengthen the effectiveness of these capital investments.

These safety improvements implement the Western Addition Community Based Transportation Plan, adopted in April 2017, which identified a set of capital projects to improve safety and connectivity throughout the community. The Plan is the result of a robust community engagement and outreach process that examined transportation needs and improvements emphasizing safer walking, biking, and access to transit. The improvements to intersections including signal upgrades and APSs are especially important to the blind, deafblind, and visually impaired community. No matter what level of Orientation & Mobility (O&M) training an individual may have received, there is no defense against the abundance of quiet cars that are on our streets today. In the vibrant life of downtown San Francisco, with bustling pedestrians, street musicians, and various construction sites distracting our focus, crossing intersections as a blind person can be challenging. The APS is a welcome safety tool as a guide and reassurance when previously there may have been a level of fear. We can now confidently cross the street, using our O&M skills of proceeding with the parallel surge of traffic, as well as, the confirmation of the APS.

I am offering my strongest support for SFMTA's **Western Addition Community Safe Streets Project** SS4A grant program application. I firmly believe that this project meets the goals and objectives of the SS4A grant program and I urge you to strongly consider this application for funding support.

Sincerely,

Sheri Albers

Community Outreach Coordinator

LightHouse for the Blind and Visually Impaired

415-694-7331

Salbers@lighthouse-sf.org

**San Francisco
County Transportation
Authority**

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

September 12, 2022

Peter Buttigieg, Secretary of Transportation
Office of the Secretary
Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

SUBJECT:
2022 San Francisco Municipal Transportation Agency Safe Streets and Roads for All Grant Application Local Match Commitment

Dear Secretary Buttigieg:

The San Francisco County Transportation Authority is pleased to support the San Francisco Municipal Transportation Agency's (SFMTA's) application for the SS4A Grant Program to implement safety improvements recommended by the Western Addition Community Based Transportation Plan (CBTP). The San Francisco County Transportation Authority administers and oversees the delivery of the Proposition K (Prop K) half-cent local transportation sales tax program and the Proposition AA (Prop AA) vehicle registration fee. We helped fund development of the Western Addition CBTP and have previously allocated over $3 million in Prop K and Prop AA funds to implement community identified priorities of the plan.

I hereby affirm that the San Francisco County Transportation Authority has over $4.5 million in Prop K sales tax funds programmed for SFMTA that could be used as local match for SFMTA's Western Addition CBTP implementation project. If the grant is awarded, we will support SFMTA's efforts to seek an allocation of sales tax funds for local match purposes. I enthusiastically support this application for the SS4A Grant Program. Thank you for your consideration of the SFMTA's application. If you have any questions, please contact Mike Pickford, Principal Transportation Planner, at (415) 522-4822 or mike.pickford@sfcta.org..

Sincerely,

Tilly Chang
Executive Director

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	$400,000
Supervisorial Districts	District 01, District 02, District 03, District 04, District 05, District 06, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description

Improve traffic signal visibility at 8 intersections by replacing 8-inch signal heads with 12-inch heads at locations with a history of red-light running collisions. Additionally, improve signal visibility at traffic signals at 20 intersections by installing signal backplates with yellow retroreflective borders at locations with prevailing speeds near or above 40 MPH or at locations where a major freeway segment terminates. These upgrades will focus on Vision Zero High Injury network corridors.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests an allocation of $400,000 to upgrade signalized intersections by replacing 8-inch lens signal heads with 12-inch signal heads and by installing signal backplates with yellow retroreflective borders. 12-inch heads are the current standard per the California Manual on Uniform Traffic Control Devices (CAMUTCD). This project will prioritize upgrades to 12-inch signal heads at intersections in the Vision Zero High Injury Network that have a history of right angle collisions due to red light running, where signal visibility may be improved using existing traffic signal poles. Yellow reflective backplates are recommended based on CAMUTCD guidance and a Caltrans 2020 directive (Traffic Safety Bulletin 20-05). Upgrades to reflective backplates will focus on streets with prevailing speeds near or above 40 MPH or at locations where a major freeway mainline segment terminates, requiring deceleration from freeway speeds.

San Francisco's Vision Zero program is guided by core principles that reflect that traffic fatalities are preventable and that traffic safety interventions will mitigate the likelihood that a collision results in death. The project scope to upgrade traffic signals from 8-inch to 12-inch signal heads along the High Injury Network and locations with a recurring history of collisions will reduce the incidence of certain types of collisions. Larger traffic signal head lenses and signal backplates with yellow retroreflective borders are visually prominent to motorists at a greater distance, improves driver awareness, and can lead to a reduction in red-light running. The project will improve safety and help the City reach its Vision Zero goal of eliminating all traffic fatalities and severe injuries. The project also maintains the SFMTA's assets in a state of good repair which is critical to ensuring a safe and reliable transportation system.

Preliminary assessment of potential project locations was conducted by identifying locations with existing 8-inch traffic signals and with a recent history of collisions correctable by signal visibility improvements. Further investigation identified locations with speeds at or above 40 MPH or adjacent to Caltrans freeway segment terminuses. Certain locations identified for reflective backplates will require 12-inch signal head replacement as well. This project will upgrade signals to 12-inch signal heads at approximately 8 intersections and will upgrade signals with yellow retroreflective backplates at approximately 20 intersections.

The SFMTA Streets Division – Transportation Engineering will perform construction support by managing the project scope and issuing work orders. The SFMTA Streets Division – Signal Shop will perform all construction related replacement and installation work.

Project Location

Candidate locations are listed in the attached tables.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$400,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

No detailed design phase is needed for the Traffic Signal Visibility Upgrades program.
An outreach plan is not anticipated due to the nature of the project.
Project coordination will be performed on a case-by-case basis due to the variety of project locations. Before installation of signal hardware, the project will request environmental clearance review under the California Environmental Quality Act (CEQA) for all candidate locations. For the project's prior fiscal year allocation funding requests, the environmental review was successful without encountering any issues. The same environmental process is expected for this year's request. No excavation is needed as part of this project.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$400,000	$0	$0	$400,000
Phases In Current Request Total:	$400,000	$0	$0	$400,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$400,000	$400,000	SFMTA Traffic Signal Shop Cost Estimates.
Operations	$0		
Total:	$400,000	$400,000	

% Complete of Design:	0.0%
As of Date:	09/11/2023
Expected Useful Life:	30 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	FY2025/26	Fund Source Total		
PROP L	Construction	$200,000	$150,000	$50,000	$0	$0	$400,000
	Total:	$200,000	$150,000	$50,000	$0	$0	$400,000

San Francisco County Transportation Authority
Prop L Allocation Request Form

TRAFFIC SIGNAL VISIBILITY UPGRADES FY 24 - CONSTRUCTION

MAJOR LINE ITEM BUDGET:

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)		
Budget Line Item	**Totals**	
1. Materials (signal heads, framework, backplates)	$	180,000
2. SFMTA Signal Shop (labor)	$	180,000
3. SFMTA Engineering - Construction management/support (labor)	$	40,000
TOTAL CONSTRUCTION PHASE	**$**	**400,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$400,000	**Total PROP L Recommended**	$400,000

SGA Project Number:		**Name:**	Traffic Signal Visibility Upgrades FY24
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	09/30/2026
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-217	$200,000	$150,000	$50,000	$400,000

Deliverables

1. Quarterly progress reports shall provide the number and locations of upgrades completed in the previous quarter and the percent complete of the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress and completed work.

2. Prior to the start of construction (expected January 2024), SFMTA will provide final list of locations for the signal visibility upgrades.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline.

Notes

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

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Visibility Upgrades FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$400,000

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

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	555-5555
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

Traffic Signal Visibility Upgrades FY 24

Table 1. Candidate Locations: 12-inch Signal Heads

Intersection	High Injury Network (2022)	Equity Priority Community	Supervisor District
18th St/Folsom	Yes	n/a	9
18th St/Mission	Yes	n/a	9
20th Ave/Irving	No	n/a	4
22nd Ave/Fulton	Yes	n/a	1
22nd St/Dolores	No	n/a	8
3rd St/25th St	Yes	n/a	10
3rd St/Gilman/Paul	Yes	Bayview	10
9th St/Howard	Yes	Tenderloin-SoMa	6
Admiral/Alemany/Lyell	Yes	n/a	11
Alemany/Santa Rosa	Yes	Excelsior-Outer Mission	11
Bay/Columbus/Jones	Yes	Chinatown	3
Beach/Hyde	Yes	n/a	2, 3
Fulton/Stanyan	Yes	n/a	1
Larkin/Pine	Yes	Tenderloin-SoMa	3
Pine/Scott	Yes	n/a	5
Post/Steiner	No	Western Addition	5

Table 2. Candidate Locations:
Backplates with Yellow Retroreflective Borders

Intersection	High Injury Network (2022)	Equity Priority Community	Supervisor District
19th Ave & Junipero Serra	Yes	n/a	7/11
19th Ave & Sloat	Yes	n/a	7
5th St & King	Yes	n/a	7
6th St, Brannan, I-280 Freeway On/Off Ramp	Yes	n/a	6
Alemany, Congdon & Justin	No	n/a	11
Alemany, Crescent & Putnam	No	n/a	9
Alemany, Regent, San Jose & I-280 On-Ramp	Yes	Excelsior-Outer Mission	11
Bayshore Midblock Cesar Chavez & Marin	Yes	n/a	10
Bayshore, Jerrold & US 101 Off Ramp	Yes	n/a	11
Brotherhood & Church Access Road (999)	No	n/a	7
Brotherhood & Church Parking Lot (655)	No	n/a	7
Brotherhood & Lake Merced	No	n/a	7
Brotherhood & Summit	No	n/a	7
Brotherhood, Chumasero & Thomas More	No	n/a	7
Dolores, Randall & San Jose	Yes	n/a	8
Eucalyptus, Junipero Serra & Ocean	No	n/a	7
Font & Lake Merced	No	Oceanview - Ingleside	7
Gorgas, Lyon & Richardson	Yes	n/a	2
Higuera & Lake Merced	No	n/a	7
John Muir & Lake Merced	No	n/a	7
Junipero Serra, Mercedes & Winston	No	n/a	7
Junipero Serra, Portola, St Francis, Sloat & West Portal	No	n/a	7
Lake & Park Presidio	No	n/a	7
Lake Merced & Lake Merced Hill	No	n/a	7
Lake Merced & South State	No	Oceanview - Ingleside	7
Lake Merced & Winston	No	Oceanview - Ingleside	7
Market, Octavia Blvd & Octavia Ramp	Yes	n/a	6

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Traffic Signs and Signals Maintenance
Current PROP L Request:	$500,000
Supervisorial Districts	District 01, District 02, District 03, District 04, District 07, District 09, District 10, District 11

REQUEST

Brief Project Description

Replace signal controller cabinets, vehicular sensor detectors, and rectangular rapid flashing beacons that have exceeded or are nearing the end of their useful life. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency (SFMTA) is seeking $500,000 in Prop L funds toward the construction phase of the Traffic Signal Hardware Replacement FY24 project. This funding for replacement of signal hardware that have approached or exceeded the end of their useful lives.

Based on assessment by the SFMTA Signal Shop, candidate locations for hardware replacement were identified based on known continuing maintenance issues and/or the presence of "legacy" technology that is no longer supported by manufacturers. It is estimated that the budget will allow for replacement of controller cabinets at five intersections, vehicular sensor detections at five intersections, and pedestrian activated rectangular rapid flashing beacons at two intersections.

Since no excavation is needed, the MTA Signal Shop can procure and install all signal equipment proposed for replacement. No construction contract advertised for competitive bidding is needed.

Project Location

Candidate locations are listed in the attached tables.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$500,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

No detailed design phase is needed for the Traffic Signal Hardware Replacement program.

An outreach plan is not anticipated due to the nature of the project.

Project coordination will be performed on a case-by-case basis due to the variety of project locations.

Before installation of signal hardware, the project will request environmental clearance review under the California Environmental Quality Act (CEQA) for all candidate locations. For the project's prior fiscal year allocation funding requests, the environmental review was successful without encountering any issues. The same environmental process is expected for this year's request.

No excavation is needed as part of this project.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-217: Traffic Signs and Signals Maintenance	$500,000	$0	$0	$500,000
Phases In Current Request Total:	$500,000	$0	$0	$500,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$500,000	$500,000	Based on estimates from similar projects
Operations	$0		
Total:	$500,000	$500,000	

% Complete of Design:	0.0%
As of Date:	09/12/2023
Expected Useful Life:	15 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	FY2025/26	Fund Source Total		
PROP L	Construction	$250,000	$200,000	$50,000	$0	$0	$500,000
	Total:	$250,000	$200,000	$50,000	$0	$0	$500,000

San Francisco County Transportation Authority
Prop L Allocation Request Form

TRAFFIC SIGNAL HARDWARE REPLACEMENT FY 24 - CONSTRUCTION

MAJOR LINE ITEM BUDGET:

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)	
Budget Line Item	**Totals**
1. Materials (controllers/cabinets, RRFB, and GridSmart)	$ 320,000
2. SFMTA Signal Shop (labor)	$ 130,000
3. SFMTA Engineering - Construction management/support (labor)	$ 50,000
TOTAL CONSTRUCTION PHASE	**$ 500,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$500,000	**Total PROP L Recommended**	$500,000

SGA Project Number:		**Name:**	Traffic Signal Hardware Replacement FY 24
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	09/30/2026
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	FY2025/26	Total
PROP L EP-217	$250,000	$200,000	$50,000	$500,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, type of improvements completed at each location to date, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Traffic Signs and Signal Maintenance 5YPP and amendment of the Prop L Strategic Plan Baseline.

2. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of replacement locations for each type of signal hardware.

Notes

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

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Traffic Signal Hardware Replacement FY 24
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$500,000

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

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	555-5555
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com

Traffic Signal Hardware Replacement FY 24

Table 1: Candidate Locations for Controller Cabinet Replacements

#	**Street 1**	**Street 2**	**Supervisor District**
1	19th Avenue	Junipero Serra Boulevard	7,11
2	19th Avenue	Noriega Street	4,7
3	19th Avenue	Lawton Street	4,7
4	19th Avenue	Krikham Street	4,7
5	19th Avenue	Judah Street	4,7
6	19th Avenue	Irving Street	4,7
7	19th Avenue	Lincoln Way	4,7
8	Anza Street	Park Presidio Boulevard	1
9	Balboa Street	Park Presidio Boulevard	1
10	Cabrillo Street	Park Presidio Boulevard	1
11	California Street	Park Presidio Boulevard	1
12	Fulton Street	Park Presidio Boulevard	1

Traffic Signal Hardware Replacement FY 24

Table 2: Candidate Locations for Vehicular Detection Replacements

	Street 1	Street 2	Street 3	Street 4	Supervisor District
1	19th Avenue	Crossover	Lincoln Way		7
2	25th Ave	Lincoln			2
3	30th Ave	Geary			3
4	Bacon	Bayshore	Egbert	Phelps	9/10
5	Battery,	Embarcadero	Lombard	Pier 27	3
6	Embarcadero	Jefferson	Powell		3
7	Evans	Mendell			10
8	Evans	Post Office			10
9	Evelyn	Portola			9
10	Funston	Lincoln			7
11	Mission	Morse	Whittier		9
12	Moraga	Sunset			4

Traffic Signal Hardware Replacement FY 24

Table 3: Candidate Locations for Pedestrian Activated Rectangular Rapid Flashing Beacon Replacements

	Street 1	Street 2	Supervisor District
1	Arguello	Cabrillo	1
2	Persia	Sunnydale	10

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	$150,000
Supervisorial District	Citywide

REQUEST

Brief Project Description

In October 2023, the Governor signed AB 645 authorizing a six-city speed safety camera pilot. Requested Prop L funds will support a public information campaign for this pilot program, including public announcements in major media outlets and press releases, multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.

Detailed Scope, Project Benefits and Community Outreach

Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. San Francisco adopted Vision Zero in 2014, an ambitious citywide policy to prioritize street safety and end traffic deaths. Vision Zero prioritizes work along the High Injury Network, the 13% of streets where more than 75% of severe and fatal crashes occur, to protect our most vulnerable road users such as people walking, motorcyclists, older adults, and people experiencing homelessness.

The City's Vision Zero Action Strategy identifies multiple priority education and outreach programs that are necessary to support SF's achievement of zero roadway fatalities and are currently unfunded. The Vision Zero Communications Strategy identifies the need for ongoing education and outreach program in both supporting behavior change on SF's streets, but also to increase support for policy, infrastructure and transportation changes in pursuit of eliminating traffic fatalities. The *Vision Zero Education and Communications* project will raise awareness for Vision Zero and promote traffic safety culture through direct outreach, targeted media campaigns, community partnerships, and other communication strategies layered with engineering projects to multiply efforts to end traffic deaths.

In October 2023, the Governor signed AB 645. This bill authorizes, until January 1, 2032, six cities including the City and County of San Francisco to establish a Speed Safety System Pilot Program if the system meets specified requirements. The bill would require a participating city or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the participating city or city and county to engage in a

public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.

This requested Prop L funding will support staff and contracted consultants for this scoped work:
- Speed Safety Camera public information campaign: The assembly bill legislation requires pilot cities to administer a public information campaign for at least 30 calendar days prior to the commencement of the program, which shall include public announcements in major media outlets and press releases. Additionally, the SFMTA would develop a robust education campaign similar to our other Vision Zero programs that includes multilingual direct outreach around camera locations, printed and digital materials, and targeted multilingual advertising. These materials may also be shared in collaboration with Bay Area pilot cities San José and Oakland for a regional campaign that would broaden and deepen the speed safety camera pilot.

The citywide Vision Zero policy to end traffic deaths prioritizes street safety projects along the High Injury Network and in Equity Priority Communities. Education and communications programs include:
- All materials and outreach are multilingual, increasing access to traffic safety information to vulnerable road users and disadvantaged populations.
- Partnerships with community based organizations serving disadvantaged populations deepens Vision Zero education and outreach efforts.
- Targeted media campaigns are a low-cost and effective way of reaching the public to raise awareness and deepen understanding of and support for Vision Zero.
- Leveraging education efforts with engineering and other safety interventions increases the project impact.

Notable examples of past outreach include:
- 2020 Left Turn Traffic Calming pilot + *Safety – It's Your Turn* education campaign, which resulted in slowing average left turn speeds by 17% and high left turn speeds by 71%; 17,000 in-person interactions and 76 million digital impressions, and; grants to 6 community advocates deepening outreach to vulnerable road users such as people with low visibility, seniors, youth, bicyclists, and monolingual speakers. This work led to a 2021 Vision Zero Action Strategy commitment to expand left turn traffic calming to an additional 35 locations.
- To raise awareness around the dangers of speeding, for multiple years the SFMTA has worked with the DMV to place public service announcements in all 172 field offices in California.

Notable examples of past evaluation:
- Multi year quantitative and qualitative surveys of SF residents on brand awareness and public perception on Vision Zero shows an increase in Vision Zero recognition as well as a deeper and sustained understanding of the dangers of speeding.
- 2019 project evaluation of the Safe Speeds campaign + high visibility enforcement found a 5% reduction in 85th percentile speeds during the campaign and that the demographics of people receiving these traffic citations were proportionate with overall San Francisco demographics, indicating a more equitable approach to traffic enforcement during the campaign.
- 2020 Left Turn Traffic Calming pilot + *Safety – It's Your Turn* education campaign, which resulted in slowing average left turn speeds by 17% and high left turn speeds by 71%. There was also evidence that pairing the pilot with the education campaign extended the project impacts on turning speeds.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	$150,000.00

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

- 'Start Construction' (Beginning Jan-Feb-Mar 2024): Book funds on local on-call consultant contract, develop campaigns, materials, outreach, and media strategies for Speed Safety Camera program. Consider regional partnerships with San Jose and Oakland pilot cities.
- 'Open for Use' (Beginning Jan-Feb-Mar 2025): Launch speed safety camera campaign in advance of cameras turning on to raise awareness, build support, and set expectations of program. Maintain campaign/outreach and support public information noticing as cameras are installed in 2025, track campaign metrics
- 'Project Completion': 5 year pilot ends 2029/2030 and will require reporting back per legislation. For the purposes of this request, June 2025 is the last date for expenditures.

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	$150,000	$0	$0	$150,000
Phases In Current Request Total:	$150,000	$0	$0	$150,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	$0		
Environmental Studies	$0		
Right of Way	$0		
Design Engineering	$0		
Construction	$150,000	$150,000	Funds available
Operations	$0		
Total:	$150,000	$150,000	

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2024/25	FY2025/26	Fund Source Total			
PROP L	Construction	$50,000	$100,000	$0	$0	$0	$150,000
	Total:	$50,000	$100,000	$0	$0	$0	$150,000

San Francisco County Transportation Authority

Prop L Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	**Totals**	**% of contract**	**SFPW**	**SFMTA**	**Contractor**
1. Contract					
Task 1: AB645 campaign	$ 120,000				$ 120,000
2. OCS Replacement				$ -	$ -
3. Project Management/Admin	$ 20,000		$ -	$ 10,000	$ 10,000
4. Other Direct Costs (print, materials)	$ 10,000		$ -	$ -	$ 10,000
5. Contingency			$ -	$ -	$ -
TOTAL CONSTRUCTION PHASE	**$ 150,000**		**$ -**	**$ 10,000**	**$ 140,000**

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		**Resolution Date:**	
Total PROP L Requested:	$150,000	**Total PROP L Recommended**	$150,000

SGA Project Number:		**Name:**	Vision Zero Education and Communications: Speed Safety Cameras
Sponsor:	San Francisco Municipal Transportation Agency	**Expiration Date:**	06/30/2025
Phase:	Construction	**Fundshare:**	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-218	$50,000	$100,000	$150,000

Deliverables

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

Special Conditions

1. The recommended allocation is contingent upon approval of the Prop L Safer and Complete Street 5YPP and amendment of the Prop L Strategic Plan Baseline.

2. Of the $150,000 in recommended Prop L funds, $130,000 will be placed on reserve to be released by the Transportation Authority Board prior to expenditure of funds. The Board shall release the funds following SFMTA presentation of a draft detailed scope, schedule and budget for the speed safety cameras education and communications project to the Board for input (anticipated January 2024).

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

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Education and Communications: Speed Safety Cameras
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	$150,000

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

Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
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