



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Meeting Notice

DATE: Tuesday, March 12, 2024, 10:00 a.m.

LOCATION: Legislative Chamber, Room 250, City Hall

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PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2662 182 5815 # #

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

CLERK: Yvette Lopez-Jessop

Remote Participation

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- 1. Roll Call
- 2. Community Advisory Committee Report – **INFORMATION*** **3**
- 3. Approve the Minutes of the February 27, 2024 Meeting – **ACTION*** **9**



- | | |
|---|-----------|
| 4. State and Federal Legislation Update – INFORMATION* | 15 |
| 5. Adopt a Support Position on Senate Bill 915 (Cortese) – ACTION* | 19 |
| 6. Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management – ACTION* | 23 |
| 7. Allocate \$1,440,000 and Appropriate \$108,000 in Prop L Funds, with Conditions, for Four Requests – ACTION* | 41 |

Projects: SFMTA: Mission Street SoMa Transit Improvements (\$1,200,000), Vision Zero Left Turn Traffic Calming (\$100,000), Vision Zero Speed Limit Reduction (\$100,000).
Multi-sponsor: TDM Strategic Plan Update (Transportation Authority \$108,000, SFMTA \$40,000).

Other Items

- 8.** Introduction of New Items – **INFORMATION**

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

- 9.** Public Comment
10. Adjournment

*Additional Materials

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

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DRAFT MINUTES

Community Advisory Committee

Wednesday, February 28, 2024

1. Committee Meeting Call to Order

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

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

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

2. Chair's Report - INFORMATION

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

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

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

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

3. Election of Vice Chair for 2024 - ACTION*

Chair Siegal opened the floor for nominations for Vice Chair.

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

There were no other nominations.

There was no public comment.

The nomination was approved by the following vote:



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

Abstain: none (0)

Absent: CAC Members Ford and Margarita (2)

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

There was no public comment.

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

The item was approved by the following vote:

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

Abstain: none (0)

Absent: CAC Members Ford and Margarita (2)

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

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

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

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

The item was approved by the following vote:

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

Abstain: none (0)

Absent: CAC Members Ford and Margarita (2)

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

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

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

The item was approved by the following vote:

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

Abstain: none (0)

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

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

Aliza Paz, Principal Transportation Planner, presented the item.

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

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

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



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

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

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

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

Brent Tietjen presented the item per the staff memorandum.

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

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

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

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

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



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

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

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

9. State and Federal Legislation Update – INFORMATION

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

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

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

Other Items

10. Introduction of New Business - INFORMATION

There were no new items introduced.

11. Public Comment

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

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

12. Adjournment

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



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, February 27, 2024

1. Roll Call

Chair Mandelman the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, and Walton (8)

Absent at Roll Call: Commissioners Ronen, Safai, and Stefani (3)

2. Chair's Report - INFORMATION

Chair Mandelman shared an update on the Transbay Joint Powers Authority (TJPA)'s Portal project, which earned a rating of "Medium-High" under the Federal Transit Administration (FTA)'s rigorous and highly competitive Capital Investment Grant (CIG) program. He continued that the score reflected The Portal's overall performance and positioned the project well for seeking just over \$4 billion in federal funds from the CIG program, now awaiting the FTA's recommendation on the project's Entry into Engineering. The Chair congratulated TJPA Executive Director Adam Van der Water and his team, Transportation Authority Rail Program Manager Jesse Koehler, and other multi-agency partners who collaborated over the past three years to advance the project to this stage.

The Chair congratulated the San Francisco Municipal Transportation Agency (SFMTA) on receiving an \$8 million federal Safe Streets 4 All Grant for the Tenderloin Traffic Safety Improvements Project, and thanked U.S. House of Representatives Speaker Emerita Nancy Pelosi, Commissioner Preston, and the Tenderloin Traffic Safety Task Force who advocated for the grant. He said the U.S. Department of Transportation grant would fund a suite of projects in the Tenderloin, where every street was on the High Injury Network, with delivered projects including signal improvements and other intersection upgrades at 11 intersections on Larkin Street; street reconfiguration to make way for the Golden Gate Greenway; and bikeway protected corners at six intersections on Turk Street, Golden Gate Avenue, and Polk Street. Prop L would provide matching funds for the grant.

Chair Mandelman also discussed riders responding positively to BART's efforts to improve service and focus on providing a clean, safe, and secure experience, as shown in the agency's latest survey indicating BART's overall customer satisfaction rating reaching 81%. He praised BART General Manager Bob Powers; the BART Board led by current and past chairs Bevan Dufty and Janice Li; and the hard-working BART staff who had been striving to tackle service, safety, and cleanliness needs. The Chair continued that the Transportation Authority had been proud to provide BART with funding from State Transit Assistance, One Bay Area Grant, and sales tax for downtown station Elevator Attendants, modernized stations and fixed elevators, and improved faregates at San Francisco stations. He looked forward to continued effectiveness of BART's Safe and Clean Plan and more infrastructure improvements to support BART and the City's economic recovery.



There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, gave the presentation.

During public comment, a speaker asked BART to make some fixes before installing the new fare gates at San Francisco stations, recounting his experiences with the new fare gates at West Oakland station including limiting working fare gates at the station to only one during installation of the new fare gates, not allowing riders enough time to pass through; and ceasing to function during software updates.

Chair Mandelman asked staff if there was a mechanism to alert BART staff to the issues around the fare gates.

Deputy Director for Policy & Programming Anna LaForte answered that staff would follow-up with BART.

4. Approve the Minutes of the February 13, 2024 Meeting – ACTION

There was no public comment.

Commissioner Dorsey moved to approve the minutes, seconded by Commissioner Peskin.

The minutes were approved without objection by the following vote:

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

Absent: none (0)

Consent Agenda

5. [Final Approval] Approve the 2024 State and Federal Legislative Program – ACTION

6. [Final Approval] Adopt Four 2023 Prop L 5-Year Prioritization Programs and Amend the Prop L Strategic Plan Baseline – ACTION

7. [Final Approval] Allocate \$10,489,620 in Prop L Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Paratransit – ACTION

8. [Final Approval] Release \$130,000 in Previously Allocated Prop L Funds to the San Francisco Municipal Transportation Agency for Vision Zero Education and Communications: Speed Safety Cameras – ACTION

9. [Final Approval] Adopt Fiscal Year 2024/25 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

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

The item was approved without objection by the following vote:

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

Absent: none (0)



End of Consent Agenda

10. [Final Approval] Appoint Kat Siegal and Venecia Margarita as the District 5 and District 9 Representatives, Respectively, to the Community Advisory Committee – ACTION

Amelia Walley, Program Analyst, presented the item per the staff memorandum.

Venecia Margarita spoke to their interests and qualifications for the Community Advisory Committee (CAC) position.

Commissioner Ronen reiterated her nomination for Ms. Margarita, noting that her office had worked with Ms. Margarita for several years in the District 9 community; and spoke to her integrity, dedication, collaborative spirit, bilingual abilities, and knowledge of the community. She asked Commissioners to help confirm the appointment.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: none (0)

11. Major Capital Project Update: Caltrain Modernization Program - INFORMATION

Michelle Bouchard, Caltrain Executive Director, and Casey Fromson, Caltrain Chief of Staff, presented the item.

Commissioner Walton thanked Director Bouchard and her staff for their hard work and commitment to Caltrain electrification and ensuring the project would be ready for service by the anticipated September timeline. He appreciated the positive news especially when many transit providers were still trying to recover from the pandemic.

During public comment, a speaker supported the project but expressed concern over the emission of sulfur hexafluoride, a powerful greenhouse gas, mentioned in the staff report but not in the presentation.

Roland Lebrun expressed concern over the train configuration not being compatible with the train functionality, which would result in excessive maintenance, wear-and-tear, staff costs, and a collapsing system. He suggested a shorter train configuration and asked for follow up with the Caltrain board and the Metropolitan Transportation Commission to address the issue.

Mike Swire supported the project but expressed concern over funding of lane widening projects which competed with Caltrain's efforts to boost ridership.

A speaker asked if Caltrain was attempting to market the new service to South Bay technology companies, which also provided disruptive neighborhood commuter shuttles, to attract their employees to Caltrain. He noted redundancy in service when both options were made available.



12. District 1 Multimodal Transportation Study [NTP] Update - INFORMATION

Aliza Paz, Principal Transportation Planner, presented the item.

Commissioner Chan thanked Mx. Paz, Senior Communications Manager Daniela Rible, and her Legislative Aide Angelina Yu for their help in strategizing both short-term and long-term planning to help the District 1 neighborhood become more walkable, bikeable, and transit oriented. She had high praises for staff and appreciated efforts to understand the neighborhood and address locations like Cabrillo, Fulton, and Geary streets; address transit connections out of the district to other parts of the city and outside the city; and offer a future mobility hub with diverse travel options for all different needs including seniors with disabilities, future youth transit riders, and underrepresented populations like Asian Americans. Commissioner Chan also highlighted the discussion of loading zones and consideration of small businesses so that the community was not pitted against one another but represented a holistic and comprehensive study and planning. She noted the immediate and long-term investments of the project and asked for Commissioners' support on future funding.

During public comment, a speaker supported a long distance north/south transit route for commuters to reduce vehicular traffic on streets; more pedestrian safety improvements like Fulton Street quick-build extension all the way to Arguello Boulevard and speed limits lowered to 25 miles per hour; more bike lanes; and a multimodal travel hub but was concerned about potential over building of parking spaces for electric vehicle charging.

Lian Chang, a District 1 resident, supported a long distance north/south transit route, as well as pedestrian safety improvements particularly on the High Injury Network like Fulton Street all the way to Arguello Boulevard. They also expressed concern about the timeline for project implementation.

After public comment, Commissioner Chan responded that the study was very smart because it addressed what was current going on with SFMTA's project, which included the Fulton Street treatment, and should have been done a while ago considering the unfortunate, tragic death at Fulton and Arguello streets. She also appreciated the discussion around speed cameras at the previous Board meeting, which was being coordinated with district San Francisco Police Department Captain Chris Cannon to improve enforcement and select best location placement, one of which would be at the Fulton and Geary streets intersection. Commissioner Chan also addressed the bike lane shortage by noting Assemblymember Phil Ting supported state funding to both Districts 1 and 2 to build a bike lane around Arguello/Fulton/Turk streets area and noted strategic bike lane placement around Cabrillo and 23rd Avenue Slow Streets into Golden Gate Park.

13. Internal Account Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2023 – INFORMATION

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

There was no public comment.

Other Items



14. Introduction of New Items - INFORMATION

There were no new items introduced.

15. Public Comment

During public comment, a speaker opposed lane widening on the U.S. 101/I-280 San Francisco portion of the freeways, citing traffic congestion with 3rd, 4th, and King streets which are already on the High Injury Network and more greenhouse gas emissions with an additional lane. They suggested building transit lanes and faster rail connections instead.

David Hooper, member of the New Mission Terrace Improvement Association thanked Transportation Authority and SFMTA staff for the pedestrian safety improvements in their neighborhood, particularly the installation of traffic signals at Alemany and Theresa streets. They also requested expedited pedestrian safety improvements along the rest of the Alemany and San Jose corridors.

A speaker opposed lane widening on U.S. 101/I-280 at Potrero Hill, Mission Bay, and surrounding neighborhoods, and said the opposition was also supported multiple community and advocacy groups.

16. Adjournment

The meeting was adjourned at 11:12 a.m.

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AGENDA ITEM 4

State Legislation - March 2024

(Updated March 5, 2024)

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

Staff is not recommending any new positions but are adding Assembly Bill (AB) 2813 (Aguiar-Curry) and AB 3061 (Haney) to the Watch list, as shown in **Table 1**. There is a separate agenda item seeking approval of a support position on Senate Bill (SB) 915 (Cortese).

Table 2 shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring as part of the watch list.

Table 1. Recommended New Positions

Recommended Positions	Bill # Author	Title and Summary
Watch	AB 2813 Aguiar-Curry D	<p>Government Investment Act.</p> <p>Assembly Constitutional Amendment (ACA) 1 was approved by the legislature in 2023 and is scheduled to be on the November 5, 2024 statewide ballot. If approved by a simple majority of the voters, it would reduce the voter threshold from two-thirds to 55% for a city, county, or special district to approve a bond measure or special tax that funds the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing. AB 2813 provides additional detail on how ACA 1 should be implemented by local jurisdictions. AB 2813 details the types of eligible affordable housing programs that could be funded through a measure approved under ACA 1, requires the California State Auditor to establish best practices for audits, and establish requirements regarding the appointment and function of a citizens’ oversight committee.</p> <p>AB 2813 is meant to serve as clean-up legislation that provides more specificity as to how ACA 1 would be implemented in advance of the November election. We are adding it to the watch list to ensure there is nothing added that would limit San Francisco’s ability to use ACA 1 to approve a wide range of infrastructure programs with a 55% majority.</p>



Recommended Positions	Bill # Author	Title and Summary
Watch	AB 3061 Haney D	<p>Vehicles: Autonomous vehicle (AV) incident reporting.</p> <p>AB 3061 would require AV manufacturers to report to the California Department of Motor Vehicles (DMV) any vehicle collision, traffic violation, or disengagement, or the assault or harassment of any passenger or safety driver in California. The bill would require these reports to be submitted on a timeline adopted by the DMV and would require DMV to publish them in an electronic, open, and machine-readable format. It would require the creation and publishing of an AV incident form and a form to allow for the aggregate analysis of AV safety by no later than July 1, 2025. The DMV could impose fines for violations of the reporting provisions and could suspend or revoke the testing and deployment permit of any manufacturer while an investigation of any violations is pending. The bill would also authorize members of the public or public entities to submit an AV incident report to the DMV. The bill's sponsors are the Teamsters and the Consumer Attorneys of California.</p> <p>We have been working closely with the San Francisco Municipal Transportation Agency (SFMTA) on recommendations for legislative requirements that would ensure greater transparency of AV testing and deployment. We have initially met with Assemblymember Haney's staff and intend to work with him and the bill's sponsors to ensure AV companies are reporting on key safety metrics as well as other metrics such as vehicle miles traveled that would help DMV and local jurisdictions better understand AVs' impacts on public roadways.</p>



AGENDA ITEM 4

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

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 03/05/2024)
Support	SB 532 Wiener D	San Francisco Bay area toll bridges: tolls: transit operating expenses. Raise tolls on Bay Area bridges by \$1.50 for four years and direct funding to maintain transit services and help operators address the pending transit fiscal cliff.	Assembly Appropriations
Watch	AB 6 Friedman D	Transportation planning: regional transportation plans: Solutions for Congested Corridors Program (SCCP) reduction of greenhouse gas emissions. Increases state involvement in regional Sustainable Communities Strategy development and requires projects nominated to receive SCCP funds to demonstrate how it would contribute to achieving the state's greenhouse gas emission reduction targets.	Senate Transportation
	AB 7 Friedman D	Transportation: planning: project selection processes. Requires state transportation agencies to incorporate a wide range of principles into their project identification processes (including vision zero, resiliency, Zero-Emission Vehicle infrastructure, not increasing passenger Vehicle Miles Traveled) and requires the next update to the California Transportation Plan include a financial element.	Senate Inactive
	AB 1777 Ting D	Autonomous vehicles. States an intent to require AVs to comply with all California Vehicle Code traffic laws and require the California Department of Motor Vehicles and California Public Utilities Commission to publish AV-related data. As reported last month, we are working closely with the SFMTA, and the City Attorney's Office, and have proposed substantive language to the Assemblymember's office to address concerns around AV enforcement, permitting, and data transparency.	<i>Pending Referral</i>
	AB 1837 Papan D	San Francisco Bay area: public transportation. States an intent to encourage coordination and collaboration among Bay Area transit agencies.	<i>Pending Referral</i>



AGENDA ITEM 4

	SB 915 Cortese D	<p>Local government: autonomous vehicles.</p> <p>Prohibits an AV company from commencing commercial services within a jurisdiction until authorized by a local ordinance in addition to securing any approvals required by the state.</p>	<p><i>Senate Local Government Committee</i></p>
	SB 925 Wiener D	<p>San Francisco Bay area: local revenue measure: transportation improvements.</p> <p>States an intent to authorize MTC to place a transportation revenue measure on the ballot as early as 2026 to fund the operation, expansion, and transformation of the Bay Area transportation network.</p>	<p><i>Senate Rules Committee</i></p>
	SB 926 Wahab D	<p>San Francisco Bay area: public transportation.</p> <p>Requires the California State Transportation Agency to develop a plan to consolidate the Bay Area’s 26 transit agencies.</p>	<p><i>Senate Transportation</i></p>

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



RESOLUTION SUPPORTING CALIFORNIA STATE SENATE BILL NO. 915, INTRODUCED BY SENATOR DAVE CORTESE, WHICH PRIORITIZES LOCAL CONTROL IN THE DECISION TO DEPLOY AUTONOMOUS VEHICLE SERVICES, CONTINGENT UPON AN AUTONOMOUS VEHICLE SERVICE COMPANY RECEIVING APPROVAL BY THE CALIFORNIA DEPARTMENT MOTOR VEHICLES AND THE CALIFORNIA PUBLIC UTILITIES COMMISSION, AND WILL PREVENT DEPLOYMENT IN A GEOGRAPHIC LOCATION UNTIL A LOCAL GOVERNMENT PASSES AN ORDINANCE AUTHORIZING OPERATIONS

WHEREAS, On January 9, 2024, Senator Dave Cortese, introduced California State Senate Bill No. 915 (SB 915) that empowers local communities, maintains safety for pedestrians, passengers, and other vehicles, and establishes a community-centered approach; and

WHEREAS, SB 915 would empower local governments to determine how self-driving vehicles operate in a given area, as well as enforce traffic laws on autonomous vehicle companies by enacting new local ordinances, as needed, in real-time; and

WHEREAS, SB 915 allows each local government to set up its own rules for self-driving vehicles based on the community's unique needs, and local governments will be able to govern fares on robotaxis and the number of autonomous vehicles on the road, manage traffic and reduce the potential for injuries; and

WHEREAS, SB 915 has the support of the California Teamsters Public Affairs Council, California Conference Board of the Amalgamated Transit Union, League of California Cities, and the California Labor Federation; and

WHEREAS, Peter Finn, Teamsters Western Region International Vice President and Secretary-Treasurer of Teamsters Local 856 was reported as saying, "Our streets should not be private laboratories for untested technology. SB 915 is the common-sense measure to ensure autonomous vehicles don't operate in a regulatory vacuum, putting lives at risk. Local communities deserve a say in how these vehicles operate



on their streets.;" and

WHEREAS, According to Senator Dave Cortese, "City councils and county boards of supervisors adopt ordinances on any given week, nimbly and with local accountability. SB 915 returns control to the local communities who know their streets best. The emergence of autonomous vehicles is an exciting technological development with massive potential upsides for safety and convenience. We must ensure this innovative technology rolls out safely. SB 915 strikes the right balance between responsible technology deployment and public safety. Under SB 915, the rules of the road will continue to be established and enforced by the people who live there;" and

WHEREAS, Over the last year, driverless vehicles have delayed transport and medical care, blocked emergency vehicles, and interfered during active firefighting and crime scenes, forcing first responders to relocate their emergency vehicles because of wayward autonomous vehicles; and

WHEREAS, Many communities have expressed concerns over the number of driverless vehicles allowed to operate on their local streets, hours allowed for service and operation, locations of vulnerable populations (e.g., schoolyards), and damage to local streets and roads with heavier than average displacement; and

WHEREAS, These events have sparked a backlash in communities in recent months following a series of traffic snarls and accidents, including one incident where a pedestrian was run over and dragged by a Cruise vehicle after she was struck by another car; yet the Department of Motor Vehicles only took disciplinary action, suspending Cruise's deployment permit, after it became clear that Cruise misled California regulators about the severity of the event; and

WHEREAS, SB 915 will go a long way towards repairing the flawed approach that governs the deployment of robotaxis and similar services in California by allowing each city, county, or city and county that adopts a policy to allow businesses to provide autonomous vehicle services to include and



consider: maximum rates for passenger fares for robotaxis, establishment of vehicle caps, establishment of data transparency, establishment of interoperability for emergency responders, a process of ensuring ADA accessibility, and annual inspections for health and safety; now, therefore, be it

RESOLVED, That San Francisco County Transportation Authority hereby adopts a new support position on Senate Bill 915, "The Autonomous Vehicle Service Deployment and Data Transparency Act"; authored by Senator Dave Cortese (D-San Jose) and principally authored by Assembly Member Freddie Rodriguez (D-Pomona), which prioritizes local control in the decision to deploy autonomous vehicle services, contingent upon an autonomous vehicle service company receiving approval by the California Department of Motor Vehicles and the California Public Utilities Commission, and will prevent deployment in a geographic location until a local government passes an ordinance authorizing operations; and, be it further

RESOLVED, That the Executive Director is directed to transmit a copy of this Resolution to Senators Dave Cortese and Scott Wiener, and Assembly Members Freddie Rodriguez, Phil Ting, and Matt Haney.

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Memorandum

AGENDA ITEM 6

DATE: February 29, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 3/12/2024 Board Meeting: Adopt the 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management and Amend the Prop L Strategic Plan Baseline

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the 2023 Prop L 5-Year Prioritization Program (5YPP) for Transportation Demand Management (TDM)</p> <p>Amend the Prop L Strategic Plan Baseline</p> <p>SUMMARY</p> <p>The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5YPP to identify the specific projects that will be funded over the next five years. Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant programs. The Board has adopted 19 5YPPs to date. We are now recommending adoption of the 5YPP for Transportation Demand Management. This 5YPP features one project - The TDM Strategic Plan update, which will draw on best practices and current, post-pandemic data to identify TDM priority projects and programs to fund over the next five years, and a placeholder to fund recommendations from the TDM Strategic Plan. Additional details on the TDM Strategic Plan are in the memo below and in the enclosed 5YPP. The recommended 5YPP does not require advancement of cash flow beyond the current Strategic Plan Baseline. The proposed Strategic Plan Baseline amendment would update programming and slightly delay cash flow to match the recommendation in the 5YPP.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: ____
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BACKGROUND

The 5YPPs result in multi-year project lists with associated sales tax programming commitments that support a steady project pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop



L and fully fund projects and to line up staff resources to deliver projects. The 5-year look ahead also enables coordination between projects. When a project is ready to advance, the project sponsor can request allocation of funds from the Board based on the programming commitment in the relevant 5YPP.

The 5YPPs also provide transparency about how Prop L projects are prioritized. We work in close collaboration with project sponsors eligible for Prop L funds from a particular program, as well as any other interested agencies, to develop each 5YPP. Input from the Board, sponsors, and the public inform the 5YPP process.

In June 2023, the Board adopted the Prop L Strategic Plan Baseline. The Baseline establishes the amount of sales tax revenues that will be available on an annual basis to each of the 28 programs, by fiscal year, through 2053 based on their proportional share of available revenues established in the Expenditure Plan. For 23 of the 28 programs, the Baseline set the pay-as-you-go annual funding levels for each program which project sponsors will use to identify their proposed lists of projects to fund in the next five years as part of 5YPP development. Through the 5YPP process, project sponsors can make requests to advance sales tax funds for specific projects, as needed to support project delivery. For five programs (BART Core Capacity, Caltrain Downtown Rail Extension (The Portal), Muni Maintenance, Caltrain Maintenance, and Paratransit) the Baseline advanced cash flow in anticipation of the need to advance funds to accommodate the programming requests in the 5YPP. This approach provides a more realistic picture of financing costs for these five programs, which are among the largest programs in the Prop L Expenditure Plan, while ensuring we can meet other programs' requests for advancing funds.

Attachment 1 shows the status of the 28 5YPPs, including those which have been adopted thus far and those that are still under development.

DISCUSSION

Each 5YPP document includes the following sections, the content for which is detailed in the [staff memorandum](#) to the Board for its July 11, 2023, meeting:

- Eligibility and Expected Fund Leveraging
- Public Engagement
- Performance Measures
- Project Delivery Snapshot
- Project Prioritization
- Project List (covering Fiscal Year (FY) 2023/24 - FY 2027/28)
- Project Information Forms (e.g., scope, schedule, cost, funding)



It is important to keep in mind that the pay-go funding levels in the first five years of Prop L are about half that in year six and subsequent years, due to the carryforward of Prop K remaining grant balances and debt. Thus, we anticipate that most Prop L programs will request at least a modest level of advancement in this 5YPP period. For each project, we look closely at project readiness, whether there is full funding for the requested phase or phases, the amount of leveraging, timely use of funds requirements, and other factors that inform our recommendation to program funds to the project and whether to support advancement of funds beyond pay-go to support project delivery.

We are recommending adoption of the enclosed TDM 5YPP. Attachment 2 lists the two proposed projects with information such as a brief project description, amount of Prop L funds requested, proposed project phase, and fiscal year of programming, and Attachment 3 summarizes leveraging. The enclosed 5YPP contains more detail, including the project information forms.

Transportation Demand Management 5YPP. The first Prop L TDM 5YPP offers a timely opportunity to update the 2017-2020 San Francisco TDM Strategic Plan to reflect post-pandemic travel patterns and factors and to provide a roadmap to guide the use of Prop L funding and other funding prioritized by the Transportation Authority for TDM projects over the next five years. The recommended 5YPP includes just one project, the TDM Strategic Plan update to be co-led by the Transportation Authority and the San Francisco Municipal Transportation Authority, with a working group composed of city and regional stakeholders such as BART and Caltrain. The TDM Strategic Plan update will utilize data from the underway TDM Market Analysis, with newly collected, post-pandemic travel data from a nine-county Bay Area travel diary survey that Prop K sales tax is helping to fund. We are recommending \$148,000 in Prop L funds for the TDM Strategic Plan update and there is a concurrent allocation request proceeding to the Board under a separate agenda item. We recommend programming the remaining \$1.56 million in Prop L funds available for TDM in this 5YPP period to a Fiscal Year 2024/25 placeholder for projects recommended in the TDM Strategic Plan update. The placeholder would allow funds to potentially be allocated to TDM projects prior to completion of the TDM Strategic Plan update subject to certain requirements which are described in Attachment 2 and the enclosed 5YPP. These include a requirement that the project be consistent with emerging recommendations from the TDM Strategic Plan.

Strategic Plan Baseline Amendment. Concurrent with Board adoption of the 5YPPs, we make corresponding updates to the Strategic Plan Baseline to reflect the recommended programming and cash flow schedules for the proposed projects. The Strategic Plan model estimates financing costs for programs that advance funds. Consistent with Strategic Plan policies, financing costs are distributed proportionally



across those programs that request acceleration of funds. If in future Strategic Plan updates, actual financing costs are lower, the delta is returned to the respective programs and is available for programming to eligible project costs. Adoption of the Transportation Demand Management 5YPP does not require advancement of funds beyond the current baseline, as amended. Rather, we are changing programming to match the 5YPP and delaying cash flow to match the recommendation.

Attachment 4 summarizes the sources and uses for the Baseline as amended and adopted in February 2024 and Attachment 5 shows the proposed programming and cash flow by program by fiscal year, reflecting the recommended TDM 5YPP.

Next Steps. We are working with project sponsors to develop the remaining seven 5YPPs and anticipate bringing them to the Board for adoption in the coming months, followed by adoption of the final Prop L Strategic Plan.

FINANCIAL IMPACT

There is no impact on the FY 2023/24 agency budget. The Prop L Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and establishes the maximum annual reimbursement for each of the Expenditure Plan programs, and estimates debt needs to advance funds to support project delivery. The 5YPPs program funds specific projects over the five fiscal years starting in FY 2023/24. However, allocation of funds and issuance of any debt are subject to separate approval actions by the Board.

CAC POSITION

The Community Advisory Committee considered this item at its February 28, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - List of the 28 Programs in the Prop L Expenditure Plan
- Attachment 2 - Transportation Demand Management 5YPP List of Projects
- Attachment 3 - Transportation Demand Management 5YPP Program Summary: Fund Leveraging
- Attachment 4 - Prop L Strategic Plan Baseline as Amended Sources and Uses
- Attachment 5 - Strategic Plan Baseline as Amended - Programming & Cash Flow by FY
- Attachment 6 - Resolution
- Enclosure: Draft 2023 Prop L Transportation Demand Management 5 Year Prioritization Program

Prop L's 28 Programs

Each requires a Board-adopted 5-Year Prioritization Program (5YPP) before funds can be allocated.

Approved

Proposed for approval in March 2024

Under development

*No 5YPP required since program has no Priority 1 sales tax funds

1. Muni Reliability and Efficiency Improvements
2. Muni Rail Core Capacity
3. BART Core Capacity
4. Caltrain Service Vision: Capital System Capacity Investments*
5. Caltrain Downtown Rail Extension and Pennsylvania Alignment
6. Muni Maintenance
7. BART Maintenance
8. Caltrain Maintenance
9. Ferry Maintenance
10. Transit Enhancements
11. Bayview Caltrain Station
12. Mission Bay Ferry Landing
13. Next Generation Transit Investments
14. Paratransit
15. Street Resurfacing, Rehabilitation and Maintenance
16. Pedestrian and Bicycle Facilities Maintenance
17. Traffic Signs and Signals Maintenance
18. Safer and Complete Streets
19. Curb Ramps
20. Tree Planting
21. Vision Zero Ramps
22. Managed Lanes and Express Bus
23. Transformative Freeway and Major Streets Projects
- 24. Transportation Demand Management**
25. Neighborhood Transportation Program
26. Equity Priority Transportation Program
27. Development Oriented Transportation
28. Citywide/Modal Planning

Attachment 2

Transportation Demand Management 5-Year Prioritization Program - List of Projects

#	Program	Project Name: Sponsor	Brief Description	District(s)	Phase	Prop L Amount	Fiscal Year of Programming
1	Transportation Demand Management	TDM Strategic Plan Update: SFCTA and SFMTA	Transportation Demand Management (TDM) is a strategic set of projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the efficiency and effectiveness of the transportation system and to encourage the use of sustainable modes like walking, biking, and transit. This project will update the 2017-2020 San Francisco TDM Plan, which developed a list of measures to change travel behavior. The TDM Strategic Plan Update will define TDM priorities and guide what will be funded with Prop L and other fund programs over the next five years. The TDM Strategic Plan Update will utilize data from the underway TDM Market Analysis, with newly collected, post-pandemic travel data from a nine-county Bay Area travel diary survey that Prop K sales tax is helping to fund . This effort is being co-led by the Transportation Authority and SFMTA, with a working group composed city and regional stakeholders. The plan is expected to be completed in June 2025.	Citywide	Planning	\$148,000	FY24
2		Implementation of TDM Strategic Plan Recommendations Placeholder: TBD	This is a placeholder for projects recommended in the TDM Strategic Plan Update, anticipated to be completed by June 2025. The Transportation Authority may consider allocating funds from this placeholder prior to completion of the TDM Strategic Plan Update under the following considerations: - Project scores well against the TDM SYPP Prioritization Criteria, including supporting mode shift and/or time shift and demonstrated cost effectiveness; and - Project is consistent with emerging recommendations from the TDM Strategic Plan Update.	TBD	TBD	\$1,555,000	FY25

Attachment 3

Transportation Demand Management 5-Year Prioritization Program Summary

#	Program	Programming Amount Requested in 5YPP	Amount of Prop L Cash Flow Advanced in 5YPP	Expected Leveraging	Anticipated Leveraging	Notes
1	Transportation Demand Management	\$1,703,000	\$0	87.3%	0.0%	<p>The TDM Strategic Plan Update will identify and prioritize TDM projects and programs that show the greatest potential to be effective (including cost effective) in this post-pandemic recovery environment. The plan will guide San Francisco's TDM priorities to be funded by Prop L, TFCA, other Transportation Authority prioritized fund sources, and discretionary grants. While the plan does not leverage other funds due to a relative lack of sources for such planning efforts, the plan will help position recommended TDM projects to be competitive for other discretionary grants. We will evaluate specific projects for leveraging when we receive allocation requests.</p>

Attachment 4: Prop L Strategic Plan Baseline Amendment Sources and Uses (2.20.24)

SOURCES		USES	
	(YOES)		(YOES)
Sales Tax Revenue	\$4,674.6 M	Funds Available for Projects	\$3,029.8 M
Investment Income	\$4.5 M	Long Term Bond Principal	\$973.9 M
Long Term Bond Proceeds	\$765.6 M	Financing Costs	\$674.9 M
Loans - Yerba Buena Island Capital Projects	\$126.8 M	Capital Reserve	\$468.1 M
TOTAL	\$5,571.5 M	Program Administration and Operating Costs	\$304.6 M
		Loans - Yerba Buena Island Capital Projects	\$120.2 M
		TOTAL	\$5,571.5 M

Attachment 5

Attachment 5A: Amended 2023 Strategic Plan Baseline Programming Pending March 2024 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and fiscal years from FY2022/23 to FY2038/39. Rows include categories like A. MAJOR CAPITAL PROJECTS (Muni, BART, Caltrans), B. TRANSIT MAINTENANCE AND ENHANCEMENTS (Muni, BART, Caltrans, Ferry, Transit Enhancements, Bayview, Mission Bay, Next Generation), C. PARATRANSIT, and D. STREETS AND FREEWAYS.

Attachment 5A:
Amended 2023 Strategic Plan Baseline Program
Pending March 2024 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Planning	Total Programming & Interest Costs	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34	FY2034/35	FY2035/36	FY2036/37	FY2037/38	FY2038/39				
217	Traffic Signs & Signals Maintenance	\$ 124,461,033	11.9%	Programming	\$ 109,104,478	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,800,000	\$ 2,800,000	\$ 2,800,000	\$ 4,124,271	\$ 4,220,739	\$ 4,288,271	\$ 4,364,422	\$ 4,407,418	\$ 4,466,376	\$ 4,538,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,250,000			
				Interest Costs	\$ 14,914,998	\$ -	\$ -	\$ 160,944	\$ 356,567	\$ 47,810	\$ 47,810	\$ 87,400	\$ 107,624	\$ 145,907	\$ 195,290	\$ 257,313	\$ 329,238	\$ 414,830	\$ 507,371	\$ 604,514	\$ 707,024	\$ 814,990	\$ 934,000	\$ 1,061,000	
				Total	\$ 124,019,476	\$ -	\$ 11,204,000	\$ 7,875,000	\$ 2,964,944	\$ 3,160,567	\$ 3,252,624	\$ 4,084,235	\$ 4,916,441	\$ 5,035,246	\$ 5,331,935	\$ 5,414,331	\$ 5,674,248	\$ 5,722,749	\$ 5,934,143	\$ 6,320,974	\$ 6,514,290	\$ 2,707,024	\$ 2,814,990	\$ 2,814,000	\$ 3,311,000
I. Safer and Complete Streets																									
218	Safer and Complete Streets	\$ 210,200,856	13.61%	Programming	\$ 181,098,615	\$ -	\$ 8,080,000	\$ 15,993,000	\$ 9,136,000	\$ 8,001,000	\$ 6,508,000	\$ 4,975,233	\$ 7,086,858	\$ 7,200,348	\$ 7,311,749	\$ 7,432,501	\$ 7,551,421	\$ 7,672,245	\$ 6,500,000	\$ 6,750,000	\$ 7,000,000	\$ 7,000,000			
				Interest Costs	\$ 28,616,416	\$ -	\$ -	\$ 39,111	\$ 177,945	\$ 517,624	\$ 812,375	\$ 896,964	\$ 1,113,480	\$ 1,539,507	\$ 1,606,097	\$ 1,901,811	\$ 1,861,900	\$ 1,820,974	\$ 1,763,429	\$ 1,704,579	\$ 1,640,811	\$ 1,579,579	\$ 1,518,811	\$ 1,458,000	
				Total	\$ 209,715,031	\$ -	\$ 8,080,000	\$ 15,993,000	\$ 9,175,111	\$ 8,178,945	\$ 7,025,624	\$ 7,287,628	\$ 7,983,822	\$ 8,213,728	\$ 8,850,676	\$ 8,938,859	\$ 9,033,560	\$ 9,154,401	\$ 9,272,925	\$ 9,394,140	\$ 8,200,000	\$ 8,400,000	\$ 8,700,000	\$ 8,518,811	\$ 8,470,000
219	Curb Ramps	\$ 40,104,111	6.52%	Programming	\$ 36,586,133	\$ -	\$ 975,000	\$ 1,100,000	\$ 1,185,000	\$ 1,212,000	\$ 1,275,000	\$ 1,338,599	\$ 1,360,616	\$ 1,381,276	\$ 1,403,156	\$ 1,426,347	\$ 1,449,168	\$ 1,472,355	\$ 1,495,912	\$ 1,519,847	\$ 1,544,164	\$ 1,568,871	\$ 1,593,978		
				Interest Costs	\$ 2,615,216	\$ -	\$ -	\$ 6,667	\$ 21,599	\$ 57,610	\$ 99,624	\$ 85,762	\$ 120,644	\$ 130,908	\$ 143,042	\$ 146,118	\$ 149,250	\$ 152,422	\$ 155,633	\$ 158,884	\$ 162,176	\$ 165,509	\$ 168,884	\$ 172,309	
				Total	\$ 39,201,349	\$ -	\$ 975,000	\$ 1,106,667	\$ 1,196,600	\$ 1,269,610	\$ 1,332,610	\$ 1,424,222	\$ 1,446,378	\$ 1,471,184	\$ 1,512,184	\$ 1,524,184	\$ 1,549,366	\$ 1,577,590	\$ 1,601,790	\$ 1,628,545	\$ 1,658,026	\$ 1,690,664	\$ 1,716,673	\$ 1,741,183	\$ 1,766,287
220	Tree Planting	\$ 27,658,007	13.88%	Programming	\$ 23,493,391	\$ -	\$ 1,090,000	\$ 1,090,000	\$ 1,160,000	\$ 1,220,000	\$ 923,171	\$ 937,942	\$ 952,849	\$ 967,694	\$ 982,687	\$ 997,726	\$ 1,012,818	\$ 1,027,963	\$ 1,043,169	\$ 1,058,436	\$ 1,073,764	\$ 1,089,154	\$ 1,104,604		
				Interest Costs	\$ 3,837,880	\$ -	\$ -	\$ 14,935	\$ 25,712	\$ 48,422	\$ 105,294	\$ 152,148	\$ 193,606	\$ 241,920	\$ 289,008	\$ 335,911	\$ 382,742	\$ 429,519	\$ 476,250	\$ 522,956	\$ 569,637	\$ 616,293	\$ 662,924	\$ 709,539	
				Total	\$ 27,331,271	\$ -	\$ 1,090,000	\$ 1,104,935	\$ 1,175,712	\$ 1,269,622	\$ 1,325,294	\$ 1,075,319	\$ 1,090,090	\$ 1,144,769	\$ 1,209,614	\$ 1,251,602	\$ 1,291,637	\$ 1,330,687	\$ 1,369,017	\$ 1,406,174	\$ 1,443,132	\$ 1,480,000	\$ 1,516,777	\$ 1,553,563	\$ 1,590,354
II. Freeway Safety and Operational Improvements																									
221	Vision Zero Ramps	\$ 11,063,203	16.87%	Programming	\$ 8,444,347	\$ -	\$ 2,000,000	\$ -	\$ 90,000	\$ 350,000	\$ -	\$ 349,249	\$ 375,172	\$ 381,180	\$ 387,078	\$ 392,975	\$ 398,872	\$ 404,769	\$ 410,666	\$ 416,563	\$ 422,460	\$ 428,357	\$ 434,254		
				Interest Costs	\$ 1,846,777	\$ -	\$ -	\$ -	\$ 27,945	\$ 37,399	\$ 46,872	\$ 69,451	\$ 78,262	\$ 86,835	\$ 95,706	\$ 104,795	\$ 114,123	\$ 123,710	\$ 133,557	\$ 143,664	\$ 154,031	\$ 164,658	\$ 175,555	\$ 186,722	
				Total	\$ 10,291,124	\$ -	\$ 2,000,000	\$ -	\$ 117,945	\$ 387,372	\$ 69,451	\$ 427,461	\$ 467,937	\$ 526,975	\$ 577,107	\$ 633,875	\$ 692,773	\$ 753,895	\$ 818,007	\$ 885,629	\$ 956,723	\$ 1,028,293	\$ 1,104,109	\$ 1,184,912	\$ 1,270,976
222	Managed Lanes and Express Bus	\$ 13,829,004	0.00%	Programming	\$ 13,806,391	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 13,806,391	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261
223	Transformative Freeway and Major Street Projects	\$ 27,658,007	0.00%	Programming	\$ 27,612,693	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,612,693	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521
TOTAL STREETS AND FREEWAYS	\$ 626,453,847	8.75%	Programming	\$ 607,957,478	\$ -	\$ 26,131,391	\$ 29,634,782	\$ 17,740,782	\$ 17,484,782	\$ 15,063,782	\$ 20,806,983	\$ 21,203,886	\$ 21,642,332	\$ 21,874,940	\$ 22,286,995	\$ 22,652,786	\$ 22,954,270	\$ 23,194,050	\$ 19,384,050	\$ 19,808,194	\$ 20,235,125	\$ 20,664,886			
Interest Costs	\$ 54,831,562	\$ -	\$ -	\$ 51,173	\$ 225,835	\$ 688,335	\$ 1,513,226	\$ 2,064,988	\$ 1,975,148	\$ 2,276,185	\$ 2,754,430	\$ 3,054,348	\$ 3,145,202	\$ 3,226,710	\$ 3,299,728	\$ 3,361,637	\$ 3,417,256	\$ 3,467,333	\$ 3,511,879	\$ 3,556,504	\$ 3,601,239				
Total	\$ 622,789,040	\$ -	\$ 26,131,391	\$ 29,685,955	\$ 17,966,617	\$ 18,175,117	\$ 16,577,008	\$ 22,932,971	\$ 23,178,034	\$ 23,619,517	\$ 24,129,375	\$ 24,699,278	\$ 25,251,172	\$ 25,781,713	\$ 26,294,513	\$ 26,806,907	\$ 27,318,906	\$ 22,848,425	\$ 23,366,393	\$ 23,890,244	\$ 24,421,385	\$ 24,959,125			
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT																									
I. Transportation Demand Management																									
224	Transportation Demand Management	\$ 24,892,207	0.00%	Programming	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ -	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 24,851,231	\$ -	\$ 148,000	\$ 1,555,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 830,854	\$ 844,148	\$ 857,654	\$ 870,924	\$ 885,319	\$ 899,484	\$ 913,875	\$ 928,497	\$ 943,353	\$ 958,447	\$ 973,782
II. Transportation, Land Use, and Community Coordination																									
225	Neighborhood Transportation Program	\$ 56,698,915	10.32%	Programming	\$ 50,344,618	\$ -	\$ 4,050,000	\$ 2,200,000	\$ 2,050,000	\$ 200,000	\$ 200,000	\$ 1,892,501	\$ 1,922,781	\$ 1,953,544	\$ 1,983,772	\$ 2,014,559	\$ 2,044,834	\$ 2,081,406	\$ 2,114,910	\$ 2,148,740	\$ 2,183,129	\$ 2,218,058			
				Interest Costs	\$ 5,852,036	\$ -	\$ 19,299	\$ 126,430	\$ 117,651	\$ 143,667	\$ 151,654	\$ 211,151	\$ 181,578	\$ 195,944	\$ 215,459	\$ 239,711	\$ 268,126	\$ 302,324	\$ 345,584	\$ 394,872	\$ 450,000	\$ 512,000	\$ 579,000	\$ 651,000	
				Total	\$ 56,196,654	\$ -	\$ 4,069,299	\$ 2,326,430	\$ 2,167,651	\$ 343,667	\$ 351,654	\$ 401,654	\$ 412,651	\$ 413,179	\$ 463,654	\$ 489,489	\$ 513,685	\$ 544,685	\$ 581,780	\$ 627,990	\$ 679,826	\$ 738,740	\$ 795,129	\$ 857,058	\$ 925,058
226	Equity Priority Transportation Program	\$ 58,081,814	0.00%	Programming	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 1,938,660	\$ 1,969,478	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,374	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157	\$ 2,308,594		
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total	\$ 57,986,466	\$ -	\$ 441,548	\$ 883,095	\$ 883,095	\$ 883,095	\$ 883,095	\$ 1,938,660	\$ 1,969,478	\$ 2,001,193	\$ 2,032,157	\$ 2,065,743	\$ 2,098,795	\$ 2,132,374	\$ 2,166,493	\$ 2,201,157	\$ 2,236,376	\$ 2,272,157	\$ 2,308,594	\$ 2,345,194	
227	Development-Oriented Transportation	\$ 27,658,007	0.00%	Programming	\$ 27,612,693	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 27,612,693	\$ -	\$ 210,261	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521	\$ 420,521
228	Citywide / Modal Planning	\$ 13,829,004	0.00%	Programming	\$ 13,806,391	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	
				Interest Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total	\$ 13,806,391	\$ -	\$ 105,130	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261	\$ 210,261
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT	\$ 181,159,948	3.23%	Programming	\$ 174,600,618	\$ -	\$ 4,954,239	\$ 5,248,877	\$ 3,563,8																	

Attachment 5A: Amended 2023 Strategic Plan Baseline Programming Pending March 2024 Board Action

Table with columns for EP No., EP Line Item, and fiscal years FY2039/40 through FY2052/53. Rows are categorized into A. MAJOR CAPITAL PROJECTS, B. TRANSIT MAINTENANCE AND ENHANCEMENTS, C. PARATRANSIT, and D. STREETS AND FREEWAYS. Sub-sections include I. Muni, II. BART, III. Caltrans, I. Transit Maintenance, Rehabilitation, and Enhancements, and I. Maintenance, Rehabilitation, and Repairs.

Attachment 5A:
Amended 2023 Strategic Plan Baseline Programming
Pending March 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 2,000,000	\$ 2,750,000	\$ 3,200,000	\$ 4,000,000	\$ 5,272,888	\$ 6,320,000	\$ 8,411,000	\$ 9,301,000	\$ 9,993,000	\$ 10,200,000	\$ 10,200,000	\$ 10,200,000	\$ 10,200,000	\$ 10,200,000	\$ 10,200,000
		\$ 997,785	\$ 1,072,024	\$ 1,433,024	\$ 1,981,977	\$ 2,644,324	\$ 3,424,975	\$ 5,317,401	\$ 5,792,822	\$ 6,261,113	\$ 6,432,648	\$ 6,432,648	\$ 6,432,648	\$ 6,432,648	\$ 6,432,648	\$ 6,432,648
		\$ 1,002,215	\$ 1,677,976	\$ 1,766,976	\$ 2,018,024	\$ 2,628,564	\$ 2,895,025	\$ 3,093,599	\$ 3,509,178	\$ 3,531,887	\$ 3,760,352	\$ 3,767,352	\$ 3,767,352	\$ 3,767,352	\$ 3,767,352	\$ 3,767,352
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,350,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,567,974	\$ 1,492,740	\$ 1,432,856	\$ 1,362,978	\$ 1,297,866	\$ 1,218,908	\$ 1,080,174	\$ 799,945	\$ 543,696	\$ 312,364	\$ 120,245	\$ -	\$ -	\$ -	\$ -
		\$ 5,432,026	\$ 5,857,260	\$ 6,317,144	\$ 7,137,022	\$ 7,553,053	\$ 7,731,092	\$ 5,919,826	\$ 6,200,055	\$ 6,456,304	\$ 6,687,636	\$ 6,687,636	\$ 6,687,636	\$ 6,687,636	\$ 6,687,636	\$ 6,687,636
219	Curb Ramps	\$ 1,593,972	\$ 1,619,474	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 160,969	\$ 138,233	\$ 134,551	\$ 129,787	\$ 125,871	\$ 121,971	\$ 118,443	\$ 99,942	\$ 89,632	\$ 47,433	\$ 13,377	\$ -	\$ -	\$ -	\$ -
		\$ 1,432,999	\$ 1,481,241	\$ 1,510,836	\$ 1,541,926	\$ 1,572,945	\$ 1,604,742	\$ 1,635,695	\$ 1,684,157	\$ 1,723,977	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
220	Tree Planting	\$ 1,099,291	\$ 1,114,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 219,072	\$ 208,649	\$ 202,854	\$ 195,432	\$ 186,272	\$ 175,310	\$ 134,658	\$ 98,392	\$ 65,397	\$ 35,803	\$ 11,655	\$ -	\$ -	\$ -	\$ -
		\$ 880,219	\$ 906,231	\$ 931,896	\$ 957,473	\$ 985,325	\$ 1,015,526	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
221	Freeway Safety and Operational Improv	\$ 439,217	\$ 446,753	\$ 453,900	\$ 461,162	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,460	\$ 102,262	\$ 99,993	\$ 95,738	\$ 78,124	\$ 61,323	\$ 45,707	\$ 31,859	\$ 19,452	\$ 8,534	\$ 112	\$ -	\$ -	\$ -	\$ -
		\$ 334,757	\$ 344,491	\$ 353,907	\$ 365,424	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,114,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,114,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
TOTAL STREETS AND FREEWAYS		\$ 21,097,533	\$ 21,783,083	\$ 22,971,612	\$ 24,663,153	\$ 26,014,820	\$ 26,361,989	\$ 23,486,535	\$ 15,590,394	\$ 15,849,250	\$ 13,334,480	\$ 9,394,844	\$ 9,669,198	\$ -	\$ -	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGE		\$ 2,787,045	\$ 2,609,433	\$ 2,447,755	\$ 2,315,054	\$ 2,192,966	\$ 2,048,860	\$ 1,810,860	\$ 1,412,384	\$ 1,038,581	\$ 618,371	\$ 223,915	\$ -	\$ -	\$ -	
I. Transportation Demand Management		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
II. Transportation, Land Use, and Commu		\$ 2,253,547	\$ 2,289,004	\$ 2,324,237	\$ 2,363,456	\$ 2,401,774	\$ 2,441,211	\$ 2,481,462	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
225	Neighborhood Transportation Program	\$ 295,756	\$ 289,794	\$ 281,860	\$ 271,682	\$ 259,104	\$ 243,957	\$ 226,471	\$ 208,546	\$ 140,183	\$ 78,678	\$ 28,045	\$ -	\$ -	\$ -	\$ -
		\$ 2,649,304	\$ 2,679,398	\$ 2,668,098	\$ 2,635,138	\$ 2,640,879	\$ 2,685,172	\$ 2,707,873	\$ 2,730,894	\$ 140,183	\$ 78,678	\$ 28,045	\$ -	\$ -	\$ -	
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,600	\$ 2,826,383	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,600	\$ 2,826,383	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,869	\$ 2,626,600	\$ 2,826,383	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,114,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 1,099,291	\$ 1,114,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,765	\$ 1,345,849	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
228	Citywide / Modal Planning	\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 549,646	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,563	\$ 7,432,612	\$ 7,551,531	\$ 7,673,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,192,441	\$ 8,628,441	\$ 8,954,320	\$ 9,277,445	\$ -	\$ -	
TOTAL PROP L STRATEGIC PLAN		\$ 70,882,854	\$ 72,402,497	\$ 73,335,122	\$ 74,510,711	\$ 75,934,932	\$ 77,602,210	\$ 79,520,248	\$ 82,245,678	\$ 84,819,453	\$ 89,349,262	\$ 92,849,262	\$ 96,414,672	\$ 100,069,645	\$ 103,824,045	\$ 107,677,045
Prop. K Related Programming (since 7/1/22)		\$ 15,026,920	\$ 15,700,511	\$ 16,375,716	\$ 17,052,911	\$ 17,731,106	\$ 18,410,301	\$ 19,090,496	\$ 19,771,691	\$ 20,452,886	\$ 21,134,081	\$ 21,815,276	\$ 22,496,471	\$ 23,177,666	\$ 23,858,861	\$ 24,539,056
		\$ 15,026,920	\$ 15,700,511	\$ 16,375,716	\$ 17,052,911	\$ 17,731,106	\$ 18,410,301	\$ 19,090,496	\$ 19,771,691	\$ 20,452,886	\$ 21,134,081	\$ 21,815,276	\$ 22,496,471	\$ 23,177,666	\$ 23,858,861	\$ 24,539,056

Attachment 5B: Amended 2023 Strategic Plan Baseline Cashflow¹ Pending March 2024 Board Action

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Interest Costs, and years FY2022/23 through FY2038/39. Rows include categories like Traffic Signs & Signals Maintenance, Safer and Complete Streets, Curb Ramps, Tree Planting, Vision Zero Ramps, Managed Lanes and Express Bus, Transformative Freeway and Major Street Projects, Transportation Demand Management, Neighborhood Transportation Program, Equity Priority Transportation Program, Development-Oriented Transportation, and Citywide / Medial Planning.

¹This table includes FY22/23 Quarters 1-3, Prop L tool effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.

Attachment 5B:
Amended 2023 Strategic Plan Baseline Cashflow¹
Pending March 2024 Board Action

EP No.	EP Line Item	FY2039/40	FY2040/41	FY2041/42	FY2042/43	FY2043/44	FY2044/45	FY2045/46	FY2046/47	FY2047/48	FY2048/49	FY2049/50	FY2050/51	FY2051/52	FY2052/53	
217	Traffic Signs & Signals Maintenance	\$ 2,500,000	\$ 2,750,000	\$ 3,250,000	\$ 4,000,000	\$ 5,272,388	\$ 5,325,000	\$ 5,411,000	\$ 5,501,000	\$ 5,593,000	\$ 5,693,000	\$ 5,799,000	\$ 5,911,000	\$ 6,029,000	\$ 6,153,000	\$ 6,283,000
		\$ 597,785	\$ 597,024	\$ 433,024	\$ 381,477	\$ 344,324	\$ 342,475	\$ 317,491	\$ 291,822	\$ 261,113	\$ 182,444	\$ 69,374	\$ -	\$ -	\$ -	\$ -
		\$ 5,097,785	\$ 3,257,024	\$ 3,683,024	\$ 4,381,477	\$ 5,636,212	\$ 5,667,475	\$ 5,728,491	\$ 5,792,822	\$ 5,854,113	\$ 6,032,444	\$ 6,078,374	\$ 6,188,000	\$ 6,300,000	\$ 6,416,000	\$ 6,536,000
218	Safer and Complete Streets	\$ 7,000,000	\$ 7,250,000	\$ 7,750,000	\$ 8,500,000	\$ 8,850,919	\$ 8,950,000	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,567,974	\$ 1,492,746	\$ 1,492,856	\$ 1,342,978	\$ 1,297,864	\$ 1,218,908	\$ 1,080,174	\$ 799,945	\$ 543,496	\$ 312,364	\$ 120,245	\$ -	\$ -	\$ -	\$ -
		\$ 8,567,974	\$ 8,742,746	\$ 9,242,856	\$ 9,842,978	\$ 10,148,783	\$ 10,168,908	\$ 10,080,174	\$ 9,799,945	\$ 9,546,996	\$ 9,312,364	\$ 9,120,245	\$ 9,000,000	\$ 8,850,919	\$ 8,650,000	\$ 8,350,000
219	Curb Ramps	\$ 1,899,972	\$ 1,619,474	\$ 1,645,387	\$ 1,671,713	\$ 1,698,816	\$ 1,726,713	\$ 1,755,138	\$ 1,784,100	\$ 1,813,409	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 140,949	\$ 139,233	\$ 134,831	\$ 129,787	\$ 123,471	\$ 116,270	\$ 108,443	\$ 99,942	\$ 89,835	\$ 47,433	\$ 13,377	\$ -	\$ -	\$ -	\$ -
		\$ 1,758,923	\$ 1,479,241	\$ 1,510,556	\$ 1,541,926	\$ 1,575,345	\$ 1,610,443	\$ 1,646,695	\$ 1,684,158	\$ 1,723,574	\$ 1,802,842	\$ 1,850,277	\$ 1,850,277	\$ 1,850,277	\$ 1,850,277	\$ 1,850,277
220	Tree Planting	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 213,072	\$ 208,449	\$ 202,854	\$ 195,432	\$ 186,292	\$ 175,210	\$ 134,453	\$ 88,282	\$ 65,297	\$ 35,003	\$ 11,655	\$ -	\$ -	\$ -	\$ -
		\$ 1,312,363	\$ 1,325,329	\$ 1,337,604	\$ 1,348,338	\$ 1,357,889	\$ 1,366,146	\$ 1,366,658	\$ 98,392	\$ 65,397	\$ 35,003	\$ 11,655	\$ -	\$ -	\$ -	\$ -
221	Vision Zero Ramps	\$ 439,717	\$ 444,753	\$ 453,900	\$ 461,142	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 104,440	\$ 102,262	\$ 99,993	\$ 95,738	\$ 78,124	\$ 61,323	\$ 45,707	\$ 31,859	\$ 19,452	\$ 8,534	\$ 112	\$ -	\$ -	\$ -	\$ -
		\$ 544,157	\$ 546,014	\$ 553,293	\$ 556,900	\$ 78,124	\$ 61,323	\$ 45,707	\$ 31,859	\$ 19,452	\$ 8,534	\$ 112	\$ -	\$ -	\$ -	\$ -
222	Managed Lanes and Express Bus	\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	\$ -
223	Transformative Freeway and Major Street Projects	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,745	\$ 1,345,845	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,745	\$ 1,345,845	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	\$ -
TOTAL STREETS AND FREEWAYS		\$ 21,097,823	\$ 21,783,083	\$ 22,971,612	\$ 24,643,193	\$ 26,014,820	\$ 26,361,989	\$ 23,484,535	\$ 15,590,394	\$ 16,849,269	\$ 12,334,480	\$ 9,934,844	\$ 9,649,198	\$ -	\$ -	
E. TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGE		\$ 23,884,568	\$ 24,391,516	\$ 25,419,346	\$ 26,678,007	\$ 28,207,784	\$ 28,410,849	\$ 25,977,384	\$ 17,000,678	\$ 16,897,890	\$ 12,952,851	\$ 9,618,759	\$ 9,649,198	\$ -	\$ -	
224	Transportation Demand Management	\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 989,362	\$ 1,005,192	\$ 1,021,275	\$ 1,037,615	\$ 1,054,438	\$ 1,071,753	\$ 1,089,396	\$ 1,107,372	\$ 1,125,688	\$ 1,211,264	\$ 1,252,646	\$ 1,275,893	\$ -	\$ -	
225	Neighborhood Transportation Program	\$ 2,253,547	\$ 2,289,604	\$ 2,326,237	\$ 2,363,456	\$ 2,401,274	\$ 2,441,215	\$ 2,481,402	\$ 2,522,348	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		\$ 295,756	\$ 289,794	\$ 281,860	\$ 271,482	\$ 259,104	\$ 243,957	\$ 224,471	\$ 208,546	\$ 140,183	\$ 78,678	\$ 28,045	\$ -	\$ -	\$ -	
		\$ 2,549,304	\$ 2,579,398	\$ 2,608,098	\$ 2,635,138	\$ 2,660,879	\$ 2,685,172	\$ 2,707,873	\$ 2,730,894	\$ 140,183	\$ 78,678	\$ 28,045	\$ -	\$ -	\$ -	
226	Equity Priority Transportation Program	\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,849	\$ 2,626,606	\$ 2,824,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 2,308,512	\$ 2,345,448	\$ 2,382,975	\$ 2,421,101	\$ 2,460,354	\$ 2,500,756	\$ 2,541,924	\$ 2,583,849	\$ 2,626,606	\$ 2,824,283	\$ 2,922,840	\$ 2,977,084	\$ -	\$ -	
227	Development-Oriented Transportation	\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,745	\$ 1,345,845	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 1,099,291	\$ 1,116,880	\$ 1,134,750	\$ 1,152,905	\$ 1,171,597	\$ 1,190,836	\$ 1,210,440	\$ 1,230,414	\$ 1,250,745	\$ 1,345,845	\$ 1,391,829	\$ 1,417,659	\$ -	\$ -	
228	Citywide / Medial Planning	\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		\$ 549,444	\$ 558,440	\$ 567,375	\$ 576,453	\$ 585,799	\$ 595,418	\$ 605,220	\$ 615,207	\$ 625,382	\$ 672,924	\$ 695,914	\$ 708,829	\$ -	\$ -	
TOTAL TRANSPORTATION SYSTEM DEVELOPMENT AND MANAGEMENT		\$ 7,200,358	\$ 7,315,543	\$ 7,432,612	\$ 7,551,531	\$ 7,672,962	\$ 7,799,978	\$ 7,928,381	\$ 8,059,211	\$ 8,228,441	\$ 8,656,250	\$ 8,934,230	\$ 9,275,465	\$ -	\$ -	
TOTAL PROP L STRATEGIC PLAN		\$ 70,835,816	\$ 72,402,497	\$ 74,325,122	\$ 76,510,711	\$ 78,938,992	\$ 81,662,210	\$ 84,730,388	\$ 87,245,678	\$ 90,149,651	\$ 93,866,242	\$ 97,417,872	\$ 100,843,068	\$ -	\$ -	
Prop. K Related Cashflow (since 7/1/22)		\$ 15,024,927	\$ 14,700,511	\$ 14,275,716	\$ 13,739,131	\$ 13,082,832	\$ 12,297,966	\$ 11,297,052	\$ 10,476,568	\$ 9,371,782	\$ 8,084,896	\$ 6,357,320	\$ 4,834,777	\$ -	\$ -	
summary:		\$ 15,024,927	\$ 14,700,511	\$ 14,275,716	\$ 13,739,131	\$ 13,082,832	\$ 12,297,966	\$ 11,297,052	\$ 10,476,568	\$ 9,371,782	\$ 8,084,896	\$ 6,357,320	\$ 4,834,777	\$ -	\$ -	

¹This table includes FY22/23 Quarters 1-3. Prop L took effect Quarter 4 (April 1, 2023). See Sources and Uses table for Prop L summary.



RESOLUTION ADOPTING THE 2023 PROP L 5-YEAR PRIORITIZATION PROGRAM FOR TRANSPORTATION DEMAND MANAGEMENT AND AMENDING THE PROP L STRATEGIC PLAN BASELINE

WHEREAS, The Prop L Expenditure Plan requires development of a 30-year Strategic Plan and for each of the 28 Expenditure Plan programs (Attachment 1), a 5-Year Prioritization Program (5YPP) to identify the specific projects that will be funded over the next five years; and

WHEREAS, Transportation Authority Board adoption of these documents is a prerequisite for allocation of Prop L funds from the relevant program; and

WHEREAS, The 5YPPs provide transparency about how Prop L projects are prioritized and the resulting 5-year project lists and associated sales tax programming commitments support a steady project development pipeline, enabling project sponsors to plan ahead, facilitating their ability to secure other funding sources to leverage Prop L and fully fund projects, to line up staff resources, and to coordinate with other planned projects; and

WHEREAS, In accordance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects; a 5-year program or list of projects; information on scope, schedule, cost and funding (including leveraging of other fund sources); and performance measures to inform future 5YPP updates; and

WHEREAS, Through approval of Resolution 23-57, the Transportation Authority adopted the guidance to project sponsors and staff for developing the 2023 Prop L 5YPPs which cover Fiscal Years 2023/24 through 2027/28; and

WHEREAS, Through approval of Resolution 23-56, the Transportation Authority adopted the 2023 Prop L Strategic Plan Baseline which sets the amount of pay-go funding available for 23 of the 28 programs, by fiscal year, through the end of the Expenditure Plan (2053), and for the five remaining programs, including BART Core Capacity; Caltrain Downtown Rail Extension and Pennsylvania Alignment; and



Caltrain Maintenance, Rehabilitation, and Replacement, approved an accelerated cash flow schedule to support project delivery; and

WHEREAS, The Transportation Authority previously adopted 19 Prop L 5YPPs through approval of Resolutions 24-02, 24-13, 24-17, 24-22, and 24-29; and

WHEREAS, Working in collaboration with project sponsors and taking into consideration input from public engagement supporting the 5YPP development process as well as prior engagement related to the Expenditure Plan and the San Francisco Transportation Plan, Transportation Authority staff has recommended approval of the enclosed 2023 Prop L 5YPP for Transportation Demand Management; and

WHEREAS, Staff has prepared a proposed amendment to the Strategic Plan Baseline to reflect recommended programming and cash flow schedules for the proposed projects in the aforementioned 5YPP (Attachment 3); and

WHEREAS, At its February 28, 2024, meeting, the Community Advisory Committee was briefed on the proposed 5YPP and Strategic Plan Baseline amendment and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the amended Prop L Strategic Plan Baseline; and be it further

RESOLVED, That the Transportation Authority hereby adopts the enclosed 2023 Prop L 5YPP for Transportation Demand Management.

Attachments:

1. List of the 28 Programs in the Prop L Expenditures Plan
2. Strategic Plan Baseline Amendment - Programming & Cash Flow by FY
3. Prop L Strategic Plan Baseline Amendment Sources and Uses

Enclosure: 2023 Prop L 5-Year Prioritization Program for Transportation Demand Management



Memorandum

AGENDA ITEM 7

DATE: February 29, 2024

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 3/12/2024 Board Meeting: Allocate \$1,440,000 and Appropriate \$108,000 in Prop L Funds, with Conditions for Four Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,400,000 in Prop L funds to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Mission Street SoMa Transit Improvements (\$1,200,000) 2. Vision Zero Left Turn Traffic Calming (\$100,000) 3. Vision Zero Speed Limit Reduction (\$100,000) <p>Appropriate and allocate \$148,000 in Prop L funds, with conditions, to Transportation Authority and SFMTA for:</p> <ol style="list-style-type: none"> 4. TDM Strategic Plan Update (Transportation Authority \$108,000, SFMTA \$40,000) <p>SUMMARY</p> <p>The Board has adopted the prerequisite Prop L 5-Year Prioritization Program (5YPP) for three of the four requests for Prop L funds that we are recommending to the Board. The recommended Transportation Demand Management (TDM) Strategic Plan Update allocation is conditioned upon Board adoption of the Prop L 5YPP for TDM and a corresponding amendment of the Strategic Plan Baseline. This action is 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 recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (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. Attachment 2 includes a brief project description. Attachment 3 summarizes the staff recommendation for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$1,440,000 and appropriate \$108,000 in Prop L funds, with conditions. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedule 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 (FY) 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 considered this item at its February 28, 2024, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2023/24
- Attachment 5 - Allocation Request Forms (4)
- Attachment 6 - Resolution

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	1	SFMTA	Mission Street SoMa Transit Improvements	\$ 1,200,000	\$ 1,200,000	90%	0% <input type="text" value="5"/>	Design Engineering	6
Prop L	18	SFMTA	Vision Zero Left Turn Traffic Calming	\$ 100,000	\$ 100,000	83%	0%	Construction	3, 4, 5, 6, 8, 9, TBD
Prop L	18	SFMTA	Vision Zero Speed Limit Reduction	\$ 100,000	\$ 100,000	83%	0%	Construction	2, 3
Prop L	24	SFCTA / SFMTA	TDM Strategic Plan Update	\$ 148,000	\$ 148,000	87%	0%	Planning	Citywide
TOTAL				\$ 1,548,000	\$ 1,548,000				

Footnotes

¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan Baseline including: Muni Reliability and Efficiency Improvements, Safer and Complete Streets, and Transportation Demand Management.

² Acronyms: SFCTA (San Francisco County Transportation Authority), SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop 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 K, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop 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.

⁵ Mission Street SoMa Transit Improvements is expected to reach 83% leveraging of Prop L when all project phases through construction are included.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
1	SFMTA	Mission Street SoMa Transit Improvements	\$ 1,200,000	This request is for the design phase that will implement permanent full-time transit lanes, as well as transit priority and safety improvements along Mission Street between Beale Street and South Van Ness Avenue in the South of Market area. Improvements include longer bus zones, colorization of transit lanes, a transit bulb, left turn restrictions and increased crosswalk visibility. These changes will reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission. The Mission Street SoMa Transit Improvements project will be constructed through two San Francisco Public Works projects, estimated to start construction in 2026. The SFMTA anticipates that the transit project will be open for use by December 2027.
18	SFMTA	Vision Zero Left Turn Traffic Calming	\$ 100,000	<p>This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations on the High Injury Network by 2024. SFMTA has completed work at 8 locations and is requesting Prop L funds to install left turn traffic calming at 27 locations. Prop L would also fund outreach near installation sites and evaluation of effectiveness of the project on reducing average and high left turn speeds.</p> <p>Left turn crashes are one of the top severe and fatal crash factors for people walking and biking. This project will improve visibility and reduce conflicts for vulnerable road users. The SFMTA expects that the project will be open for use by December 2024 and evaluation will be done June 2025. See the attached Allocation Request Form for the list of locations included in this request.</p>
18	SFMTA	Vision Zero Speed Limit Reduction	\$ 100,000	SFMTA is implementing new state legislative authority (AB 43) to reduce speed limits along eligible business activity corridors by implementing new 20 MPH corridors with new signage paired with education efforts. SFMTA has implemented slower speeds along 62 corridors to date. This Prop L request will fund installation of signage on 23 additional business activity corridors, a multi-lingual outreach and education campaign with high visibility campaign strategies such as light pole banners, transit shelter ads, and merchant posters, and program evaluation. See the attached Allocation Request Form for the list of locations included in this request. The SFMTA expects to have the project open for use by June 2024 and evaluation done by December 2024.
24	SFCTA / SFMTA	TDM Strategic Plan Update	\$ 148,000	TDM is a strategic set of projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the efficiency and effectiveness of the transportation system, including encouraging sustainable modes of travel. This project will update the 2017-2020 San Francisco TDM Plan. Using post-pandemic travel data and best practices, the update will identify TDM priorities and guide projects to be funded with Prop L and other funding sources. The plan will be co-lead by SFCTA and SFMTA with input from a working group with local and regional stakeholders, including BART, Caltrain, and MTC. Staff expect to present the updated plan to the Board for adoption in June 2025. The request includes \$108,000 for SFCTA and \$40,000 for SFMTA.
TOTAL			\$1,548,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
1	SFMTA	Mission Street SoMa Transit Improvements	\$ 1,200,000	
18	SFMTA	Vision Zero Left Turn Traffic Calming	\$ 100,000	Deliverable: Following project implementation, SFMTA shall provide an evaluation report of the effectiveness of the project.
18	SFMTA	Vision Zero Speed Limit Reduction	\$ 100,000	Deliverable: Following project implementation, SFMTA shall provide an evaluation report of the effectiveness of the project.
24	SFCTA / SFMTA	TDM Strategic Plan Update	\$ 148,000	Special Condition: Recommendation is contingent upon adoption of the Transportation Demand Management 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.
TOTAL			\$ 1,548,000	

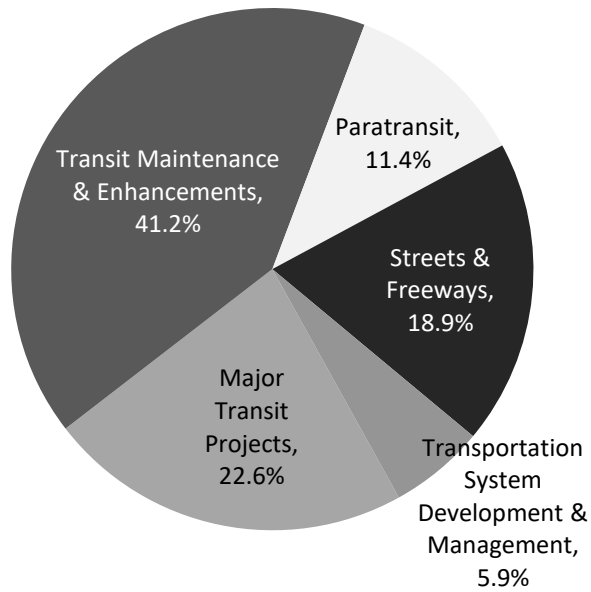
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L Summary - FY2023/24**

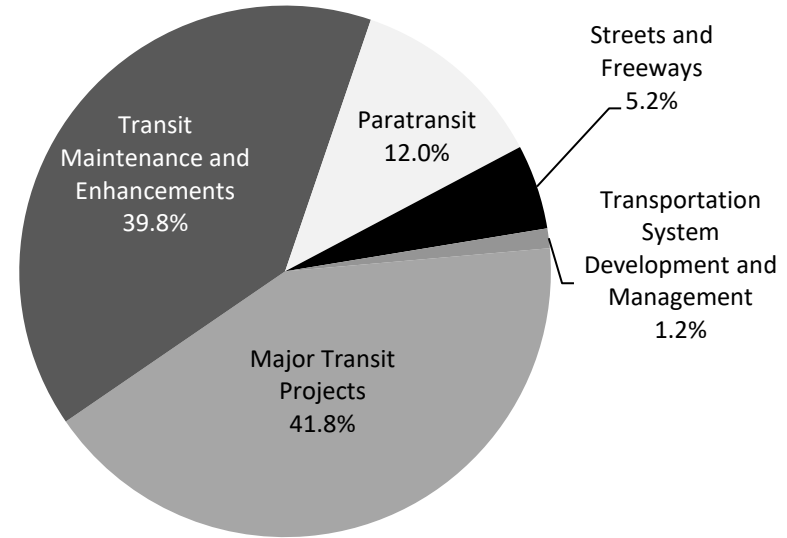
PROP L SALES TAX					
FY2023/24	Total	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Prior Allocations	\$ 85,697,955	\$ 14,184,965	\$ 20,260,655	\$ 31,934,866	\$ 15,242,469
Current Request(s)	\$ 1,548,000	\$ 49,000	\$ 849,000	\$ 650,000	\$ -
New Total Allocations	\$ 87,245,955	\$ 14,233,965	\$ 21,109,655	\$ 32,584,866	\$ 15,242,469

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

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Reliability and Efficiency Improvements
Current PROP L Request:	\$1,200,000
Supervisory District	District 06

REQUEST

Brief Project Description

The Mission SoMa Transit Improvements project will implement permanent full-time transit lanes, as well as transit-priority and safety improvements along Mission Street between Beale Street and South Van Ness Avenue in the South of Market area. Improvements include longer bus zones, colorization of transit lanes, a transit bulb, left turn restrictions and increased crosswalk visibility. These changes will reduce delay on Muni Routes 14 and 14R and on Golden Gate Transit and SamTrans routes that operate on Mission.

Detailed Scope, Project Benefits and Community Outreach

Please see Attachment 1: Mission Street SoMa Transit Improvements Detailed Scope.

Project Location

Mission Street between Beale Street and South Van Ness Avenue

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	\$1,200,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Environmental Studies (PA&ED)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2024	Oct-Nov-Dec	2025
Advertise Construction	Jan-Feb-Mar	2026		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2028

SCHEDULE DETAILS

The capital elements of the Mission SoMa Transit Improvements Project will be done in coordination with two Public Works (SFPW) projects, estimated to start construction in 2026. As part of these two projects, Mission Street between 11th St and The Embarcadero will be repaved. MTA has been coordinating with SFPW so that MTA scope is part of the SFPW contracts. The SFPW projects include various sidewalk widenings (transit bulbs and pedestrian bulbs), traffic signal and transit signal priority upgrades, and repaving and striping along Mission St. SFMTA scope is being implemented through two contracts due to the overlap with the project limits for the South Downtown Design and Activation (Soda) project, which begins at Annie St (east of 3rd St). The projects are currently waiting to start the detailed design phase for capital improvements and are anticipated to start later in 2024, pending SFPW staffing availability. The contracts would be planned for advertisement in 2026 and SFMTA scope would be incorporated into the contracts, so would be fully designed by the time of advertisement.

The Mission SoMa project has an Affordable Housing and Sustainable Communities (AHSC) grant. Per the AHSC guidelines, the project must be complete by 2029.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-201: Muni Reliability and Efficiency Improvements	\$0	\$1,200,000	\$0	\$1,200,000
Phases In Current Request Total:	\$0	\$1,200,000	\$0	\$1,200,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,200,000	\$0	\$1,200,000
AHSC	\$0	\$4,500,000	\$0	\$4,500,000
Prop B	\$538,809	\$0	\$0	\$538,809
Prop B General Fund	\$0	\$0	\$900,841	\$900,841
Funding Plan for Entire Project Total:	\$538,809	\$5,700,000	\$900,841	\$7,139,650

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$900,841		Actual Cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,200,000	\$1,200,000	Engineer's estimate, other Muni Forward project costs
Construction	\$7,990,310		Engineer's estimate, other capital project costs
Operations	\$0		
Total:	\$10,091,151	\$1,200,000	

% Complete of Design:	10.0%
As of Date:	01/22/2024
Expected Useful Life:	30 Years

San Francisco County Transportation Authority

Prop L/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 1,000,000	
2. Consultant		
3. Other Direct Costs *	\$ 75,000	
4. Contingency	\$ 125,000	12%
TOTAL PHASE	\$ 1,200,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 350,000
SFPW	\$ 650,000
TOTAL	\$ 1,000,000

* e.g. PUC costs, PG&E costs

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,200,000	Total PROP L Recommended	\$1,200,000

SGA Project Number:		Name:	Mission Street SoMa Transit Improvements
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$600,000	\$600,000	\$1,200,000

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. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
4. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for construction.

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	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	83.19%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Mission Street SoMa Transit Improvements
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,200,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Steve Boland	Joel C Goldberg
Title:	Transportation Planner III	Grants Procurement Manager
Phone:	(415) 646-2034	555-5555
Email:	steve.boland@sfmta.com	joel.goldberg@sfmta.com

Attachment 1. Mission Street SoMa Transit Improvements Detailed Scope

Following is the project scope as presented to the SFMTA Board of Directors on June 15, 2021. Ridership data was updated as of November 2023. No changes have been made to the scope as of February 2024.

DESCRIPTION

The project would create permanent full-time transit lanes on Mission Street between 1st and 11th Streets for two of Muni’s busiest routes, the 14 Mission and 14R Mission Rapid, as well as regional express buses. The project would also make minor changes between Beale Street and 1st Street and between 11th Street and South Van Ness Avenue. These changes are described under “Current Proposal.” Temporary full-time transit lanes were implemented on Mission during the COVID-19 pandemic. Prior to COVID, this segment of Mission had part-time transit lanes. The project would also widen the existing narrow transit and travel lanes to reduce the risk of "sideswipe" collisions and allow more efficient transit and traffic operations, making permanent the current temporary removal of curbside parking and loading from one side of the street. It would also increase capacity for transit by lengthening bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service.

The project would leave in place temporary changes to lane striping and curb use designations made last fall as part of the Temporary Emergency Transit Lanes (TETL) program, with some modifications.

We anticipate returning to the Board with relatively minor additional changes focused on developer-funded sidewalk widening between Steuart and Annie streets, which would require additional removal of parking and loading. We are currently coordinating with the Planning Department and Public Works on this effort, which is part of the larger interagency South Downtown Design + Activation (SODA) project.

Transit



Figure 1 Project Segment

Prior to the COVID-19 pandemic and resulting changes to Muni service, Mission South of Market was served by Muni routes 14 Mission, 14R Mission Rapid, 14X Mission Express, and 714 BART Early Bird, as well as Golden Gate Transit Routes 30, 70, 101, and 101X, and SamTrans Routes 292, 397, 398 and FCX. Routes 14X and 101X are not currently operating due to COVID resource constraints.

Routes 14 Mission and 14R Mission Rapid have historically been among Muni's busiest, with average weekday boardings in Fiscal Year (FY) 2020 of 26,700 and 20,300, respectively. Their

combined daily ridership at that time of 47,000 was nearly equivalent to that of the N Judah (46,900), and only moderately less than that of Muni's 38 Geary and 38R Geary Rapid combined (54,300).

As the eastern part of the project area is within San Francisco's office and retail core, and the Salesforce Transit Center regional bus hub is at the eastern end of the segment at Mission and 1st Street, bus loads have historically remained high throughout the segment. Pre-pandemic, several stops were used by more than 1,000 passengers per day, with some stops approaching 3,000 combined boardings and alightings.

Even during the COVID-19 pandemic, Mission Street has remained a busy transit corridor and is expected to continue to grow as the City rebuilds. In November 2023, Routes 14 Mission and 14R Mission Rapid averaged 42,800 boardings per day, or 91% of their pre-pandemic total, while systemwide weekday ridership was 64% of the pre-pandemic (FY2020) total.

Additionally, construction of the SFMTA's Better Market Street (BMS) project will temporarily displace some Muni service to Mission Street, which is the closest parallel street to Market Street. While traffic routing plans are still being finalized, it is likely that Muni's 9 San Bruno and 9R San Bruno Rapid, which cross Mission to reach Market, will be relocated to Mission for the duration of BMS phase one construction, scheduled to begin this fall and last several years. Other routes may also be relocated at times.

Traffic, Parking and Loading

Prior to fall 2020, when temporary changes were made between 3rd Street and 11th Street, Mission was a four-lane street -- two lanes each way -- with parallel parking and loading on both sides at most points. However, the travel lanes were very narrow: the inner lanes were nine feet wide, and the outer lanes were 9 feet, 3 inches. Since buses are 10 feet, 6 inches wide including side mirrors, operators would often straddle both lanes.

At different times of day (varying by block and direction), one or both of the outer lanes would be designated transit-only. When this was the case, parking and loading would generally be prohibited on that side of the street to provide additional space. The resulting lanes were approximately 17 feet, 3 inches wide, wider than needed for safe and efficient transit operations, but still not quite wide enough for buses to pass illegally parked vehicles without merging into the adjacent lane. Additionally, this arrangement had the effect of providing more capacity for traffic (and more opportunities for speeding, increasing the risk to pedestrians in a Vision Zero High Injury Network corridor) at off-peak times, rather than during peak traffic periods.

Despite strong off-peak demand on Muni's 14 Mission and 14R Mission Rapid, transit-only restrictions were in effect only during the day on weekdays (7 a.m. to 6 p.m.) in the eastern part of the segment, and during one or both weekday peak periods (7 to 9 a.m. and 4 to 6 p.m. eastbound, and 4 to 6 p.m. westbound) in the western part. Between 1st and 3rd streets, all parking and loading was prohibited from 7 to 9 a.m. and 3 to 6 p.m. weekdays, and between 5th and 11th streets, all parking and loading was prohibited from 7 to 9 a.m. and 4 to 6 p.m. eastbound, and from 4 to 6 p.m. westbound (parking was also prohibited westbound between 4th and 5th streets from 3 to 6 p.m.).

In short, the previous travel lanes were too narrow for safe and efficient bus operations most of the time, and much of the parking and loading on the street was prohibited the rest of the time.

Temporary Emergency Transit Lanes Changes

In 2014, the SFMTA Transit Effectiveness Project (TEP) recommended transit improvements to Mission Street between Spear Street and South Van Ness Avenue (improvements that served as the basis for the updated proposal described here). Transit improvements have since been made to other segments of Mission Street, including in the Mission District in 2016. Active planning for improvements to this segment of Mission Street began in late 2019. The COVID-19 pandemic began in early 2020.

Because the Mission Street SoMa Transit Improvements Project was already well underway when the pandemic began, and because the 14 Mission and 14R Mission Rapid are Muni Service Equity Strategy routes with high percentages of riders of color and riders from low-income households, the project was well-positioned for partial implementation as part of the SFMTA's TETL Program.

The TETL Program, approved by the SFMTA Board of Directors in June 2020, is part of the Agency's response to the pandemic. It allows for temporary implementation of transit-only lanes in corridors where they can help ensure that essential trips made on transit remain reliable and relatively safe as the economy recovers and traffic begins to return. Under the TETL Program, temporary transit lanes will have to be removed within 120 days of the end of the City's emergency shelter-in place order (the "Stay Safer at Home Health Order") unless they are separately approved by the SFMTA Board.

The Board's approval of the TETL Program included approval of temporary full-time transit-only lanes along Mission Street between 1st and 11th Streets. The TETL changes were made between 3rd and 11th streets in late August and September 2020 (proposed changes between 1st and 3rd streets were delayed and have not been implemented). These changes primarily consisted of restriping the roadway to remove parking and loading on one side of the street and widen travel lanes, along with making the transit-only lanes full-time. Some remaining curb uses were also redesignated, mostly to support the commercial loading needs of nearby businesses.

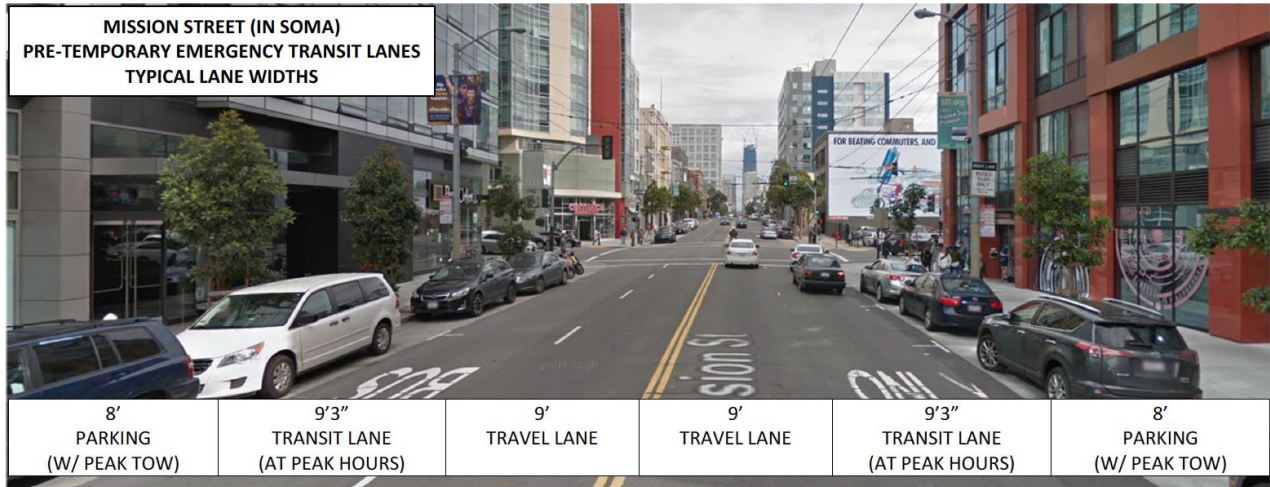


Figure 2: Cross-sections: Previous (above) and Current/Proposed (below)

As previously noted, prior to the TETL changes, this segment of Mission consisted of two travel lanes each way, plus curbside parking and loading on both sides of the street. However, one lane in each direction was converted to transit-only part of the time, and at those times, parking and loading was generally prohibited on that side of the street. At off-peak times, the roadway provided more capacity for traffic (and more opportunities for speeding) despite lower traffic volumes.

Removing parking and loading on one side of the street allowed all four travel lanes to be widened to standard dimensions (see Figure 2 above). While converting the existing part-time transit-only lanes into full-time transit-only lanes reduced the number of traffic lanes off-peak, it did not affect peak traffic capacity.

As part of the TETL changes, a total of approximately 130 parking and loading spaces were removed between 5th and 11th streets, a distance of approximately 0.8 miles (no changes were made to parking and loading between 3rd and 5th streets). However, widening the transit lanes allowed toway restrictions on remaining parking and loading spaces to be rescinded.

Additionally, care was taken to ensure that the commercial and passenger loading needs of adjacent properties could be met to the extent possible given the removal of parking and loading spaces necessary as part of the concept. In practice, this meant two things:

1. The side of the street from which parking and loading was removed varied from block to block, and in some cases, from one end of the block to the other. These design decisions were made primarily on the basis of analysis of where removal might have the least overall impact on loading.
2. Many remaining parking spaces were converted to commercial or passenger loading spaces, both on Mission Street as well as on cross streets.

TETL Evaluation

Following implementation of the TETL project, a series of surveys were conducted of perceptions of the project among different stakeholder groups:

- A survey of business owners in the corridor, focused on loading impacts;
- A survey of the general public, including both Muni riders and non-riders, with questions related to project benefits and impacts; and
- A survey of Muni's 14 Mission and 14R Mission Rapid operators, with questions about transit operations.

Technical evaluation was also conducted of project performance and the results are described below. This evaluation, along with evaluations of other TETL projects, will be described in fact sheets and a report to be released this summer.

A number of refinements were ultimately made to the current proposal based on the surveys and evaluation; these are described in the following section, "Current Proposal."

Key findings from the surveys and evaluation include:

- **During the mid-day, when transit lanes were added, transit travel times have improved significantly over pre-COVID conditions, and they have remained relatively steady since last summer even as traffic has increased.** Between January and March of this year, average round-trip travel time between 5th and 11th streets between 9 a.m. and 4 p.m. was 20% lower on Route 14 and 18% lower on Route 14R than in January and February of 2020, prior to the pandemic. In January through March of this year, average travel time was 3% higher on the 14 and 1% higher on the 14R than between June and August of last year, during the pandemic and prior to implementation of the project. However, over that same period, traffic volumes on Mission between 3rd and 9th increased by approximately 20%. (Note that the segments do not match due to differences between data sources). This is an indication that adding transit lanes in the mid-day has protected transit against increasing traffic congestion.

- **Even though a large number of parking spaces were removed, availability of commercial loading spaces increased substantially.** Redesignating parking spaces as commercial loading spaces (which revert to general parking outside of designated hours) and rescinding towaway restrictions served to increase the total hours of availability of yellow zones by a substantial amount, nearly 40%. (While similar measures were used to limit the impact on passenger loading zones; their hours of availability decreased by about 20%.)
- **The general public survey found support for making the temporary changes permanent.** 65% of respondents said they would “definitely” or “probably” support making the TETL changes permanent, compared to just 24% who said they would “definitely” or “probably” oppose that. The remainder neither supported nor opposed extension or weren’t sure.

Other notable findings included:

- Citations issued for **double-parking**, parking in the transit lane or in a bus zone on Mission between 3rd and 11th streets increased substantially to 40 in October, the first full month after implementation. This was up from 14 in September and 18 in August. Given the reduction in curbside parking in the corridor, double-parking is expected to be an ongoing challenge. The operator survey found a great deal of frustration among operators about double-parking in the transit lane. A pilot program is now in development to post additional signage.
- As with travel times, **travel time variability** (as measured by differences between 90th and 50th-percentile travel times) was much lower in January through March of this year than it was in January and February of last year, prior to COVID: 9% on the 14 and 20% on the 14R. Variability in January through March was modestly higher than in June through August of last year; however, traffic increased substantially over that same period. Overall headway adherence on both routes has remained relatively constant since last summer (generally in the 80 to 85% range).
- Numbers of **collisions** involving transit vehicles in the corridor declined with the onset of the pandemic and have remained relatively low, ranging from 0 to 3 per month (as compared to 7 in the last full month before the pandemic, February 2020). It is anticipated that the project design will continue to support reduced collisions from pre-pandemic levels. The Inner Mission Muni Forward project in the Mission District, which similarly widened narrow lanes, reduced the number of sideswipes by 50%.
- The total number of **vehicular collisions** between 5th and 11th streets decreased from 53 in 2019 to 22 in 2020, a 58% decline. The number of collisions involving pedestrians decreased from 15 to 9, or by 40%.
- In the **general public survey**, when asked, “Thinking about the overall quality of your Muni trip since early October,” 42% of respondents answered the 14 Mission or 14 Mission Rapid was “better,” 21% answered “about the same,” and 23% answered “worse.” When asked about driving, parking and pick-up/drop-off conditions, a plurality of respondents to each question said conditions had gotten worse (for example, 46% said parking had gotten “more

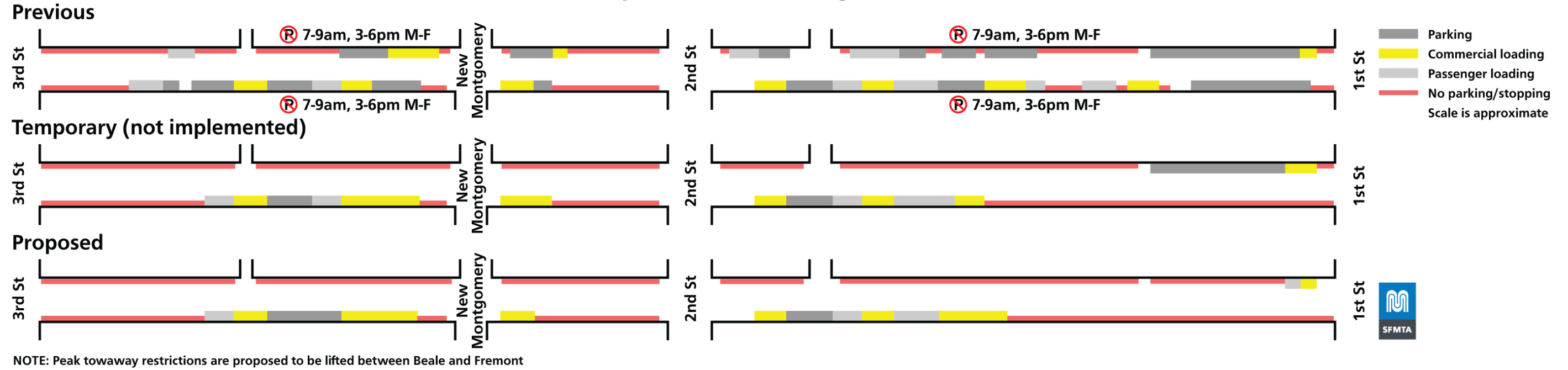
difficult”).

- A total of 28 business owners and nonprofit directors responded to the **loading survey**. When asked, “Has your business or property been impacted by the recent curb use and loading zone changes on Mission Street,” 19 answered yes, or 68%.

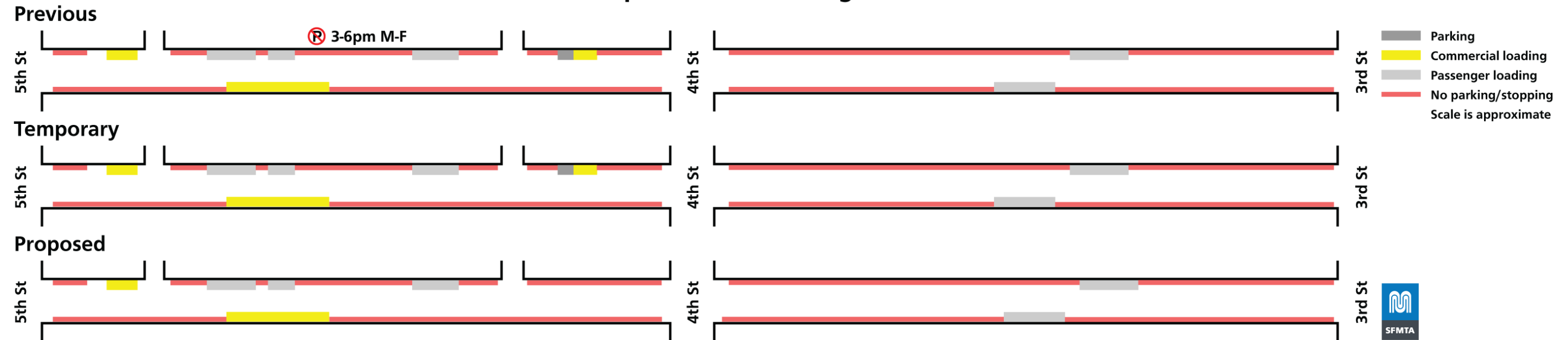
Current Proposal

Based on the TETL project evaluation described in the previous section, a number of changes were made to the current proposal, most notably to curb use designations. The previous, temporary (legislated, but not implemented east of 3rd Street) and proposed configurations of parking and loading on Mission between 1st and 11th streets are shown in Figures 3-7 on the following pages.

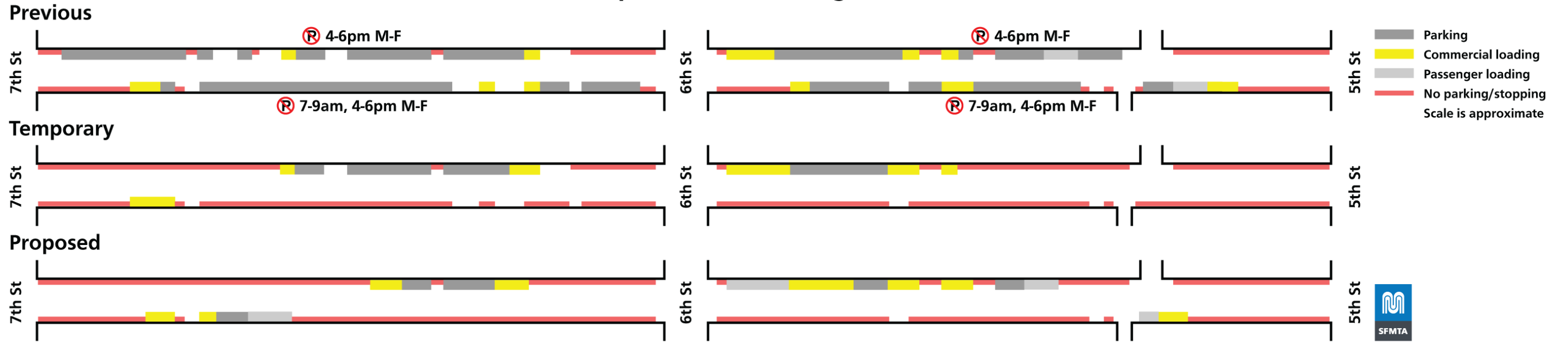
Mission SoMa Transit Improvements – Diagram of Curb Uses



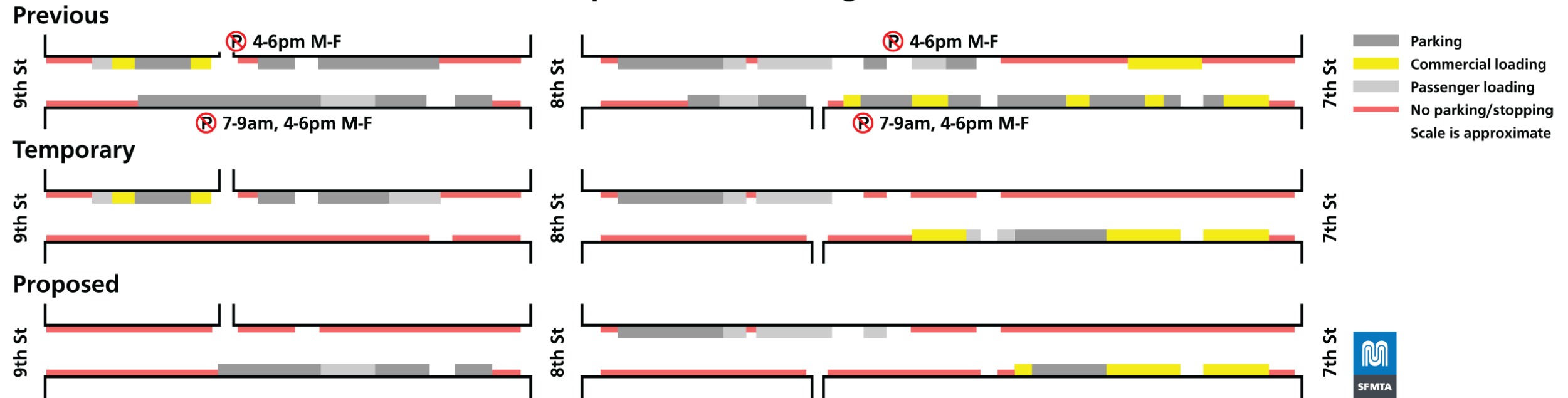
Mission SoMa Transit Improvements – Diagram of Curb Uses



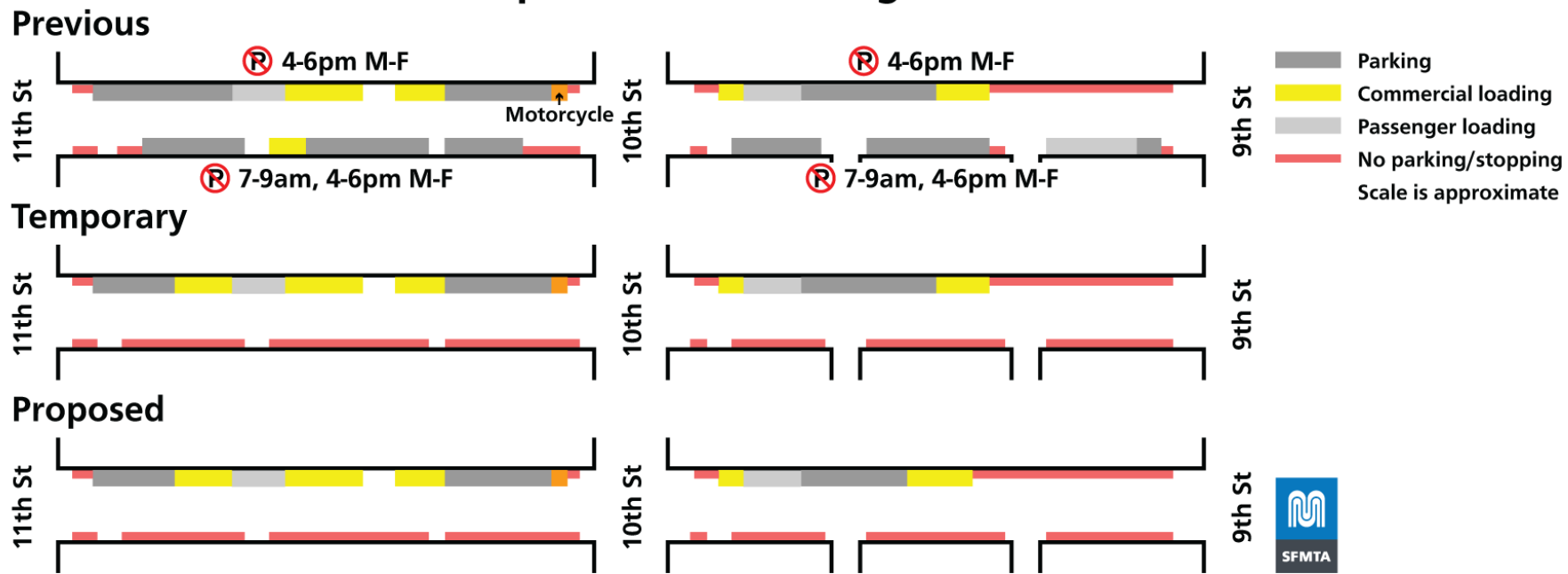
Mission SoMa Transit Improvements – Diagram of Curb Uses



Mission SoMa Transit Improvements – Diagram of Curb Uses



Mission SoMa Transit Improvements – Diagram of Curb Uses



NOTES: Seven parking spaces are proposed to be converted to commercial or passenger loading on 9th and 11th Sts

Figures 3-7: Previous, Temporary and Proposed Curb Uses

Previous, temporary, and proposed numbers of parking, commercial loading, and passenger loading spaces on each block face are shown in Figure 8 (note that the temporary changes between 1st and 3rd streets were not implemented). In reading the table, please note the following:

- Four parking spaces on cross streets were converted to commercial or passenger loading zones as part of the TETL project: three parking spaces on the west side of 9th Street just south of Mission were converted to passenger loading, and one parking space on the east side of 11th Street just south of Mission was converted to commercial loading. As part of this proposal, three more parking spaces on cross streets would be converted to commercial loading zones: one parking space on the east side of 9th Street just north of Mission and two more parking spaces on the east side of 11th Street just south of Mission.
- Loading spaces generally become available for general parking outside of designated loading hours.
- Almost all spaces previously available were unavailable much of the day on weekdays due to the towaway restrictions previously described.

From	To	Side	Previous			Temporary			Proposed		
			Park	Comm Load	Psgr Load	Park	Comm Load	Psgr Load	Park	Comm Load	Psgr Load
1 st	2 nd	N	19	1	5	9	2	0	1	1	0
		S	15	8	7	3	6	6	3	8	7
2 nd	3 rd	N	6	4	2	0	0	0	0	0	0
		S	11	6	4	3	10	4	5	9	2
3 rd	4 th	N	0	0	4	0	0	4	0	0	4
		S	0	0	3	0	0	3	0	0	3
4 th	5 th	N	1	3	8	1	3	8	0	2	8
		S	0	5	0	0	5	0	0	5	0
5 th	6 th	N	15	5	2	6	7	0	4	8	6
		S	16	5	2	0	0	0	0	2	1
6 th	7 th	N	22	2	0	11	3	0	5	4	0
		S	23	4	0	0	3	0	2	3	3
7 th	8 th	N	9	4	8	6	0	6	4	2	7
		S	19	7	2	5	10	2	4	8	0
8 th	9 th	N	12	2	1	9	2	4	0	0	0
		S	15	0	3	0	0	0	11	0	3
9 th	10 th	N	5	3	2	5	3	2	4	3	2
		S	9	0	4	0	0	0	0	0	0
10 th	11 th	N1	9	5	2	7	7	2	7	7	2
		S	12	1	0	0	0	0	0	0	0
TOTAL			218	65	59	65	61	41	50	62	48
NET CHANGE			--	--	--	-153	-4	-18	-168	-3	-11

Figure 8: Previous, Temporary and Proposed Numbers of Parking and Loading Spaces

As Figure 8 indicates, a total of 168 parking, 3 commercial loading and 11 passenger loading spaces, or 182 total spaces, are proposed to be removed on Mission between 1st and 11th streets, a distance of approximately 1.5 miles. This amounts to 77% of parking spaces, 5% of commercial loading spaces, and 19% of passenger loading spaces.

In addition to the parking and loading changes shown in Figures 3 and 4, other major refinements or additions to the TETL project in the current proposal include:

- Lengthening of existing bus zones to accommodate a minimum of two 60-foot buses, or three 60-foot buses at stops likely to be used by Rapid service.
- Colorization of transit lanes to improve compliance.

¹ There are also three motorcycle parking spaces on this block face.

- Relocation of the inbound transit lane from the outer lane to the inner lane between Beale and 2nd streets, allowing buses to remain to the left of vehicles turning right at 1st Street (pre-pandemic, PM peak queues at this location were very long due to its location on a primary route to the Bay Bridge), and removing autos from the lane serving the boarding island in front of the Salesforce Transit Center.
- In tandem with the above, removal of towaway requirements for parking and loading spaces between Beale and Fremont (note that the transit lanes east of 1st Street are already in effect full-time).
- Standardization of parking meter hours to 7 a.m. to 6 p.m., Monday through Saturday.
- Construction of a transit bulb outbound on the far side of the intersection at 4th Street, a heavily-used stop in an area with high pedestrian volumes, and a major transfer point providing connections to Muni routes 8 Bayshore, 30 Stockton and 45 Union/Stockton, as well as future Central Subway service.
- Relocation of the inbound stop at 11th Street from the near side to the far side of the intersection, allowing the inbound 9 San Bruno and 9R San Bruno Rapid to stop at 11th Street after turning right onto Mission Street.
- Restriction of left turns westbound at Washburn Street, just west of 9th Street, to reduce conflicts in the inbound transit lane and improve safety.
- Conversion of the outer lane eastbound at 11th Street, where the eastbound transit lane begins and the street narrows from two traffic lanes to one, to a right turn-only lane for traffic.
- Pedestrian safety improvements to crosswalk visibility (note that the primary pedestrian safety benefit from this project comes from reducing the number of traffic lanes from four to two during off-peak periods).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$100,000
Supervisorial Districts	District 03, District 04, District 05, District 06, District 08, District 09, TBD

REQUEST

Brief Project Description

This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations on the High Injury Network by 2024. SFMTA has completed work at 8 locations and requests Prop L funds to install left-turn traffic calming at 27 locations. Prop L would fund outreach near installation sites and evaluation of effectiveness of the project on average and high left turn speeds. Left turn crashes are one of the top severe and fatal crash factors for people walking and biking. This project will improve visibility and reduce conflicts for vulnerable road users.

Detailed Scope, Project Benefits and Community Outreach

This program will implement left-turn traffic calming (e.g., paint, post, rubber speed bumps) at 35 high priority locations on the High Injury Network by 2024. Under this program the SFMTA has completed work at 8 locations, work orders are pending to install 13 locations, and a remaining 14 locations need to be identified. The SFMTA requests Prop L funds to implement traffic calming measures at the 13 approved locations and the 14 remaining TBD locations. Prop L would also fund outreach and evaluation.

Left turn crashes are one of the top severe and fatal traffic crash factors for people walking and biking. That's why the SFMTA piloted new left turn calming treatments in 2020. Pilot results showed a 17% decrease in average left turn speeds and a 71% decrease in high left turn speeds. The pilot also included a multilingual citywide education campaign funded through an Active Transportation Program which resulted in 17,000 in-person interactions, 76 million digital impressions through targeted media buys, funded six community based organizations, and potentially helped extend the slower driving behavior from the engineering treatments. Project website is available at www.visionzerosf.org/leftturns and the 2021 Intersections Project evaluation report from the 2021 pilot is available at www.sfmta.com/safe-streets-evaluation-program.

Due to the pilot's positive results, the SFMTA made the commitment in the 2021 Vision Zero Action Strategy to expand the left turn traffic calming program to 35 new locations by 2024. This project will improve visibility and reduce conflicts for vulnerable road users. The SFMTA is on schedule with this commitment.

This funding request is for staff labor and materials to install left turn traffic calming measures at the 13 approved locations and 14 future locations to fulfill this commitment. SFMTA is evaluating criteria for turn calming citywide as part of the Quick-Build Toolkit effort. The SFMTA will establish the criteria by March 2024 and apply to city streets in order to identify locations for the Left Turn Traffic Calming project. SFMTA anticipates to have locations identified by the spring and will provide the final lists. This project uses paint, post, and rubber speed bumps to calm left turns at identified high crash sites. After implementation, staff will complete multilingual outreach around installation sites to raise awareness and build support among nearby businesses, organizations, and members of the public. Upon completion of the initial 35 locations, staff will evaluate effectiveness of the left turn traffic calming treatments and analyze changes in average and high speeds, similar to other peer city left turn treatment evaluations.

For outreach during the pilot, SFMTA undertook a Neighborhood Education Campaign, focused on informing residents near the pilot locations about their purpose, digital display ads, and online videos. As well, partnering with community-based organizations, SFMTA undertook a city-wide outreach campaign that reached over 17,000 people, along with a multi-lingual advertising campaign utilizing bus ads, pole banners, and bus stop ads.

Project Location

High Injury Network and identified high crash sites for left turns.

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	\$100,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Community outreach - After implementation, staff will complete multilingual outreach around installation sites to raise awareness and build support among nearby businesses, organizations, and members of the public. Outreach will be conducted on a rolling basis as turn treatments are installed, likely grouped together geographically, and will occur between Apr - Dec 2024.

Project Coordination - Project staff will coordinate with other Vision Zero projects such as Quick-Builds (i.e. Lincoln Quick Build) and Quick-Build Toolkit.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$100,000	\$0	\$100,000
Phases In Current Request Total:	\$0	\$100,000	\$0	\$100,000

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	\$100,000	\$100,000	Prior work
Operations	\$0		
Total:	\$100,000	\$100,000	

% Complete of Design:	80.0%
As of Date:	01/10/2024
Expected Useful Life:	20 Years

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. Staff					
Task 1: Admin, Planning, Design	\$ 15,000			\$ 15,000	
Task 2: Outreach	\$ 15,000			\$ 15,000	
Subtotal	\$ 30,000				
2. Shop Labor & Materials	\$ 20,000			\$ 20,000	
3. Evaluation	\$ 50,000			\$ 50,000	
4. Other Direct Costs *					
5. Contingency					
TOTAL CONSTRUCTION PHASE	\$ 100,000		\$ -	\$ 100,000	\$ -

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$100,000	Total PROP L Recommended	\$100,000

SGA Project Number:		Name:	Vision Zero Left Turn Traffic Calming
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP L EP-201	\$50,000	\$50,000	\$100,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- With the first QPR (due April 2024) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.
- With the first QPR (due April 2024) SFMTA shall confirm the final list of locations for the full scope of the 27 locations funded by this request.
- Following project completion, SFMTA shall provide an evaluation report of the effectiveness of the project.

Notes

- 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:	Vision Zero Left Turn Traffic Calming
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$100,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Uyen Ngo	Joel C Goldberg
Title:	Vision Zero Education & Outreach Coordinator	Grants Procurement Manager
Phone:	(415) 646-2826	555-5555
Email:	uyen.ngo@sfmta.com	joel.goldberg@sfmta.com

VISION ZERO LEFT TURN TRAFFIC CALMING EXPANSION PROGRAM

Updated 02.08.2024

#	STREET	CROSS	PROGRAM	INSTALL_DATE	SUP DISTRICT
1	MISSION ST	8TH ST	Phase 1	1/1/2023	6
2	MISSION ST	7TH ST	Phase 1	1/1/2023	6
3	HOWARD ST	10TH ST	Phase 1	2/1/2023	6
4	HARRISON ST	10TH ST	Phase 1	2/1/2023	6
5	SAN BRUNO AVE	SILVER AVE	Phase 1	2/1/2023	9
6	POLK ST	GEARY ST	Phase 1	2/1/2023	3
7	POLK ST	PINE ST	Phase 1	2/1/2023	3
8	HOWARD ST	10TH ST	Phase 1	2/2/2023	6
9	2ND ST	BRANNAN ST	Phase 2	Spring 2024	6
10	9TH ST	BRANNAN ST	Phase 2	Spring 2024	6
11	9TH ST	BRYANT ST	Phase 2	Spring 2024	6
12	9TH ST	HOWARD ST	Phase 2	Spring 2024	6
13	14TH ST	VALENCIA ST	Phase 2	Spring 2024	9
14	23RD ST	DOLORES ST	Phase 2	Spring 2024	8
15	41ST AVE	LINCOLN	Phase 2	Spring 2024	4
16	BUSH ST	LEAVENWORTH ST	Phase 2	Spring 2024	3
17	DUBOCE AVE	VALENCIA ST	Phase 2	Spring 2024	9
18	GOLDEN GATE AVE	LAGUNA ST	Phase 2	Spring 2024	5
19	GOUGH ST	GROVE ST	Phase 2	Spring 2024	5
20	LAGUNA ST	SUTTER ST	Phase 2	Spring 2024	5
21	POLK ST	TURK ST	Phase 2	Spring 2024	5
22	TBD	TBD	Phase 3	Winter 2024	TBD
23	TBD	TBD	Phase 3	Winter 2024	TBD
24	TBD	TBD	Phase 3	Winter 2024	TBD
25	TBD	TBD	Phase 3	Winter 2024	TBD
26	TBD	TBD	Phase 3	Winter 2024	TBD
27	TBD	TBD	Phase 3	Winter 2024	TBD
28	TBD	TBD	Phase 3	Winter 2024	TBD
29	TBD	TBD	Phase 3	Winter 2024	TBD
30	TBD	TBD	Phase 3	Winter 2024	TBD
31	TBD	TBD	Phase 3	Winter 2024	TBD
32	TBD	TBD	Phase 3	Winter 2024	TBD
33	TBD	TBD	Phase 3	Winter 2024	TBD
34	TBD	TBD	Phase 3	Winter 2024	TBD
35	TBD	TBD	Phase 3	Winter 2024	TBD

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$100,020
Supervisory Districts	District 02, District 03

REQUEST

Brief Project Description

SFMTA is implementing new state legislative authority (AB43) to reduce speed limits along business activity corridors by implementing new 20 MPH corridors along eligible corridors with new signage paired with education efforts. SFMTA has implemented slower speeds along 62 corridors to date. This Prop L request will fund the installation of signage on 15 additional business activity corridors, a multi-lingual outreach and education campaign with high visibility campaign strategies such as light pole banners, transit shelter ads, and merchant posters, and program evaluation.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA is implementing new state legislative authority (AB43) to reduce speed limits along business activity corridors by implementing new 20 MPH corridors along eligible corridors with new signage and education efforts. One eligible criteria for a business activity corridor is if the streets have at least half of the property uses are commercial, such as dining or retail. Speeding is one of SF's top primary crash factors for traffic deaths. This project will reduce speeds on San Francisco streets and support Vision Zero efforts to end traffic deaths. Giving local jurisdictions authority to set speeds based on safety and not the 85 percentile is an important Vision Zero tool.

As of January 2024 the SFMTA has implemented slower speed limits along 62 corridors, which amounts to 44 miles of street improvements. 2023 work was funded through Prop K funds and included staff time for planning, design, construction, outreach, materials, evaluation, and consultant support for outreach and high visibility campaign components such as light pole banners, transit shelter ads, and merchant posters. As corridors are implemented, coordination notifications are sent to navigation companies (Waze, Google, etc), police department, and transit colleagues. Quarterly implementation updates are sent to the Board of Supervisors as well as to the project page map. For maps and more project detail visit: <https://www.sfmta.com/getting-around/walk/speed-management>.

In 2024 the SFMTA will continue implementing the remainder of the business activity corridors. This Prop L request is for installation, outreach, and evaluation for the following 15 corridors and timeframe below.

1. Green Street, between Grant Avenue and Powell Street (D3) – Feb 2024
2. Vallejo Street, between Grant Avenue and Powell Street (D3) – Feb 2024
3. Beach Street, between Taylor Street and Polk Street (District 2 and 3) – Mar 2024
4. Larkin Street, between North Point Street and Beach Street (District 2) – Mar 2024
5. Leavenworth Street, between Beach Street and Jefferson Street (D3) - Apr 2024
6. Jones Street, between Beach Street and Jefferson Street (D3) – Apr 2024
7. Mason Street, between Beach Street and Jefferson Street (D3) – May 2024
8. Powell Street, between Beach Street and Jefferson Street (D3) – May 2024
9. Taylor Street, between Bay Street and Jefferson Street (D3) – Jun 2024
10. Washington Street, between Kearny Street and Stockton Street (D3) – Jun 2024
11. Clay Street, between Montgomery Street and Stockton Street (District 3) – Jul 2024
12. Sacramento Street, between Kearny Street and Stockton Street (D3) - Jul 2024
13. Bush Street, between Montgomery Street and Grant Avenue (District 3) – Aug 2024
14. Sutter Street, between Market Street and Mason Street (D3) – Aug 2024
15. Kearny Street, between Market Street and Pine Street (D3) – Sep 2024

These 15 corridors complete the list of the initial analysis for business activity corridors. We are planning to do a second round of analysis for any business activity corridors missed and what would fall under the “safety corridors” portion of the AB43 legislation. The SFMTA expects to identify those remaining 7 corridors by summer 2024.

Future work not funded by this Prop L request: AB43 legislation will also expand to 'safety corridors' and the SFMTA hopes to expand this work along the High Injury Network after completing an analysis of eligible corridors. 'Safety corridor' shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.(2)The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

Project Location

Eligible business corridors - see scope

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$100,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
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			Apr-May-Jun	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2024

SCHEDULE DETAILS

Community Outreach: As corridors are implemented consultants and/or staff will go out and provide multilingual outreach to create awareness and build support for the 20 mph corridors. MTA staff will provide English and Spanish outreach. Outreach materials are provided in English, Spanish, Chinese, and Filipino (Tagalog). Additional high visibility campaign strategies include light pole banners, transit shelter ads, and merchant posters. As corridors are implemented, coordination notifications are sent to navigation companies (Waze, Google, etc), police department, and transit colleagues. Quarterly implementation updates are sent to the Board of Supervisors as well as to the project page map. For maps and more project detail visit: <https://www.sfmta.com/getting-around/walk/speed-management>

Project Coordination: Staff will coordinate with other Vision Zero projects such as the Quick-Build program and Speed Safety Camera Program.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$0	\$100,000	\$0	\$100,000
Phases In Current Request Total:	\$0	\$100,000	\$0	\$100,000

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	\$100,000	\$100,000	Prior work
Operations	\$0		
Total:	\$100,000	\$100,000	

% Complete of Design:	30.0%
As of Date:	01/22/2024
Expected Useful Life:	20 Years

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. Staff					
Task 1: Admin, Planning, Design	\$ 15,000			\$ 15,000	
Task 2: Outreach	\$ 15,000			\$ 15,000	
Subtotal	\$ 30,000				
2. Shop Labor & Materials	\$ 20,000			\$ 20,000	
3. Evaluation	\$ 50,000			\$ 50,000	
4. Other Direct Costs *					
5. Contingency					
TOTAL CONSTRUCTION PHASE	\$ 100,000		\$ -	\$ 100,000	\$ -

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$100,020	Total PROP L Recommended	\$100,000

SGA Project Number:		Name:	Vision Zero Speed Limit Reduction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2025
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	Total
PROP L EP-201	\$100,000	\$100,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first QPR (due July 2024) SFMTA shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.
3. With the first QPR (due July 2024) SFMTA shall confirm the final list of locations for the full scope of the 23 locations funded by this request.
4. Following project completion, SFMTA shall provide an evaluation report of the effectiveness of the project.

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:	Vision Zero Speed Limit Reduction
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$100,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Uyen Ngo	Joel C Goldberg
Title:	Vision Zero Education & Outreach Coordinator	Grants Procurement Manager
Phone:	(415) 646-2826	555-5555
Email:	uyen.ngo@sfmta.com	joel.goldberg@sfmta.com

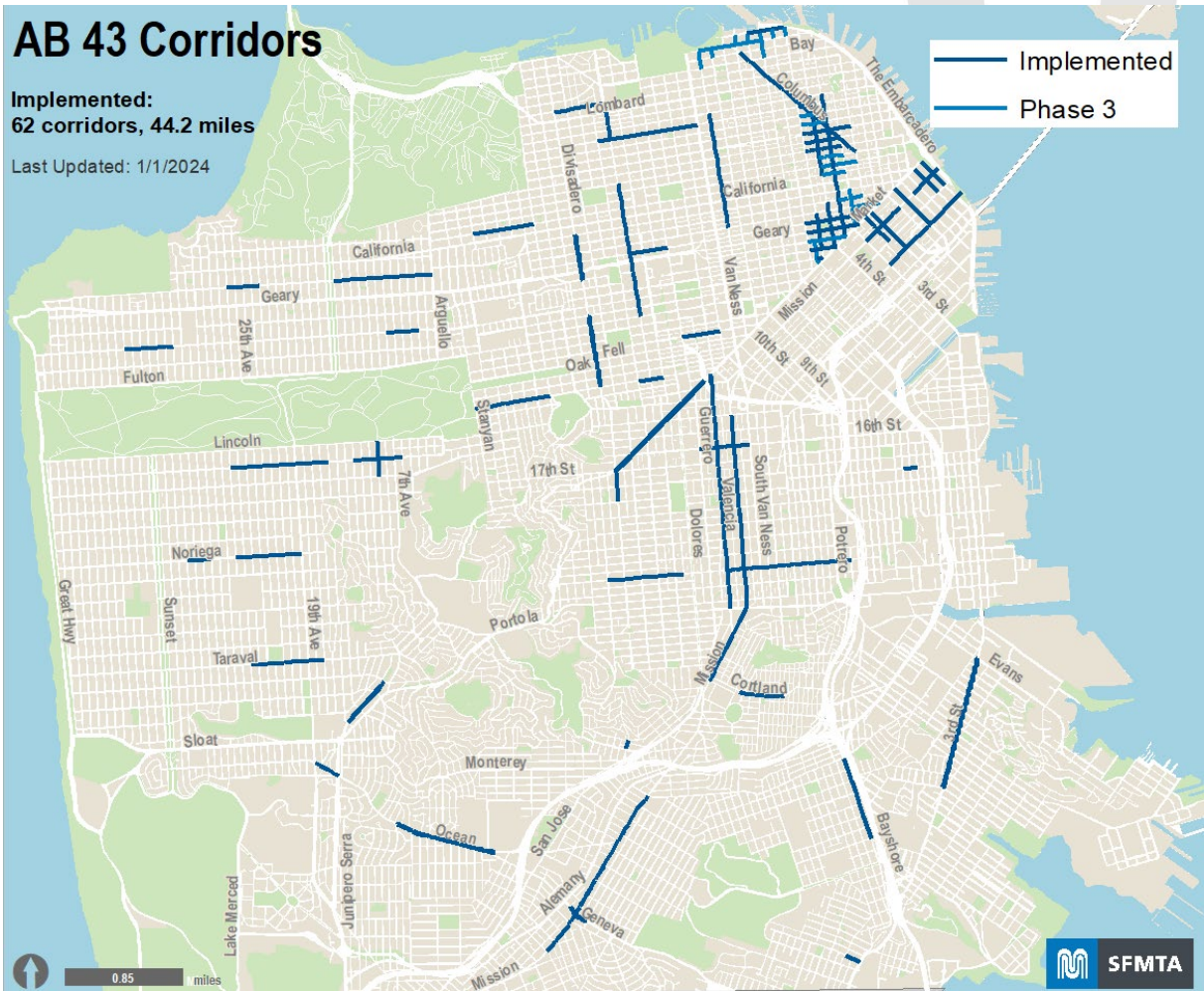






Speed Management – AB 43 Implementation

Last updated: January 1, 2024



For more information, please visit <https://www.sfmta.com/getting-around/walk/speed-management>



No.	District(s)	Corridor	From	To	Completed
1	D2, D3	Polk St	Filbert St	Sutter St	Jan-22
2	D9, D10	San Bruno Ave	Silver Ave	Paul Ave	Jan-22
3	D8	24th St	Diamond St	Chattanooga St	Feb-22
4	D8, D9	24th St	Valencia St	San Bruno Ave	Feb-22
5	D5	Haight St	Stanyan St	Central Ave	Feb-22
6	D5	Haight St	Webster St	Steiner St	Feb-22
7	D2, D5	Fillmore St	Chestnut St	Union St	Mar-22
8	D5	Fillmore St	Jackson St	McAllister St	Mar-22
9	D6, D9	Valencia St	Cesar Chavez St	Market St	Mar-22
10	D7	Ocean Ave	Geneva Ave	Victoria St	Apr-22
11	D7	Ocean Ave	Junipero Serra	19th Ave	Apr-22
12	D4	Noriega St	19th Ave	27th Ave	May-22
13	D4	Noriega St	30th Ave	33rd Ave	May-22
14	D10	3rd St	Williams Ave	Evans Ave	Jun-22
15	D1	Balboa St	3rd Ave	7th Ave	Jun-22
16	D11	Geneva Ave	Gloria Ct	Paris St	Jun-22
17	D8	Castro St	Market St	19th St	Jul-22
18	D5, D6, D8	Market St	Castro St	Franklin St	Jul-22
19	D3	Stockton St	Market St	Bush St	Aug-22
21	D2, D5	Divisadero St	Pine St	O'Farrell St	Sep-22
22	D5	Divisadero St	Golden Gate	Haight St	Sep-22
23	D9	Mission St	14th St	Cortland Ave	Sep-22
20	D7	West Portal	15th St	Ulloa St	Sep-22
25	D1	Balboa St	33rd Ave	39th Ave	Oct-22
24	D11	Mission St	Foote Ave	Silver Ave	Oct-22
26	D1	Clement St	26th Ave	22nd Ave	Nov-22
27	D1	Clement St	Funston Ave	Arguello Blvd	Nov-22
28	D4, D7	Irving St	27th Ave	15th Ave	Nov-22
29	D7	Irving St	12th Ave	6th Ave	Nov-22
30	D7	9th Ave	Lincoln Way	Judah St	Dec-22
31	D8	Diamond St	Chenery St	Bosworth St	Dec-22
32	D10	Leland Ave	Bayshore Blvd	Alpha St	Dec-22
33	D2	Chestnut St	Divisadero St	Fillmore St	Jan-23
34	D3	Jefferson St	Jones St	Powell	Jan-23
35	D2	Union St	Steiner St	Van Ness Ave	Jan-23
36	D3	Geary St	Mason St	Market St	Feb-23



37	<i>D3</i>	Post St	Mason St	Market St	Feb-23
38	<i>D5</i>	Post St	Laguna St	Fillmore St	Feb-23
39	<i>D3</i>	Powell St	Bush St	Ellis St	Feb-23
40	<i>D3</i>	Columbus Ave	Washington St	North Point St	Feb-23
41	<i>D9</i>	Cortland Ave	Bonview St	Folsom St	Feb-23
42	<i>D3</i>	Grant Ave	Market St	Filbert St	Feb-23
43	<i>D3</i>	Stockton St	Sacramento St	Filbert St	Feb-23
44	<i>D5</i>	Hayes St	Franklin St	Laguna St	May-23
45	<i>D2</i>	Sacramento St	Spruce St	Lyon St	May-23
49	<i>D6</i>	Mission St	Embarcadero	Beale St	Jun-23
47	<i>D6</i>	Spear St	Market St	Howard St	Jun-23
48	<i>D3, D6</i>	Steuart St	Market St	Howard St	Jun-23
46	<i>D10</i>	18th St	Connecticut St	Texas St	Jun-23
50	<i>D6</i>	Mission St	1st St	3rd St	Jul-23
51	<i>D6</i>	2nd St	Market St	Folsom St	Jul-23
52	<i>D6</i>	Fremont St	Market St	Folsom St	Jul-23
53	<i>D6</i>	New Montgomery	Market St	Howard St	Aug-23
54	<i>D4, D7</i>	Taraval St	17th Ave	26th Ave	Aug-23
55	<i>D9</i>	16th St	Guerrero St	South Van Ness	Sep-23
56	<i>D6</i>	Folsom St	Embarcadero	3rd St	Sep-23
57	<i>D3</i>	Union St	Stockton St	Powell St	Oct-23
58	<i>D3</i>	Broadway St	Montgomery St	Powell St	Oct-23
59	<i>D3</i>	Eddy St	Cyril Magnin St	Mason St	Nov-23
60	<i>D3</i>	Ellis St	Market St	Mason St	Nov-23
61	<i>D3</i>	Pacific Ave	Kearny St	Powell St	Dec-23
62	<i>D3</i>	Jackson St	Kearny St	Powell St	Dec-23

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Transportation Demand Management
Current PROP L Request:	\$148,000
Supervisory District	Citywide

REQUEST

Brief Project Description

TDM is a strategic set of projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the efficiency and effectiveness of the transportation system, including encouraging sustainable modes of travel. This project will update the 2017-2020 San Francisco TDM Plan, including developing a new list of measures to change travel behavior. Using post-pandemic travel data and best practices, the update will define TDM priorities and guide projects to be funded with Prop L and other funding sources.

Detailed Scope, Project Benefits and Community Outreach

TDM is a strategic set projects, programs, and policies to increase travel choices and shift when and how people travel to maximize the investment priorities to improve efficiency and effectiveness of the transportation system defined in the San Francisco Transportation Plan 2050, including encouraging sustainable modes of travel. The 2017-2020 San Francisco TDM Plan was developed as a multi-agency effort and included strategies and actions to support mode shift, though the plan did not prioritize the list of measures for implementation and many measures have not been implemented.

The SFCTA and SFMTA are requesting Prop L funds for the TDM Strategic Plan Update, which will build on current travel data (including a MTC Bay Area Travel Diary Survey which Prop K sales tax is helping to fund) and factors, assess and refine the strategies recommended and implemented from the prior TDM Plan. The update will be informed by the TDM Market Analysis evaluation (underway) and will include reviewing San Francisco's existing TDM goals and revising the goals to align with goals and priorities established in the Climate Action Plan, San Francisco Transportation Plan, and other local and regional plans, as appropriate. The TDM Strategic Plan Update will determine the priority TDM projects and programs to be implemented with Prop L and other funding sources.

The SFCTA and SFMTA will use a co-lead approach for each task associated with the TDM Strategic Plan Update, which requires close coordination and collaboration. The SFCTA will be responsible for writing and finalizing all project deliverables. SFMTA will provide comments on an draft documents produced by the SFCTA. The SFCTA will revise and finalize the materials based on SFMTA

comments and the study team will present materials to the TDM Working Group, which includes city and regional TDM stakeholders (e.g., BART, MTC, Caltrain, San Mateo's Commute.org, etc.).

San Francisco County Transportation Authority (SFCTA) and San Francisco Municipal Transportation Agency (SFMTA) Co-Lead Coordination Approach

The SFCTA and SFMTA will use a co-lead approach for each task associated with the TDM Strategic Plan Update, which requires close coordination and collaboration. The SFCTA will be responsible for writing and finalizing all project deliverables. SFMTA will provide comments on draft documents produced by the SFCTA. The SFCTA will revise and finalize the materials based on SFMTA comments and the study team will present materials to the TDM Working Group, which includes city and regional TDM stakeholders (e.g., BART, MTC, Caltrain, San Mateo's Commute.org, etc.). Upon receiving comments, the SFCTA and SFMTA will align on how to address stakeholder feedback and the SFCTA will be responsible for the revisions of deliverables. The SFMTA will complete a final review before deliverables are finalized. Review periods will generally span two to three weeks.

Task 1: Project Management

The study team will hold a kick-off meeting to discuss project expectations including defined project staff roles and responsibilities, alignment to the TDM Market Analysis, and all other relevant project information. An agenda will be co-developed by SFMTA and SFCTA staff and circulated a week before the kick-off meeting. The study team will be staffed by personnel from the SFCTA and the SFMTA. The San Francisco Environment, the San Francisco Planning Department, BART, Caltrain, and the Metropolitan Transportation Commission (MTC) will be consulted at project milestones.

Deliverables:

- Project kickoff meeting agenda and notes

Task 2: 2017 TDM Strategic Plan Evaluation and Progress Assessment (April 2024-Aug 2024)

The study team will conduct a detailed review and refinement of the strategies recommended and implemented in the 2017-2020 San Francisco TDM Plan and those that have been implemented regionally. This review will include a summary of the recommendations already implemented or in-progress since the adoption of the last TDM Plan, and an evaluation of their effectiveness, where possible. The results of this assessment and the TDM Market Analysis will inform the program recommendations made in the TDM Strategic Plan Update. The study team will summarize their evaluation findings in a TDM Strategic Plan Progress Evaluation Memo.

Deliverables:

- Documentation of SFMTA feedback on Draft TDM Strategic Plan Evaluation Memo
- Draft and Final TDM Strategic Plan Progress Evaluation Memo

Task 3: Recommendations (Sept 2024-Jan 2025)

Building on the Market Analysis findings and on Task 2 findings, the study team will develop criteria for prioritizing TDM efforts, and apply these criteria to define recommendations for priority TDM program implementation. These recommendations may include adjustments to currently implemented / existing TDM programs in response to review findings identified in Task 2. These recommendations will be summarized in a TDM Strategic Plan Update Recommendations Memo. Because the TDM Market Analysis is focused on San Francisco residential trip making, the Strategic Plan recommendations will also include regional TDM efforts and Business TDM recommendations, based on the SFMTA Business TDM Study, expected to be finalized in early 2025.

Deliverables:

- Prioritization criteria
- Documentation of SFMTA feedback on TDM Strategic Plan Update Recommendations Memo
- Draft and Final TDM Strategic Plan Update Recommendations Memo

Task 4: Agency Inreach and Coordination (Quarterly, April 2024-June 2025)

The study team will solicit feedback from the TDM Working group, which includes representatives of city agencies including SFMTA, SF Planning, SF Environment and regional agencies including BART, Caltrain, and MTC, throughout the Strategic Plan update process including at key Task milestones and on the draft recommendations. The study team will use partner agency feedback to develop a final plan (Task 5).

Deliverables:

- Partner agency feedback on Task 3 draft recommendations

Task 5: Final Report (Feb 2025-June 2025)

The SFCTA will lead the development of the final plan, in coordination with the SFMTA, and summarize previous interim deliverables in a final report, including an executive summary. Following the circulation of the Draft Final Report by the SFCTA, the SFMTA will submit feedback. The SFCTA will consolidate feedback into a final report. The SFMTA will review the final report before it is submitted as a deliverable.

The study team will develop a presentation to be used for Board presentations. The SFCTA will lead the presentation of the report to the Transportation Authority Board for adoption.

Deliverables:

- Documentation of SFMTA feedback on Task 5 draft report
- Draft and Final Report
- Draft and Final Board Presentation Deck

Project Location

Citywide

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Task 1: Project Management (April 2024-June 2025)

Task 2: 2017 TDM Strategic Plan Evaluation and Progress Assessment (April 2024-Aug 2024)

Task 3: Recommendations (Sept 2024-Jan 2025)

Task 4: Agency Inreach and Coordination (Quarterly, April 2024-June 2025)

Task 5: Final Report (Feb 2025-June 2025)

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-224: Transportation Demand Management	\$148,000	\$0	\$0	\$148,000
Phases In Current Request Total:	\$148,000	\$0	\$0	\$148,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$148,000	\$148,000	similar plan development
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$148,000	\$148,000	

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

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY							
Agency	Task 1 - Project Kickoff/ Management	Task 2 - Plan Evaluation + Progress Assessment	Task 3 - Recommendations	Task 4 - Agency Inreach and Coordination	Task 5 - Final Report	Task 6 - Contingency	Total
SFMTA	\$ 1,246	\$ 11,537	\$ 7,735	\$ 2,262	\$ 10,160	\$ 7,062	\$ 40,000
SFCTA	\$ 9,397	\$ 18,591	\$ 20,452	\$ 31,791	\$ 21,572	\$ 6,197	\$ 108,000
Total	\$ 10,642	\$ 30,128	\$ 28,186	\$ 34,053	\$ 31,731	\$ 13,259	\$ 148,000

DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5290 Transportation Planner IV	39	\$ -	-	\$ 229.60	0.02	\$ 8,954
5289 Transportation Planner III	122	\$ -	-	\$ 196.59	0.06	\$ 23,984
Contingency	0	\$ -	-	-	0	\$ 7,062
Total	161.00				0.08	\$ 40,000

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	22	\$ 106.56	2.42	\$ 257.88	0.01	\$ 5,673
Principal Planner	404	\$ 77.85	2.42	\$ 188.40	0.19	\$ 76,112
Principal Modeler	72	\$ 85.67	2.42	\$ 207.32	0.03	\$ 14,927
Senior Graphic Designer	40	\$ 52.58	2.42	\$ 127.24	0.02	\$ 5,090
Contingency						\$ 6,197
Total	538.00				0.26	\$ 108,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$148,000	Total PROP L Recommended	\$148,000

SGA Project Number:		Name:	TDM Strategic Plan Update
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-201	\$34,000	\$74,000	\$108,000

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.
2. Upon completion of Task 2: Plan Evaluation and Progress Assessment (anticipated August 2024), provide final TDM Strategic Plan Progress Evaluation Memo summarizing recommendations already implemented or in-progress since the adoption of the last TDM Plan, and an evaluation of their effectiveness, where possible.
3. Upon completion of Task 3: Recommendations (anticipated January 2025), provide draft TDM Strategic Plan Update Recommendations Memo.
4. Upon completion of Task 5: Final Report (anticipated June 2025), present the final report to the Board for approval.

Special Conditions

1. The recommended allocation is contingent upon approval of the Transportation Demand Management 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.

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.

SGA Project Number:		Name:	TDM Strategic Plan Update
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Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	FY2024/25	Total
PROP L EP-201	\$15,000	\$25,000	\$40,000

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. Prior to completion of Task 2: Plan Evaluation and Progress Assessment (anticipated August 2024), provide documentation of SFMTA feedback on Draft TDM Strategic Plan Evaluation Memo.

3. Prior to completion of Task 3: Recommendations (anticipated January 2025), provide documentation of SFMTA feedback on Draft TDM Strategic Plan Recommendations Memo.

4. Prior to completion of Task 5: Final Report (anticipated June 2025), provide documentation of SFMTA feedback on Task 5 draft report.

Special Conditions

1. The recommended allocation is contingent upon approval of the Transportation Demand Management 5YPP and amendment of the Prop L Strategic Plan Baseline which is a separate item on this agenda.

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:	TDM Strategic Plan Update
Primary Sponsor:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$148,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:
AP

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Aliza Paz	Mike Pickford
Title:	Senior Planner	Principal Transportation Planner
Phone:	(415) 522-4803	(415) 522-4822
Email:	aliza.paz@sfcta.org	mike.pickford@sfcta.org



RESOLUTION ALLOCATING \$1,440,000 AND APPROPRIATING \$108,000 IN PROP L SALES TAX FUNDS, WITH CONDITIONS, FOR FOUR REQUESTS

WHEREAS, The Transportation Authority received four requests for a total of \$1,548,000 in Prop L transportation sales tax funds as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop L Expenditure Plan programs: Muni Reliability and Efficiency Improvements, Safer and Complete Streets, and Transportation Demand Management; and

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

WHEREAS, All of the requests are consistent with the relevant 5YPP; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$1,440,000 and appropriating \$108,000 in Prop L funds, with conditions, for four requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L allocations amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2023/24 budget to cover the proposed actions; and

WHEREAS, At its February 28, 2024 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$1,440,000 and appropriates \$108,000 in Prop L funds, with conditions for four requests as



summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions



3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2023/24
5. Prop L Allocation Request Forms (4)