



Memorandum

AGENDA ITEM 5

DATE: January 23, 2025
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 02/11/2025 Board Meeting: Allocate \$5,284,000 in Prop L Funds, with Conditions, for Five Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate \$2,400,000 in Prop L funds, with conditions, to Peninsula Corridor Joint Powers Board (PCJPB) for:

1. Predictive Arrival/Departure System

Allocate \$1,209,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

2. Bicycle Facility Maintenance (\$459,000)
3. Duboce Triangle Slow Streets Study [NTP] (\$250,000)
4. Lincoln Way Traffic Signals [NTP] (\$500,000)

Allocate \$1,675,000 in Prop L funds to San Francisco Public Works (SFPW) for:

5. Curb Ramps and Subsidewalk Basements No. 3

SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description 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.

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



DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate \$5,284,000 Prop L funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 2024/25 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's FY 2024/25 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 January 22, 2025, 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 2024/25
- Attachment 5 – Allocation Request Forms (5)
- Attachment 6 – Resolution

Attachment 1: Summary of Requests Received

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	8	PCJPB	Predictive Arrival/Departure System	\$ 2,400,000	\$ 6,636,455	82%	64%	Construction	Citywide
Prop L	16	SFMTA	Bicycle Facility Maintenance	\$ 459,000	\$ 459,000	78%	0%	Construction	Citywide
Prop L	19	SFPW	Curb Ramps and Subsidewalk Basements No. 3	\$ 1,675,000	\$ 5,414,770	80%	69%	Construction	3, 5
Prop L	25	SFMTA	Duboce Triangle Slow Streets Study [NTP]	\$ 250,000	\$ 250,000	78%	0%	Planning	8
Prop L	25	SFMTA	Lincoln Way Traffic Signals [NTP]	\$ 500,000	\$ 500,000	78%	0%	Design	4
TOTAL				\$ 5,284,000	\$ 13,260,225				

Footnotes

¹

"EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline.

²

Acronyms: PCJPB (Peninsula Corridor Joint Powers Board), SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)

³

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

⁴

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

Caltrain request: Prop L funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. Overall, Prop L funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
8	PCJPB	Predictive Arrival/Departure System	\$ 2,400,000	Requested funds will be used to replace the existing Predictive Arrival and Departure System with an upgraded and industry-standard solution for train arrival and departure predictions. The new system will integrate with new and existing passenger and operator interfaces, offering increased flexibility in train operations and providing more accurate real-time train information to passengers. The scope includes incorporating the new Electric Multiple Units into the system to process the vehicle locations and display train predictions and information on all station signage (e.g., Variable Message Signs and LCDs), the Caltrain website, and other third party applications (e.g., X, Google Maps). The project is expected to be open for use by September 2027.
16	SFMTA	Bicycle Facility Maintenance	\$ 459,000	Requested funds will be used to maintain bicycle facilities across the city to preserve their safety features. The scope of work will focus on restriping existing bicycle facilities, including green bicycle lanes and bicycle boxes, and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes as well as in separated bike lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones. The project is expected to be open for use by March 2027.
19	SFPW	Curb Ramps and Subsidewalk Basements No. 3	\$ 1,675,000	Requested funds will be used to construct 14 curb ramps at the intersections of Larkin/Sutter, Geary/Leavenworth, Jones/O'Farrell, Kearny/Pine, Polk/Turk, and Battery/Jackson Streets. The proposed project locations all have known sub-sidewalk basements, and require extensive coordination with the private property owners and the City Attorney's Office to obtain Basement License Agreements. SFPW is partnering with SFMTA to implement traffic signal upgrades and with SFPUC for pedestrian lighting improvements at all of the project locations. Curb ramp locations are primarily identified through public request and SFPW inspection. Three of the project locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs. The project is expected to be open for use by September 2026.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
25	SFMTA	Duboce Triangle Slow Streets Study [NTP]	\$ 250,000	District 8 Neighborhood Program funds will be used to examine opportunities for a more robust and connected north-south Slow Street connection through the Duboce Triangle neighborhood and corresponding changes to traffic circulation. The study will explore the feasibility of converting existing Class III shared lane bikeways into Slow Streets on Sanchez Street between Market Street and Duboce Avenue and Steiner Street between Duboce Avenue and Waller Street, possibly replacing or adding to the existing Noe Slow Street. SFMTA will also explore the feasibility of allowing eastbound left turns from Market Street onto Castro Street and prohibiting eastbound left turns onto Noe and/or Sanchez streets to maintain traffic without a neighborhood destination on arterial and collector streets that can better manage higher volumes of vehicle traffic. SFMTA expects to present the final report to the Board for approval in February 2026.
25	SFMTA	Lincoln Way Traffic Signals [NTP]	\$ 500,000	District 4 Neighborhood Program funds will be used to design new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way to enhance safety and right-of-way allocation, and to reduce vehicle and transit delays associated with the upcoming closure to restrict vehicles on Great Highway following the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, and related infrastructure such as curb ramps. The project is expected to be open for use by Summer 2029.
TOTAL			\$5,284,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
8	PCJPB	Predictive Arrival/Departure System	\$ 2,400,000	Special Condition: The recommended allocation is contingent upon amendment of the Caltrain Maintenance 5-Year Prioritization Program (5YPP) to reprogram \$2,400,000 from the Next Generation Visual Messaging System (VMS) FY25 project to the subject project. See attached allocation request form for details.
16	SFMTA	Bicycle Facility Maintenance	\$ 459,000	
19	SFPW	Curb Ramps and Subsidewalk Basements No. 3	\$ 1,675,000	
25	SFMTA	Duboce Triangle Slow Streets Study [NTP]	\$ 250,000	Special Condition: The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder.
25	SFMTA	Lincoln Way Traffic Signals [NTP]	\$ 500,000	Special Condition: The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder.
TOTAL			\$ 5,284,000	

¹ See Attachment 1 for footnotes.

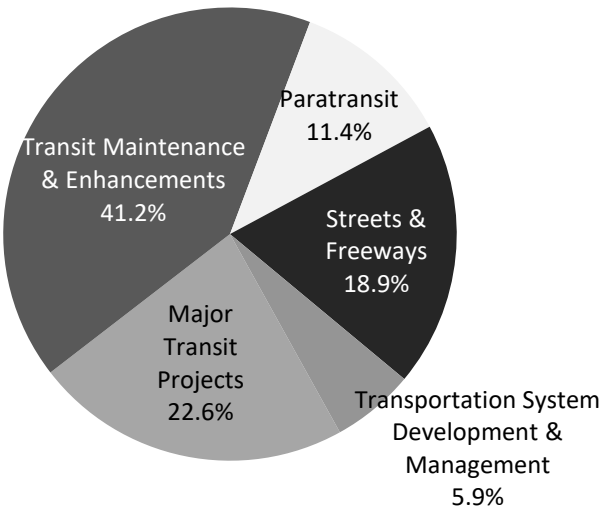
Attachment 4.

Prop L Summary - FY2024/25

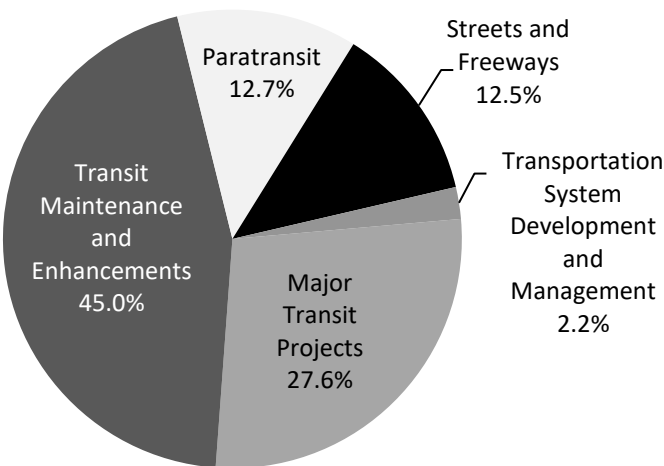
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 94,412,672	\$ 27,535,072	\$ 39,893,282	\$ 19,779,318	\$ 7,205,000	\$ -
Current Request(s)	\$ 5,284,000	\$ 630,000	\$ 3,370,000	\$ 1,234,000	\$ 50,000	\$ -
New Total Allocations	\$ 99,696,672	\$ 28,165,072	\$ 43,263,282	\$ 21,013,318	\$ 7,255,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.

Prop L Expenditure Plan



Prop L Investments To Date (Including Pending Allocations)



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Predictive Arrival and Departure System
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Caltrain Maintenance
Current PROP L Request:	\$2,400,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Replace existing Predictive Arrival and Departure System (PADS) with an upgraded and industry standard PADS solution for Caltrain's train arrival and departure predictions. The new system will integrate with both new and existing passenger and operator interfaces, offering increased flexibility in train operations and providing more accurate and versatile real-time train information to passengers.

Detailed Scope, Project Benefits and Community Outreach

This project is to fully replace the existing Predictive Arrival and Departure System (PADS) with an upgraded and industry standard PADS solution for Caltrain's train arrival and departure predictions. The new system will integrate with both new and existing passenger and operator interfaces, offering increased flexibility in train operations and providing more accurate and versatile real-time train information to passengers. The scope of the project includes:

1. Creating functional requirements for the new PADS Functional Technical Specification to accompany the RFP.
2. Updating and replacing the current outdated PADS with an industry standard solution which is more reliable, available, and incorporates the latest General Transit Feed Specification (GTFS) standards for predicting train arrivals and departures, providing greater flexibility in train operations.
3. Incorporating the new Electric Multiple Units (EMUs) into PADS to process EMU GPS locations along with the remaining diesel fleet to seamlessly display all train predictions and information on all station signage (Variable Message Signs, Dog Bones, LCDs) as well as on the Caltrain Website and other third-party applications (X, Google Maps, etc.)
4. Incorporating the new PADS into Caltrain's virtualized environment to provide a highly available hot-standby system for improved redundancy in PADS operations, increasing system reliability and availability.

Project Location

Caltrain right-of-way in San Francisco, Santa Clara, and San Mateo Counties

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

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

Justification for Necessary Amendment

This request includes an amendment to the Caltrain Maintenance 5YPP to reprogram \$2.4M from the Next Generation VMS project to the subject project. The Next Generation VMS project required immediate financial resources to ensure timely project delivery and proceeded with other sources.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Predictive Arrival and Departure System
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Predictive Arrival and Departure System
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-208: Caltrain Maintenance	\$2,400,000	\$0	\$0	\$2,400,000
TIRCP Funds	\$0	\$0	\$4,236,455	\$4,236,455
Phases In Current Request Total:	\$2,400,000	\$0	\$4,236,455	\$6,636,455

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	\$6,636,455	\$2,400,000	FY2025 PCJPB Capital Budget
Operations	\$0		
Total:	\$6,636,455	\$2,400,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	10 Years

PROJECT:		Predictive Arrival/Departure System (PADS)		
Project Cost	Project Phase	Original Estimate	Revised Estimate	
	Planning/CD/Env			
	PE/Env/PSE			
	ROW Acq/Utilities Relo.			
	Procurement			
	Construction	\$6,636,455		
	Closeout			
	TOTAL	\$6,636,455	\$0	
Milestones	Project Phase	Expected Start	Expected Finish	
	Planning/Conceptual Design			
	PE/Env/PSE			
	ROW Acquisition/Utilities Relo.			
	Bid and Award			
	Procurement			
	Construction	05/22/25	07/22/27	
	Closeout	09/30/27	12/29/27	
Cost Summary	FY2025	Prior Year	Future Budget	Total Request
	\$2,400,000	\$0	\$0	\$2,400,000
FY24 Funding Plan	Funding Source	Proposed		
	Federal Section 5337	\$0		
	State (AB664)	\$0		
	Local Match JPB Member:	\$2,400,000		
	San Francisco	\$2,400,000		
	San Mateo	\$0		
	Santa Clara	\$0		
	Regional/Other	\$4,236,455		
	TOTAL	\$6,636,455		

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Predictive Arrival and Departure System
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$2,400,000	Total PROP L Recommended	\$2,400,000

SGA Project Number:	208-911006	Name:	Predictive Arrival/Departure System
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	09/30/2027
Phase:	Construction	Fundshare:	36.16%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-208	\$500,000	\$1,400,000	\$500,000	\$2,400,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, 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. Upon project completion, provide 2-3 digital photos of completed project.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop L Caltrain Maintenance 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	63.84%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	63.84%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Predictive Arrival and Departure System
Primary Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$2,400,000
--------------------------------	-------------

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

Initials of sponsor staff member verifying the above statement:

HS

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Heather Salem	Anna Hibbard
Title:	Manager	Senior Grant Analyst
Phone:	(650) 730-8099	(650) 508-7749
Email:	salemh@samtrans.com	hibbarda@samtrans.com

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Caltrain Maintenance (EP 8)

Programming and Allocations to Date

Pending February 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
PCJPB	Right of Way Fencing	CON	Allocated	\$462,000					\$462,000
PCJPB	SOGR MOW Track - Track Equipment	CON	Allocated	\$2,113,000					\$2,113,000
PCJPB	Station SOGR	CON	Allocated	\$1,227,000					\$1,227,000
PCJPB	Next Generation Visual Messaging Signs (VMS)	CON	Allocated	\$1,200,000					\$1,200,000
PCJPB	SOGR MOW Track	CON	Allocated		\$2,600,000				\$2,600,000
PCJPB	Next Generation Visual Messaging Signs (VMS) ¹	CON	Programmed		\$0				\$0
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed			\$5,000,000			\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed				\$5,000,000		\$5,000,000
PCJPB	San Francisco Caltrain Maintenance - TBD	CON	Programmed					\$5,000,000	\$5,000,000
PCJPB	Predictive Arrival/Departure System ¹	CON	Pending		\$2,400,000				\$2,400,000
Total Programmed in 2023 5YPP				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Total Allocated and Pending				\$5,002,000	\$5,000,000	\$0	\$0	\$0	\$10,002,000
Total Unallocated				\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$15,000,000
Total Programmed in 2023 Strategic Plan				\$5,002,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,002,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Predictive Arrival/Departure System (2025-XX, 2/XX/25):

Next Generation Visual Messaging Signs (VMS): Reduced from \$2,400,000 to \$0.

Predictive Arrival/Departure System: Added project with \$2,400,000 for Construction in FY25.

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)

Caltrain Maintenance (EP 8)

Cash Flow (Maximum Annual Reimbursement)

Pending February 2025 Board

Project Name	Phase	Fiscal Year					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Right of Way Fencing	CON	\$250,000	\$212,000				\$462,000
SOGR MOW Track - Track Equipment	CON	\$613,000	\$1,500,000				\$2,113,000
Station SOGR	CON	\$613,000	\$614,000				\$1,227,000
Next Generation Visual Messaging Signs (VMS)	CON	\$300,000	\$600,000	\$300,000			\$1,200,000
SOGR MOW Track	CON		\$900,000	\$500,000	\$500,000	\$700,000	\$2,600,000
Next Generation Visual Messaging Signs (VMS) ¹	CON		\$0	\$0			\$0
San Francisco Caltrain Maintenance - TBD	CON			\$2,500,000	\$2,500,000		\$5,000,000
San Francisco Caltrain Maintenance - TBD	CON				\$2,500,000	\$2,500,000	\$5,000,000
San Francisco Caltrain Maintenance - TBD	CON					\$2,500,000	\$5,000,000
Predictive Arrival/Departure System ¹	CON		\$500,000	\$1,400,000	\$500,000		\$2,400,000
Cash Flow Programmed in 2023 5YPP		\$1,776,000	\$4,326,000	\$4,700,000	\$6,000,000	\$5,700,000	\$25,002,000
Total Cash Flow Allocated and Pending		\$1,776,000	\$4,326,000	\$2,200,000	\$1,000,000	\$700,000	\$10,002,000
Total Cash Flow Unallocated		\$0	\$0	\$2,500,000	\$5,000,000	\$5,000,000	\$15,000,000
Total Cash Flow in 2023 Strategic Plan		\$1,776,000	\$4,826,000	\$4,700,000	\$5,500,000	\$5,700,000	\$25,002,000
Deobligated Funds		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$500,000	\$500,000	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bike Facility Maintenance
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Pedestrian and Bicycle Facilities Maintenance
Current PROP L Request:	\$459,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/ mixed zone markings using green thermoplastic treatment. Additionally, SFMTA will replace plastic traffic channelizers along buffered bikeways.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency requests \$459,000 to maintain bicycle facilities that are in poor condition citywide. The scope will focus on restriping existing bicycle facilities, including green bicycle lanes, green bicycle boxes and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes as well as in separated bike lanes. The SFMTA continues to expand the protected bike lane network through streetscape projects and quick-build projects, and the Prop L funds will be used to purchase delineators and to replace them based on where SFMTA field staff and the public identify a need.

Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. While a more durable material, green thermoplastic is considerably more expensive than the green epoxy. Thus, the epoxy is a more efficient material to use for larger surfaces such as the length of a bicycle lane.

Replacing delineators and maintaining existing bike boxes and green lane markers are essential aspects of Vision Zero.

SFMTA will prioritize bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones.

Project Location

Citywide

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

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	\$459,000.00

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bike Facility Maintenance
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bike Facility Maintenance
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-216: Pedestrian and Bicycle Facilities Maintenance	\$0	\$459,000	\$0	\$459,000
Phases In Current Request Total:	\$0	\$459,000	\$0	\$459,000

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	\$459,000	\$459,000	Previous Work
Operations	\$0		
Total:	\$459,000	\$459,000	

% Complete of Design:	0.0%
As of Date:	11/15/2024
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

Prop L/Prop AA/TNC Allocation Request Form

Major Line Item Budget - Bicycle Facility Maintenance	
Item	Amount
Construction - Materials	\$80,000
Construction - SFMTA	\$378,500
City Attorney Office Fees	\$500
Project Total	\$459,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Bike Facility Maintenance
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$459,000	Total PROP L Recommended	\$459,000

SGA Project Number:	216-907003	Name:	Bicycle Facility Maintenance
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-216	\$230,000	\$229,000	\$459,000

Deliverables

1. Quarterly progress reports shall report the location and quantity (i.e., number of delineators, miles of lane, number of bike boxes) that the SFMTA has maintained using Prop L funds during the preceding quarter, locations that SFMTA will maintain in the upcoming quarter, 2-3 photos of work being performed and/or of completed, in addition to the standard reporting requirements per 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:	FY2024/25
Project Name:	Bike Facility Maintenance
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$459,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Matt Lasky	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	(415) 646-2265	(415) 517-7015
Email:	matt.lasky@sfmta.com	kathryn.studwell@sfmta.com

San Fransisco Bike Map

Slow Streets

RECOMMENDATION

Highly Recommended w/ Separate Bikeway

Highly Recommended

Recommended

Other Bikeways

HAND SIGNALS:

Make others aware of your intentions with these hand signals:

Left

Right

Stop

DISCLAIMER:
SFRM does not assume any responsibility or liability for any property damage, injury, or other adverse circumstances that may arise while using the San Francisco Bikeway Network Map. No representation is intended or made as to the fitness or safety of the facilities shown on this map. You are ultimately responsible for your own safety and the safety of others. You must determine for yourself the suitability of all routes and other facilities shown on this map, with consideration given to present conditions, your level of ability, and any other relevant factors.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Curb Ramps and Subsidewalk Basements No.3
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Curb Ramps
Current PROP L Request:	\$1,675,000
Supervisory Districts	District 03, District 05

REQUEST

Brief Project Description

Construct 14 curb ramps at 6 intersections with sub-sidewalk basements at Larkin/Sutter, Geary/Leavenworth, Jones/O'Farrell, Kearny/Pine, Polk/Turk, and Battery/Jackson Streets. SFPW's Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide curb ramps that are readily and easily usable by people with disabilities. Locations were identified through public request and SFPW inspection, and three of the project locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs.

Detailed Scope, Project Benefits and Community Outreach

The scope of this project includes the construction and reconstruction of 14 accessible curb ramps, painted safety zones to bulb-outs conversions, and related sidewalk, curb, gutter, relocated catch basins and roadway work at various locations through out the City.

The project locations all have known sub-sidewalk basements, and will require extensive coordination effort with the private property owners and the City Attorney's Office to obtain a Basement License Agreements. The Project is also partnering with SFMTA for traffic signal and SFPUC for pedestrian lighting improvements at all the project locations.

PW is partnering with SFMTA to convert the following locations from painted safety zones to permeant bulbouts: Larkin St & Suter St, Jones & O'Farrell, and Geary St & Leavenworth St; total of 6 curb ramps.

To limit the construction impacts to the neighboring businesses, SFPW always works on the concrete gutter and curb when a curb ramp is constructed. At the gutter line, we do also limit the concrete road base repair to minimize roadway impacts.

Prioritization:

The locations are primarily identified through public request and SFPW inspection. Locations were also identified by SFMTA for conversion of painted safety zones to permanent bulb-outs.

Each fiscal year, SFPW and Mayor's Office on Disability (MOD) develop a prioritized list of locations for each of San Francisco's supervisorial districts. Citizen requests have one of the most significant impacts on prioritization of curb ramp locations. As SFPW receives new citizen requests, they are added to Public Work's CRIS database.

SFPW's prioritization process for selecting curb ramp locations considers the following criteria:

- Citizen requests
 - Each intersection is assigned an initial priority based on the condition of any existing curb ramps at the location and the disability status of the requester.
 - Intersections with at least one corner with ramps in poor condition and a request from a person with a disability are given the highest initial priority. All locations are then cross-referenced with Curb Ramp Information System (CRIS) project data to determine which intersections are already in the scope of existing construction projects.

The data is then mapped, and unresolved requests are evaluated against geospatial criteria including:

- Proximity to government offices and facilities, transportation, places of public accommodation, healthcare facilities, and schools.
- Proximity of locations to one another (for construction efficiency purposes) and SFMTA locations vital for access to transit services.
- Intersections are also assessed based on whether they are located in the High Injury Network and whether they have a suspected or confirmed sub-sidewalk basement.

Intersections in this funding request include Larkin Street and Sutter, Geary and Leavenworth Street, Jones Street and O'Farrell Street, Pine Street and Kearny Street, Polk Street and Turk Street, and Battery Street and Jackson Street. Please keep in mind that as the design phase develops and unforeseen complications arise, the Project Team may choose to swap project locations.

Project Location

Citywide

Is this project in an Equity Priority Community?	Yes
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$1,675,000.00

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Curb Ramps and Subsidewalk Basements No.3
Primary Sponsor:	Department of Public Works

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

The Project is partnering with SFMTA for traffic signal and SFPUC for pedestrian lighting improvements at all of the project locations.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Curb Ramps and Subsidewalk Basements No.3
Primary Sponsor:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-219: Curb Ramps	\$0	\$1,675,000	\$0	\$1,675,000
Certificate of Participation (COP)	\$0	\$0	\$1,725,000	\$1,725,000
General Fund	\$0	\$821,525	\$0	\$821,525
MTA	\$1,193,245	\$0	\$0	\$1,193,245
Phases In Current Request Total:	\$1,193,245	\$2,496,525	\$1,725,000	\$5,414,770

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$1,675,000	\$0	\$1,675,000
Certificate of Participation (COP)	\$0	\$0	\$2,408,455	\$2,408,455
General Fund	\$0	\$821,525	\$0	\$821,525
MTA	\$1,193,245	\$0	\$0	\$1,193,245
Funding Plan for Entire Project Total:	\$1,193,245	\$2,496,525	\$2,408,455	\$6,098,225

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	\$683,455		Actual costs and estimate to complete
Construction	\$5,414,770	\$1,675,000	Engineers Estimate
Operations	\$0		
Total:	\$6,098,225	\$1,675,000	

% Complete of Design:	95.0%
As of Date:	12/18/2024
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

Prop L/Prop AA/TNC Tax Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract	\$ 3,877,425				
General Work Related Items	\$ 674,060	17%		\$ 172,741	\$ 501,319
Curb Ramp Related Items	\$ 255,590	7%		\$ 67,368	\$ 188,222
Structural Related Items	\$ 1,997,945	52%		\$ -	\$ 1,997,945
Drainage Related Items	\$ 551,649	14%		\$ 463,349	\$ 88,300
Traffic Signal Related Items	\$ 398,181	10%		\$ 92,064	\$ 306,117
2. Construction Management/Support	\$ 625,169	16%	\$ 454,136	\$ 171,033	
3. Contingency	\$ 912,176	24%	\$ 780,276	\$ 131,900	
TOTAL CONSTRUCTION PHASE	\$ 5,414,770		\$ 1,234,412	\$ 1,098,455	\$ 3,081,903

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Curb Ramps and Subsidewalk Basements No.3
Primary Sponsor:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,675,000	Total PROP L Recommended	\$1,675,000

SGA Project Number:	219-908001	Name:	Curb Ramps and Subsidewalk Basements No. 3
Sponsor:	Department of Public Works	Expiration Date:	09/30/2027
Phase:	Construction	Fundshare:	30.93%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-219	\$1,340,000	\$335,000	\$1,675,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location 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. Upon completion of project, Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$1,675,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	69.07%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	72.53%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Curb Ramps and Subsidewalk Basements No.3
Primary Sponsor:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,675,000
--------------------------------	-------------

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

Initials of sponsor staff member verifying the above statement:

JLY

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Anastastia Haddad	Victoria Chan
Title:	Program Manager	Budget Manager
Phone:	(628) 271-2477	(415) 205-6316
Email:	anastastia.haddad@sfdpw.org	victoria.w.chan@sfdpw.org

CHECK PRINT

BUREAU OF ENGINEERING

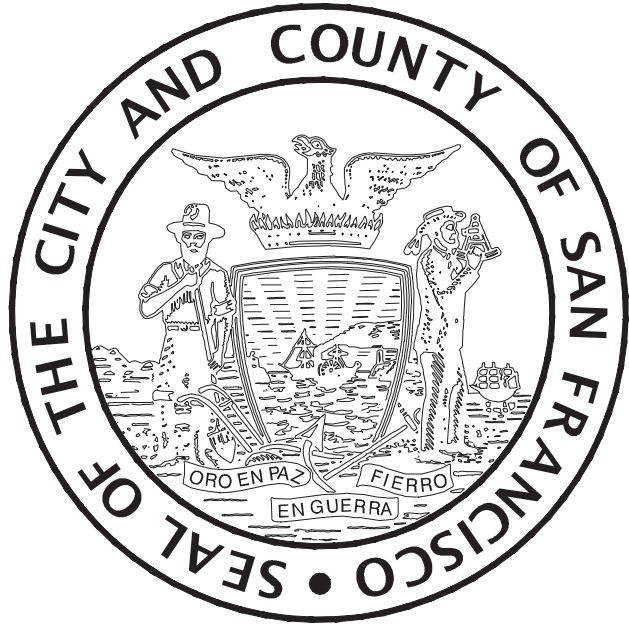
SECTION: xxxxx

ORIGINATOR: xxxxx DATE 25/05/25

CHECKER: xxxxx DATE 25/05/25

BACKCHECKER: xxxxx DATE 25/05/25

VERIFIER: xxxxx DATE 25/05/25



VARIOUS LOCATIONS CURB RAMPS AND

SUB-SIDEWALK BASEMENTS NO. 3

CONTRACT NO. 10040022



City and County of San Francisco

London Breed, Mayor

Carla Short, Director

Public Works

Infrastructure Design & Construction

Albert Ko, P.E.

City Engineer & Deputy Director



BATTERY STREET AND JACKSON STREET

KEARNY STREET AND PINE STREET

LARKIN STREET AND SUTTER STREET
GEARY STREET AND LEAVENWORTH STREET
JONES STREET AND O'FARRELL STREET

POLK STREET AND TURK STREET

REQUIREMENTS TO BIDDERS

1. IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA PUBLIC CONTRACT CODE SECTION 3300, A BID SUBMITTED TO A PUBLIC AGENCY BY A CONTRACTOR WHO IS NOT LICENSED IN ACCORDANCE WITH CHAPTER 9 OF THE BUSINESS AND PROFESSIONS CODE SHALL BE CONSIDERED NON-RESPONSIVE AND SHALL BE REJECTED BY THE PUBLIC AGENCY.
2. AT THE TIME OF BID OPENING, THE CONTRACTOR SHALL POSSESS A VALID CLASS "A" CALIFORNIA GENERAL ENGINEERING CONTRACTOR'S LICENSE.

LOCATION MAP

Bid Set: XX 2025

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 11/07/24 09:50, BY: CHUNT				

REFERENCE INFORMATION
& FILE NO. OF SURVEYS



BUREAU OF ENGINEERING

CITY & COUNTY OF SAN FRANCISCO

SAN FRANCISCO PUBLIC WORKS

49 SOUTH VAN NESS AVENUE, Suite 800

SAN FRANCISCO, CA 94103

	Date:
Section Mgr: D. CALLEROS	xxx/xxx/xx
Deputy Bureau Mgr: F. CISNEROS	xxx/xxx/xx
Bureau Mgr: P. RIVERA	xxx/xxx/xx

DESIGNED:	DATE:
C. HUNT	11/2024
DRAWN:	DATE:
C. HUNT	11/2024
CHECKED:	DATE:
	11/2024

SCALE:
NTS
SHEET OF SHEETS
of

VARIOUS LOCATIONS CURB RAMPS AND SUB-SIDEWALK BASEMENTS NO. 3	CONTRACT NO. 10040022
	DRAWING NO. G-0
	FILE NO. 0
	REV. NO. 0

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Duboce Triangle Slow Streets Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$250,000
Supervisory District	District 08

REQUEST

Brief Project Description

The Duboce Triangle Slow Streets Study will examine opportunities for a more robust, safe, and comfortable north-south bicycle connection through the Duboce Triangle neighborhood, as well as potentially revising vehicle turn restrictions at the Market St/Castro St and Market St/Noe St. intersections, including traffic and circulation analysis of potential changes to street configurations. The study will explore the feasibility of converting existing Class III shared lane bikeways on Sanchez St and Steiner St into Slow Streets, possibly replacing or adding to the existing Noe Slow Street.

Detailed Scope, Project Benefits and Community Outreach

Project Description

The existing Noe Slow Street is not meeting the SFMTA Board-set volume target of 1,000 vehicles per day. When the SFMTA introduced the idea of a traffic diverter on Noe Street and 15th Street to reduce vehicle volumes, Duboce Triangle residents requested that before introducing any traffic diversion elements, the SFMTA look at potential impacts to traffic within the neighborhood. This study builds on that request and the need for a safe and comfortable north-south bikeway connection across the Duboce Triangle.

The Duboce Triangle Slow Streets Study will examine opportunities for a more robust and connected north-south Slow Street connection through the Duboce Triangle neighborhood and corresponding changes to traffic circulation. The study will explore the feasibility of converting two existing Class III shared lane bikeways into Slow Streets, possibly replacing or adding to the existing Noe Slow Street: 1) Sanchez Street between Market Street and Duboce Avenue and 2) Steiner Street between Duboce Avenue and Waller Street. These two bikeways would form a key north-south connection in the citywide active-transportation network (see the project area map on the last page). The feasibility of allowing eastbound left turns from Market Street onto Castro Street and prohibiting eastbound left turns onto Noe and/or Sanchez streets will also be explored to maintain traffic without a neighborhood destination on arterial and collector streets from neighborhood streets that can better manage higher volumes of vehicle traffic.

Background

This project originated from efforts to reduce vehicle volumes on the Noe Slow Street in the Duboce Triangle. In early 2023, the SFMTA began developing concepts to reduce vehicle volumes on the Noe Slow Street to meet the SFMTA Board-set volume target of 1,000 vehicles per day on Slow Streets. Three traffic diverter alternatives proposed for the Noe Street and 15th Street intersection were reviewed with neighbors and businesses along the corridor. A consensus could not be reached among project stakeholders regarding the implementation of a diverter at this intersection, and the project was put on hold. A key concern among stakeholders was the potential for traffic diversion onto side streets, and a desire was expressed for a more holistic review of traffic circulation before the implementation of traffic diversion.

Simultaneously, staff has heard a desire from a group of community members for improvements to “the Wiggle” bike route, specifically the southeastern-most blocks on Steiner Street between Duboce Avenue and Waller Street, as well as safety and operational concerns at the Duboce/Sanchez/Steiner intersection, including the possibility of implementing Slow Streets treatments north of Duboce Avenue to reduce vehicle volumes and speeds.

This study will also consider the feasibility of new Slow Streets through the Duboce Triangle neighborhood in the context of the forthcoming San Francisco Biking and Rolling Plan.

Task Descriptions

The proposed scope of work for this study includes:

Task 1. Project Management – This task includes biweekly project team meetings, interagency (e.g., Fire Department) meetings, project administration, and reporting.

Deliverable: Quarterly progress updates

Task 2. Traffic and circulation analysis – This task includes:

- A study of changes in traffic patterns in the Duboce Triangle neighborhood with Sanchez Street between Market Street and Duboce Avenue and Steiner Street between Duboce Avenue and Waller Street converted into Slow Streets with traffic diversion elements; and,
- An analysis of the feasibility of allowing eastbound left turns from Market Street onto Castro Street and the identification of infrastructure needed (e.g., new signal hardware) if this movement is feasible; and,
- An analysis of the feasibility of eliminating eastbound left turns from Market Street onto Noe and Sanchez streets; and,
- An analysis of the feasibility of traffic calming or diversion elements on Noe Street and circulation changes at the Noe St/16th St/Market St intersection; and,
- An analysis of potential safety impacts, including pedestrian safety, from diverted traffic volumes and turning movements; and,
- An analysis of potential impacts on Muni service from diverter traffic volumes.

Deliverable: Traffic and circulation analysis summary

Task 3. Outreach – This task includes stakeholder and broader community outreach to understand public interests and circulation needs and to hear feedback on proposed circulation changes and conceptual plans for new Slow Streets in the Duboce Triangle neighborhood. Outreach activities could include:

- Direct stakeholder and neighborhood group meetings
- Door-to-door outreach to area businesses
- Pop-up tabling events
- An online survey
- An open house

Deliverable: Outreach collateral, outreach summary report

Task 4. Final study and conceptual plans, presentation to Transportation Authority Board –

The final task includes the development of a report documenting the feasibility of new north-south Slow Streets and corresponding circulation changes, as well as how these changes will work in tandem with one another. The report will identify opportunities and tradeoffs for alternatives and, for those deemed feasible, include conceptual plans for new north-south Slow Streets and corresponding changes, such as circulation changes at the Castro and Market intersection and recommendations for the Noe Slow Street. The final study will include recommendations for implementation next steps and will be presented for approval by the Transportation Authority CAC and Board.

Deliverable: Final study and conceptual plans

Task Budget and Schedule

Task 1 - Project Management

Cost: \$20,000

Task Timeline: February 2025 to February 2026 (ongoing)

Primary Responsible Party: SFMTA staff (Livable Streets)

Task 2 - Traffic and Circulation Analysis

Cost: \$120,000

Task Timeline: February 2025 to July 2025

Primary Responsible Party: SFMTA staff (Livable Streets, Traffic Engineering), Consultant (for traffic counts and modeling/analysis of alternatives)

Task 3 - Outreach

Cost: \$60,000

Task Timeline: June 2025 to February 2026

Primary Responsible Party: SFMTA staff (Livable Streets)

Task 4 - Final study and conceptual plans, presentation to Transportation Authority Board

Cost: \$50,000

Task Timeline: November 2025 to February 2026

Primary Responsible Party: SFMTA staff (Livable Streets, Traffic Engineering)

The Transportation Authority's Neighborhood Transportation Program (NTP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

Duboce Triangle

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	Yes

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$250,000.00

Justification for Necessary Amendment

Funding this request requires reducing programmed NTP placeholder funds by \$250,000.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Duboce Triangle Slow Streets Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
----------------------------	-----

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2025	Jan-Feb-Mar	2026
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	2026

SCHEDULE DETAILS

Community outreach will occur at the outset of the project, in the first quarter of 2025, to understand public interests and circulation needs and continue throughout the planning phase of the project. After the initial outreach, public engagement will focus on soliciting feedback on proposed circulation changes and conceptual plans for new Slow Streets in the Duboce Triangle neighborhood.

Task 1. Project Management - February 2025 to February 2026

Task 2. Traffic and circulation analysis - February 2025 to July 2025

Task 3. Outreach - June 2025 to February 2026

Task 4. Final study and conceptual plans, presentation to Transportation Authority Board - November 2025 to February 2026

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Duboce Triangle Slow Streets Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$250,000	\$0	\$0	\$250,000
Phases In Current Request Total:	\$250,000	\$0	\$0	\$250,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000	\$250,000	Based on prior similar SFMTA scopes of work and contracts
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$250,000	\$250,000	

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

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET - DUBOCE TRIANGLE SLOW STREETS STUDY					
BUDGET SUMMARY - PLANNING					
Agency	Task 1 - Project Management	Task 2 - Traffic and Circulation Analysis	Task 3 - Outreach	Task 4 - Study and Conceptual Plans	Total
SFMTA	\$ 20,000.00	\$ 41,000	\$ 58,000	\$ 30,000	\$ 149,000
Consultant	\$ -	\$ 79,000	\$ -	\$ 20,000	\$ 99,000
Other Direct Costs *	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
Total	\$ 20,000	\$ 120,000	\$ 60,000	\$ 50,000	\$ 250,000

* Direct Costs include mailing, reproduction costs room rental fees.

DETAILED LABOR COST ESTIMATE - BY AGENCY					
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Junior Engineer	135.5	\$ 98.13	71.16%	\$ 167.96	\$ 22,757
Associate Engineer	140.0	\$ 127.94	71.16%	\$ 218.98	\$ 30,657
Senior Engineer	40.0	\$ 144.11	71.16%	\$ 246.66	\$ 9,867
Transportation Planner II	220.0	\$ 94.34	71.16%	\$ 161.48	\$ 35,526
Transportation Planner III	220.0	\$ 109.92	71.16%	\$ 188.13	\$ 41,389
Transportation Planner IV	40.0	\$ 128.61	71.16%	\$ 220.13	\$ 8,805
Total	795.49				\$ 149,000

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Duboce Triangle Slow Streets Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$250,000	Total PROP L Recommended	\$250,000

SGA Project Number:		Name:	Duboce Triangle Slow Streets Study
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	Total
PROP L EP-225	\$30,000	\$200,000	\$20,000	\$250,000

Deliverables

- Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and feedback received, work anticipated to be performed in the upcoming quarter , and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- Upon completion of Task 2 (anticipated July 2025) provide the traffic and circulation analysis summary.
- Upon completion of Task 3 (anticipated February 2026) provide the outreach summary report.
- Prior to completion of Task 4, provide draft final study with sufficient time for Transportation Authority staff review and comment.
- Upon completion of Task 4 (anticipated February 2026), SFMTA shall provide final study, including results of technical analysis and community engagement, recommendations, and a funding and implementation plan. SFMTA shall present the final study to the CAC and Board for approval or acceptance.

Special Conditions

- The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.

Notes

- Progress reports will be shared with the District 8 Commissioner.

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:	FY2024/25
Project Name:	Duboce Triangle Slow Streets Study [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$250,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

ML

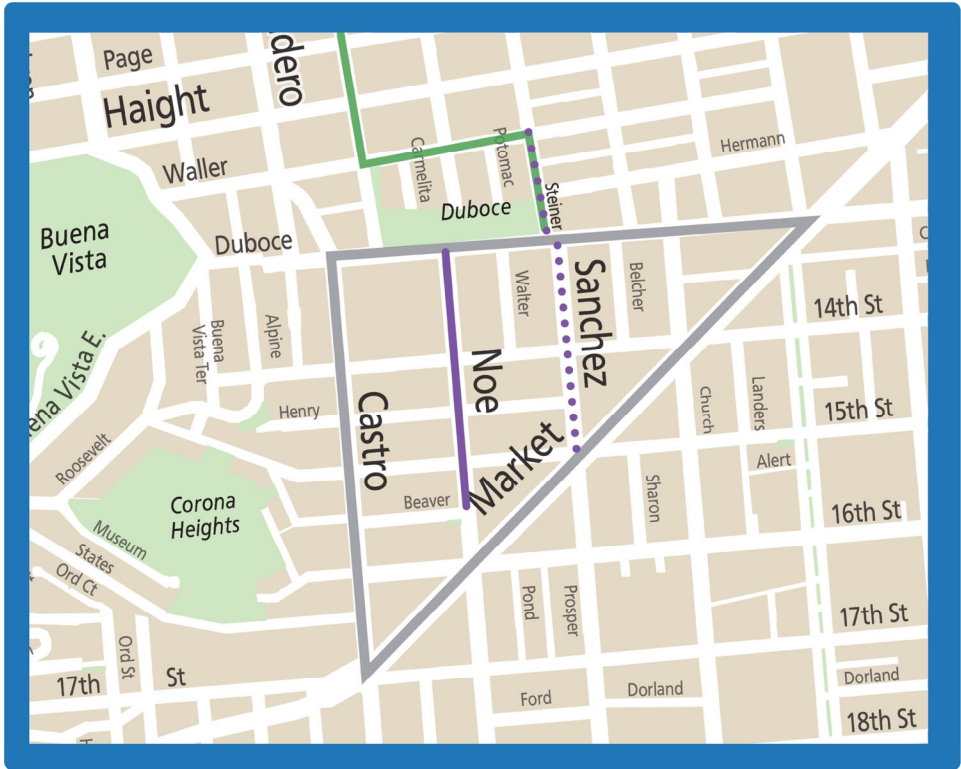
CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Mark Dreger	
Title:	Planner	
Phone:	(415) 646-2719	
Email:	mark.dreger@sfmta.com	



Duboce Triangle Slow Streets Study

Project area map



Legend

- Duboce Triangle Neighborhood
- Existing Slow Street
- Potential Future Slow Street
- The Wiggle Bicycle Route

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Neighborhood Transportation Program (EP 25)
Programming and Allocations to Date
Pending February 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder ^{1,2,3,4,5}	TBD	Programmed	\$1,415,855					\$1,415,855
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP] ¹	PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] ¹	PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP] ²	PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements ²	PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements ²	CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] ⁴	PS&E	Pending		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] ⁵	PLAN/CER	Pending		\$250,000				\$250,000

Total Programmed in 2023 5YPP	\$2,315,855	\$3,934,145	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending	\$900,000	\$1,834,145	\$0	\$0	\$0	\$2,734,145
Total Unallocated	\$1,415,855	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,965,855
Total Programmed in 2023 Strategic Plan	\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$1,734,145	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

FOOTNOTES:

- ¹ 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 in FY2023/24 to \$3,150,000.
Walter U Lum Place Public Space Study: Added project with \$350,000 in FY2023/24.
Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with \$350,000 in FY2023/24.
- ² 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,150,000 in FY2023/24 to \$2,865,855.
Great Highway Gateway: Added project with \$159,145 in FY2024/25.
Clement Street Intersection Improvements: Added projects with \$25,000 PS&E and \$125,000 CON in FY2024/25.
- ³ 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,865,855 in FY2023/24 to \$2,165,855.
District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with \$700,000 in FY2024/25.
- ⁴ 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-0xx, 2/25/2025):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 in FY2023/24 to \$1,665,855.
Lincoln Way Traffic Signals [NTP]: Added project with \$500,000 in FY2024/25.
- ⁵ 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-0xx, 2/25/2025):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 in FY2023/24 to \$1,415,855.
Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.

ATTACHMENT 5

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Lincoln Way Traffic Signals [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$500,000
Supervisory District	District 04

REQUEST

Brief Project Description

Requested funds will be used for the design phase for new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way to improve safety and right-of-way allocation, and to reduce vehicle and transit delays associated with the upcoming closure to restrict vehicles on Great Highway due to the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, accessible pedestrian signals, and related infrastructure such as curb ramps.

Detailed Scope, Project Benefits and Community Outreach

DETAILED SCOPE

Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$500,000 in District 4 Neighborhood Transportation Program (NTP) funds for the design phase of new traffic signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way. The new traffic signals are proposed to improve right-of-way allocation and to reduce vehicle and transit delays associated with the upcoming closure to restrict vehicles on Great Highway due to the passage of Proposition K in November 2024. The scope of work includes all necessary signal infrastructure including new 12" signal heads and mast arms, new signal poles, pedestrian countdown signals, and accessible pedestrian signals. In addition, there will be scope of work as needed for updated curb ramps, streetlighting, hydraulics, fire hydrant relocation, and related signal work.

Project Benefits

Lincoln Way is a major east-west arterial street connecting the west side of San Francisco to the Inner Sunset, Outer Sunset, and Golden Gate Park. The following major Muni line services La Playa Street/Lincoln Way: 18 46th Avenue. Through several safety improvements, the signal project's goal is to improve traffic, pedestrian and bicycle safety, and right-of-way allocations at the intersections of 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way.

The new signals will also accommodate traffic diversions to Sunset Boulevard from the closed Upper Great Highway, reduce the frequency of north-south traffic cut through in the adjacent avenues, and

facilitate an additional path of travel around Golden Gate Park, rather than through the park via Chain of Lakes Drive.

Implementation

The design of signals at 45th Avenue/Lincoln Way and La Playa Street/Lincoln Way can begin after funding is secured. The construction phase budget for these locations has been proposed for federal Housing Incentive Pool (HIP) funding. SFMTA's Sustainable Streets Division will manage the scope of the detailed design. San Francisco Public Works (SFPW) Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the competitively bid contract.

Task: Work Performed By:

- Signal design - SFMTA Sustainable Streets Division
- Civil design - SFPW Infrastructure Design and Construction
- Construction Management - SFPW Infrastructure Construction Management
- Contract Support - SFPW Infrastructure Design and Construction
- Construction Support - SFMTA Sustainable Streets Division

The Transportation Authority's NTP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

Project Location

45th Avenue/Lincoln Way and La Playa Street/Lincoln Way

Is this project in an Equity Priority Community?	No
Does this project benefit disadvantaged populations?	No

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Lincoln Way Traffic Signals [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Apr-May-Jun	2025	Apr-May-Jun	2026
Right of Way	Apr-May-Jun	2005	Apr-May-Jun	2026
Design Engineering (PS&E)	Apr-May-Jun	2025	Oct-Nov-Dec	2026
Advertise Construction	Jan-Feb-Mar	2027		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2028		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2029
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2030

SCHEDULE DETAILS

At the time of this allocation request submittal, the SFMTA acknowledges that environmental review has not been done. SFMTA will request environmental clearance review under the California Environmental Quality Act (CEQA). SFMTA shall not proceed with the construction of the project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide the Authority with documentation confirming that CEQA review has been completed.

Since federal Housing Incentive Pool (HIP) funding is being considered for the construction phase budget for this project, the schedule shown assumes that the federal National Environmental Policy Act (NEPA) environmental clearance review process will also need to be completed. HIP funds must be fully obligated by January 31, 2027.

The proposed signal locations will be taken to a public hearing and subsequently to the SFMTA Board of Directors.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Lincoln Way Traffic Signals [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$500,000	\$0	\$0	\$500,000
Phases In Current Request Total:	\$500,000	\$0	\$0	\$500,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$500,000	\$0	\$0	\$500,000
Federal Housing Incentive Pool (HIP)	\$0	\$3,400,000	\$0	\$3,400,000
TBD (e.g., Prop B, TSF, GO or Revenue Bonds)	\$389,980	\$0	\$0	\$389,980
Funding Plan for Entire Project Total:	\$889,980	\$3,400,000	\$0	\$4,289,980

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	\$500,000	\$500,000	Based on recent projects
Construction	\$3,789,980		Based on recent projects
Operations	\$0		
Total:	\$4,289,980	\$500,000	

% Complete of Design:	0.0%
As of Date:	12/10/2024
Expected Useful Life:	30 Years

San Francisco County Transportation Authority
NTIP Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 467,840	
2. Consultant		
3. Other Direct Costs *	\$ 500	
4. Contingency (20%)	\$ 31,660	7%
TOTAL PHASE	\$ 500,000	

* City Attorney \$500

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 200,840
SFPW	\$ 267,000
TOTAL	\$ 467,840

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Lincoln Way Traffic Signals [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

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

SGA Project Number:		Name:	Lincoln Way Traffic Signals
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-225	\$100,000	\$200,000	\$150,000	\$50,000	\$500,000

Deliverables

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

Special Conditions

- The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP. See attached 5YPP amendment for details.

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	88.34%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Lincoln Way Traffic Signals [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$500,000
--------------------------------	-----------

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

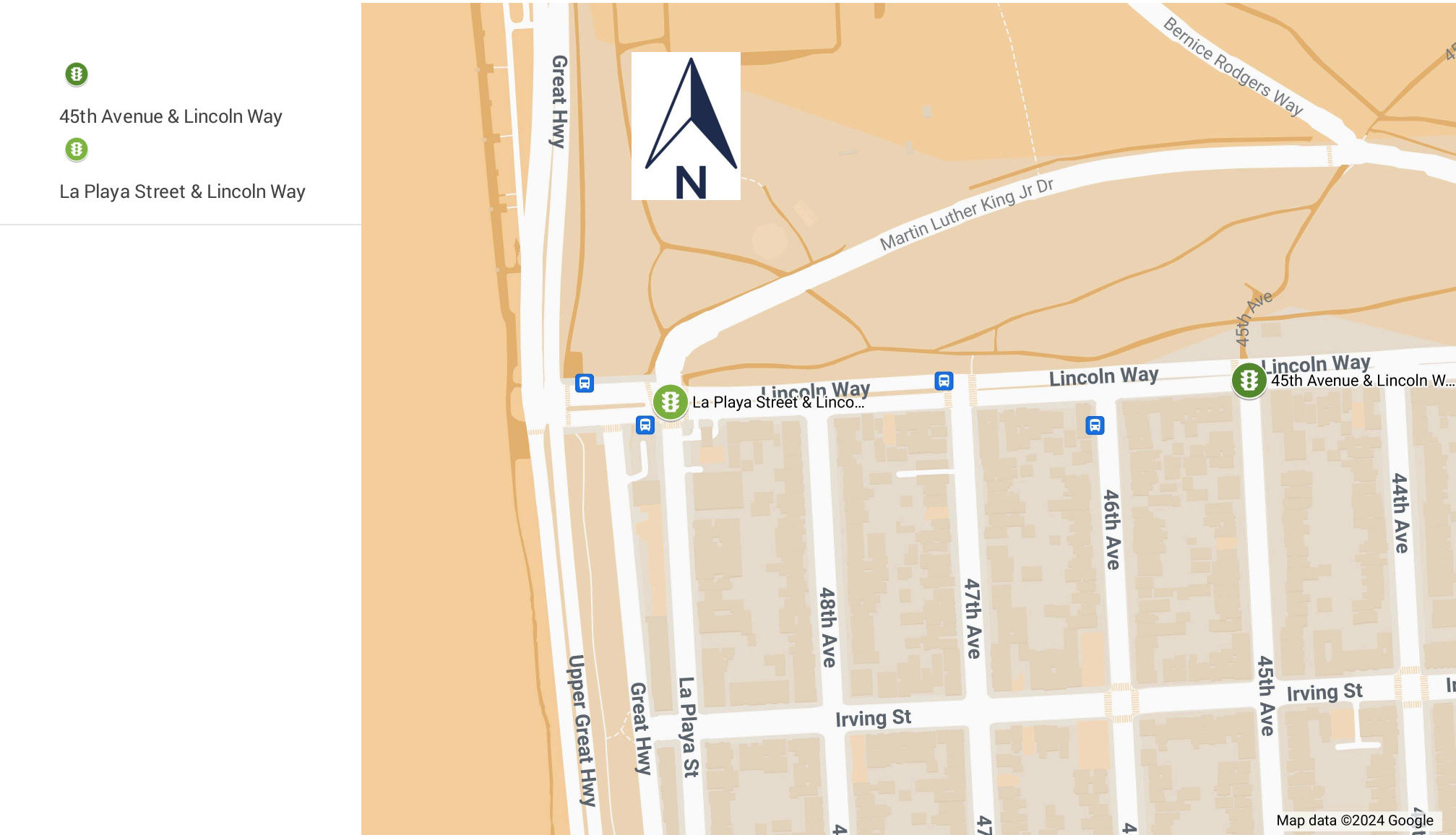
Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	
Title:	Lead Engineer	
Phone:	(415) 701-4675	
Email:	geraldine.deleon@sfmta.com	

Map 1 - District 4 Lincoln Way Traffic Signals



2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Neighborhood Transportation Program (EP 25)
Programming and Allocations to Date
Pending February 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated	\$100,000					\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Allocated	\$100,000					\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Appropriated		\$100,000				\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed		\$100,000				\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed			\$100,000			\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed				\$100,000		\$100,000
SFCTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
SFMTA	Neighborhood Program (NTP) Coordination	PLAN/CER	Programmed					\$100,000	\$100,000
Any	Neighborhood Program (NTP) Project Placeholder ^{1,2,3,4,5}	TBD	Programmed	\$1,415,855					\$1,415,855
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	Programmed			\$1,850,000			\$1,850,000
SFCTA	Walter U Lum Place Public Space Study [NTP] ¹	PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] ¹	PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] ¹	PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP] ²	PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements ²	PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements ²	CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] ³	CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] ⁴	PS&E	Pending		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] ⁵	PLAN/CER	Pending		\$250,000				\$250,000

Total Programmed in 2023 5YPP	\$2,315,855	\$3,934,145	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending	\$900,000	\$1,834,145	\$0	\$0	\$0	\$2,734,145
Total Unallocated	\$1,415,855	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,965,855
Total Programmed in 2023 Strategic Plan	\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Deobligated Funds	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity	\$1,734,145	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation						
Board Approved Allocation/Appropriation						

FOOTNOTES:

- ¹ 5YPP amendment to fund Walter U Lum Place Public Space Study [NTP] and Inner Sunset Multimodal Safety and Access Study [NTP] (Resolution 2024-014, 10/24/2023):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,850,000 in FY2023/24 to \$3,150,000.
Walter U Lum Place Public Space Study: Added project with \$350,000 in FY2023/24.
Inner Sunset Multimodal Safety and Access Study [NTP Planning]: Added project with \$350,000 in FY2023/24.
- ² 5YPP amendment to fund Great Highway Gateway and Clement Street Intersection Improvements (Resolution 2025-011, 9/24/2024):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$3,150,000 in FY2023/24 to \$2,865,855.
Great Highway Gateway: Added project with \$159,145 in FY2024/25.
Clement Street Intersection Improvements: Added projects with \$25,000 PS&E and \$125,000 CON in FY2024/25.
- ³ 5YPP amendment to fund District 11 Traffic Calming and Sideshow Deterrence [NTP] (Resolution 2025-025, 12/17/2024):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,865,855 in FY2023/24 to \$2,165,855.
District 11 Traffic Calming and Sideshow Deterrence [NTP]: Added project with \$700,000 in FY2024/25.
- ⁴ 5YPP amendment to fund Lincoln Way Traffic Signals [NTP] (Resolution 2025-0xx, 2/25/2025):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 in FY2023/24 to \$1,665,855.
Lincoln Way Traffic Signals [NTP]: Added project with \$500,000 in FY2024/25.
- ⁵ 5YPP amendment to fund Duboce Triangle Slow Streets Study [NTP] (Resolution 2025-0xx, 2/25/2025):
Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 in FY2023/24 to \$1,415,855.
Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.



RESOLUTION ALLOCATING \$5,284,000 IN PROP L SALES TAX FUNDS, WITH
CONDITIONS, FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of \$5,284,000 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 Prop L Caltrain Maintenance; Pedestrian and Bicycle Facilities Maintenance; Curb Ramps; and Neighborhood Transportation Program programs; and

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

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

WHEREAS, The Peninsula Corridors Joint Powers Board's (PCJPB's) request for the Predictive Arrival/Departure System project requires amendment of the Prop L Caltrain Maintenance 5YPP to reprogram \$2,400,000 from the Next Generation Visual Messaging System (VMS) FY25 project to the subject project as summarized in Attachment 3 and detailed in the attached allocation request form;

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Duboce Triangle Slow Streets Study and the Lincoln Way Traffic Signals project require amendment of the Prop L Neighborhood Transportation Program 5YPP to add these projects with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$5,284,000 in Prop L funds, with conditions, for five requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop L allocation 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 Fiscal Year 2024/25 annual budget to cover the proposed actions; and

WHEREAS, At its January 22, 2025, meeting, the Community Advisory Committee was briefed on the subject requests and after discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Caltrain Maintenance 5YPP to add the Predictive Arrival/Departure System project with funding from the Next Generation Visual Messaging System (VMS) FY25 project as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop L Neighborhood Transportation Program 5YPP to add the Duboce Triangle Slow Streets Study and the Lincoln Way Traffic Signals project with funding from the existing placeholder as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$5,284,000 in Prop L funds, with conditions, for five 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 2024/25
5. Prop L Allocation Request Forms (5)