



**San Francisco
County Transportation
Authority**

BD031125

RESOLUTION NO. 25-38

RESOLUTION ALLOCATING \$2,000,000 IN PROP L FUNDS, WITH CONDITIONS,
FOR THREE REQUESTS

WHEREAS, The Transportation Authority received 3 requests for a total of \$2,000,000 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 Transit Maintenance, Rehabilitation, and Replacement; Neighborhood Transportation Program; and Citywide / Modal Planning; 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, Two of the three requests are consistent with the relevant 5YPP; and

WHEREAS, The SFMTA's Monterey Boulevard Pedestrian Safety Improvement [NTP] request requires amendment of the Prop L Neighborhood Transportation Program 5YPP to add this project with funding from the existing NTP placeholders, as summarized in Attachment 3 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$2,000,000 in Prop L funds, with conditions, for three 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 Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2024/25 budget to cover the proposed actions; and



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WHEREAS, At its February 26, 2025 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 amends the Prop L Neighborhood Transportation Program 5YPP, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,000,000 and in Prop L funds, with conditions, for three 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 and, as amended, the relevant 5YPPs; and be it further

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

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

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

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



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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 (3)



**San Francisco
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Authority**

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RESOLUTION NO. 25-38

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of March 2025, by the following votes:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Melgar, and Sherrill (9)

Absent: Commissioners Sauter and Walton (2)

DocuSigned by:
Myrna Melgar 3/27/2025
C3882B7D874248C...
Myrna Melgar Date
Chair

ATTEST: DocuSigned by:
Tilly Chang 3/28/2025
FFD2528AB8BE49B...
Tilly Chang Date
Executive Director

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	6	SFMTA	Muni Metro Station Condition Assessment (Embarcadero to West Portal)	\$ 1,500,000	\$ 1,500,000	90%	0%	Planning	Citywide
Prop L	25	SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP]	\$ 350,000	\$ 350,000	78%	0%	Design, Construction	7
Prop L	28	SFMTA	Embarcadero Mobility Resilience Plan	\$ 150,000	\$ 1,550,000	68%	90%	Planning	2,3,6
TOTAL				\$ 2,000,000	\$ 3,400,000				

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: 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 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.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
6	SFMTA	Muni Metro Station Condition Assessment (Embarcadero to West Portal)	\$ 1,500,000	Requested Prop L funds would fund a condition assessment of nine Muni Metro subway stations (Embarcadero to West Portal) to determine and develop a clear program of improvements that address deferred maintenance issues and keep the subway station infrastructure in a state of good repair. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent review of deficiencies, estimates of repair options, and a final condition assessment report. This assessment will be used to develop specific capitalized maintenance campaigns and capital improvement projects that can be advanced for competitive grants or other funding. The data will also be used to update the SFMTA's capital funding needs in its 20-year capital plan and the City and County of San Francisco's 10-year Capital Plan. The project is expected to be completed by July 2027.
25	SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP]	\$ 350,000	District 7 Neighborhood Program funds will be used to design and construct a series of transportation improvements to address pedestrian safety on Monterey Boulevard between Acadia Street and San Anselmo Avenue. The scope of work includes restriping vehicle travel lanes to a narrower width, a rectangular rapid flashing beacon at the east side crosswalk at Acadia Street and Monterey Boulevard, painted safety zones, new and refreshed continental crosswalks, advance limit lines, yield teeth, and daylighting at intersections. See attached allocation request form for a map with locations of the proposed treatments. The project is expected to be open for use by Fall 2027.
28	SFMTA	Embarcadero Mobility Resilience Plan	\$ 150,000	Requested Prop L funds would provide the local match to a \$1.3 million state grant for transportation focused resiliency planning along The Embarcadero from China Basin to Aquatic Cove and extending inland to approximately Broadway, Powell and 5th streets. Primary project outcomes include: identification of corridor alternatives and of the preferred configuration for The Embarcadero corridor to optimize safety, mobility, resilience, and access; a mobility plan with a suite of key moves that San Francisco should pursue for further development as methods to enhance mobility and protect transportation assets; public engagement to gain input and inform the plan for what a resilient Embarcadero corridor looks like; and an implementation framework to advance inter-department and inter-agency coordination on key policy issues and funding mechanisms to further the City's progress toward a resilient waterfront. SFCTA, Port of SF, SF Public Works, and SF Planning will participate on a technical advisory committee to provide feedback on key project decisions. The project is expected to be completed by June 2026.
TOTAL			\$2,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	Muni Metro Station Condition Assessment (Embarcadero to West Portal)	\$ 1,500,000	The recommended allocation is contingent upon approval of the Muni Maintenance 5YPP amendment, which is a separate item on this meeting agenda.
25	SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP]	\$ 350,000	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.
28	SFMTA	Embarcadero Mobility Resilience Plan	\$ 150,000	
TOTAL			\$ 2,000,000	

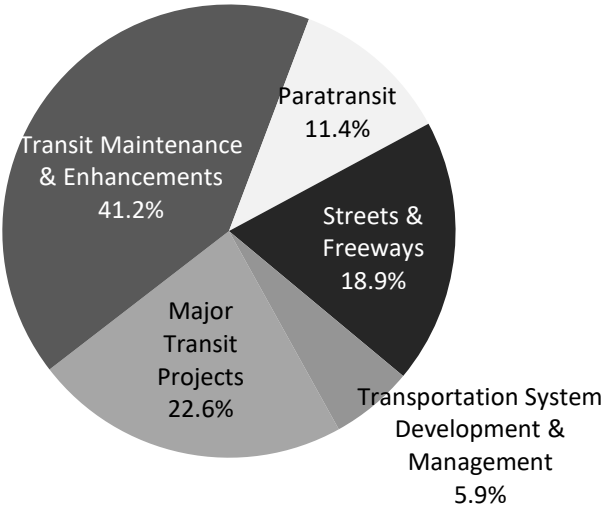
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

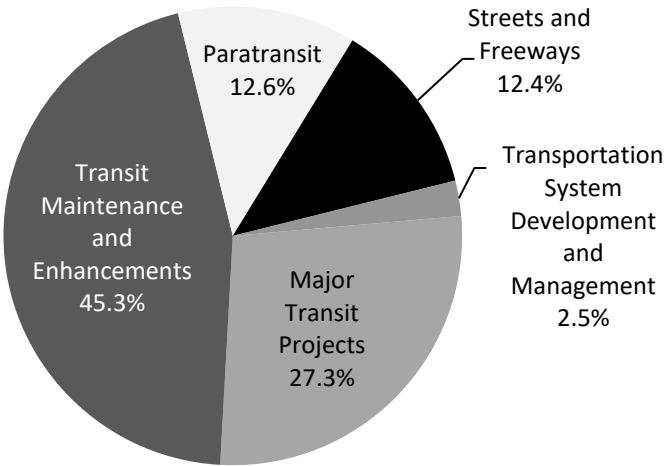
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 99,696,672	\$ 28,165,072	\$ 43,263,282	\$ 21,013,318	\$ 7,255,000	\$ -
Current Request(s)	\$ 2,000,000	\$ 200,000	\$ 1,150,000	\$ 500,000	\$ 150,000	\$ -
New Total Allocations	\$ 101,696,672	\$ 28,365,072	\$ 44,413,282	\$ 21,513,318	\$ 7,405,000	\$ -

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:	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$1,500,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This project would complete a condition assessment of nine Muni Metro subway stations from Embarcadero to West Portal to address deferred subway station maintenance issues. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent, prioritized review of deficiencies, estimates of repair options and comprehensive work plan and program. The SFMTA must determine and develop a clear program of improvements to keep this infrastructure in a state of good repair.

Detailed Scope, Project Benefits and Community Outreach

The proposed project is to complete condition assessment of nine Muni Metro subway stations from Embarcadero to West Portal and address deferred subway station maintenance issues. The condition assessment will consider the structural, mechanical, and electrical components of each subway station. Work products will include an independent, prioritized review of deficiencies, estimates of repair options, and a comprehensive work plan and program. The program will then be used for the development of specific capitalized maintenance campaigns and capital improvement projects, either for competitive grants for funding allocation as part of the SFMTA's 5-year capital improvement program. The data will also be used to update the capital needs of the SFMTA in it's 20-year capital plan and the City and County of San Francisco's 10-year Capital Plan. In order to facilitate a mode shift to public transportation and reduce Green House Gas Emmissions, Muni Metro Stations must be in a State of Good repair. The Muni Metro Stations need to be safe, inviting, and reliable so that the general public will want to use public transportation to get them to where they want to go. The task based scope with deliverables is as follows:

Task 1 - Project Initiation

The initial deliverable on this project is a contract to perform a condition assessment on the various SFMTA metro stations from West Portal to Embarcadero. This contract will be used to provide a condition assessment report to help organize and prioritize rehabilitation work in the metro stations.

Task 2 - Selection and Award

Task 3 - Station Survey

Station surveys including inspections with SFMTA Transit Operations

Deliverables: Initial draft report, initial draft data set of maintenance needs

Task 4 - Develop Recommendations

Deliverables: Final condition assessment report, final data set of maintenance needs

Task 5 - Project Management

Managing and coordinating the consultant's work for the duration of the contract.

Background: As part of the SFMTA's Asset Management Program, the SFMTA produces its annual State of Good Repair report, which analyzes the total value of SFMTA assets as well as the condition of these asset classes. A key component of the report is to show the value of assets in "backlog," or those assets based on an age-based condition score are beyond their planned useful life. In 2016, the SFMTA completed a condition assessment of all of its buildings and grounds, this was a key component in the development of its Building Progress Program. In 2020, the SFMTA began and recently completed its condition assessment of its Traffic Signals. The SFMTA will now complete a condition assessment of one of its largest asset classes, Stations.

Project Location

Nine Muni Metro stations between Embarcadero and West Portal

Is this project in an Equity Priority Community?	Yes
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?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
PROP L Amount	\$750,000.00

Justification for Necessary Amendment

Approving this request is contingent upon approval of the Muni Maintenance 5YPP amendment, which is a separate item on this board meeting agenda.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
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	2025	Apr-May-Jun	2028
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

To be provided by SFMTA.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$750,000	\$750,000	\$0	\$1,500,000
Phases In Current Request Total:	\$750,000	\$750,000	\$0	\$1,500,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,500,000	\$1,500,000	Engineer's Estimate
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$1,500,000	\$1,500,000	

% 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 - Muni Metro Station Condition Assessment (Embarcadero to West Portal)

BUDGET SUMMARY - PLANNING

Agency	Task 1 - Project Initiation	Task 2 - Selection and Award	Task 3 - Station Survey	Task 4 - Develop Recommendations	Task 5 - Project Management	Total
SFMTA	\$ 40,000	\$ 46,000	\$ 46,000	\$ 40,000	\$ 26,650	\$ 198,650
Consultant	\$ -	\$ 100,000	\$ 1,100,000	\$ 100,000	\$ -	\$ 1,300,000
Other Direct Costs *	\$ 800	\$ -	\$ -	\$ 550	\$ -	\$ 1,350
Total	\$ 40,800	\$ 146,000	\$ 1,146,000	\$ 140,550	\$ 26,650	\$ 1,500,000

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

DETAILED LABOR COST ESTIMATE - BY AGENCY (Planning)

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Full Engineer	620	\$ 97.29	\$ 2.50	\$ 243.23	0.30	\$ 150,800
System Analyst	370	\$ 51.73	\$ 2.50	\$ 129.33	0.18	\$ 47,850
Total	990.00				0.48	\$ 198,650

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,500,000	Total PROP L Recommended	\$1,500,000

SGA Project Number:		Name:	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2028
Phase:	Planning/Conceptual 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-206	\$200,000	\$700,000	\$450,000	\$150,000	\$1,500,000

Deliverables
1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of Task 3 provide the Draft Report.
3. Upon completion of Task 4 provide the Final Report.
Special Conditions
1. Recommendation is contingent upon approval of the Muni Maintenance 5YPP amendment, which is a separate item on this meeting 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:	FY2024/25
Project Name:	Muni Metro Station Condition Assessment (Embarcadero to West Portal)
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,500,000
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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:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Peter Gabancho	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	peter.gabancho@sfmta.com	kathryn.studwell@sfmta.com

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Monterey Boulevard Pedestrian Safety Improvement [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$350,000
Supervisory District	District 07

REQUEST

Brief Project Description

Prop L funds will be used to design and construct a series of transportation improvements to address pedestrian safety on Monterey Boulevard between Acadia Street and San Anselmo Avenue, including restriping for narrower vehicle travel lanes, construction of a flashing beacon (RRFB), refreshing and installing new crosswalk markings, installing new painted safety zones, advance limit lines, and daylighting at intersections.

Detailed Scope, Project Benefits and Community Outreach

The Monterey Boulevard Pedestrian Safety Improvement Project is located along Monterey Boulevard between Acadia Street and San Anselmo Avenue. The Project encompasses the Vision Zero High Injury corridor on Monterey Blvd between Baden and Edna. Monterey is the main arterial street between San Jose Ave/I-280 and Portola Dr/Junipero Serra Blvd/19th Ave. This project project aims to address pedestrian safety concerns through roadway paint refreshes, quick build treatments, and minor infrastructure changes to prioritize pedestrians and improve overall travel on the project corridor. Specific improvements include the following (see also attached map):

- Restripe vehicle travel lanes to a narrower width which would still maintain two vehicle travel lanes in each direction but would slow vehicles down and effectively widen the middle median.
- Install a Rectangular Rapid Flashing Beacon (RRFB) at the east side crosswalk at Acadia Street and Monterey Boulevard. The RRFB, activated by pedestrian push buttons, would visually alert motorists to the presence of pedestrians crossing the street.
- Installing painted safety zones at 10 locations to allow more visibility between pedestrians and motorists and encourage motorists to turn farther away from the sidewalk and corner.
- Refresh, stripe new, or upgrade to continental crosswalks at 9 intersections for better visibility and awareness of pedestrians crossing the street
- Advance limit lines at 4 intersections to encourage motorists to stop farther from the crosswalk, increasing the distance between stopped vehicles and pedestrians
- Yield teeth at 1 midblock crossing to alert motorists to the presence of a midblock crosswalk

- Daylighting at 4 intersections to create parking restricted zones and improve visibility between motorists and pedestrians crossing the street

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

Monterey Boulevard between Acadia Street and San Anselmo Avenue

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

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

The Monterey Boulevard Pedestrian Safety Improvement Project will require SFMTA staff time for design engineering and construction. Since the scope of the project is primarily roadway restriping, safe-hit posts, and RRFB infrastructure, it can be implemented by City agency staff (and not contracted out) on a quick time frame. Requesting funding for both phases of work will ensure that the project can be implemented as quick as the project can be designed.

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	\$350,000.00

Justification for Necessary Amendment

Funding this request requires reducing programmed NTP placeholder funds by \$350,000.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Monterey Boulevard Pedestrian Safety Improvement [NTP]
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)	Jul-Aug-Sep	2025	Apr-May-Jun	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2026		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

Roadway striping, painted safety zones, daylighting, yield teeth, and crosswalk striping changes can be designed and implemented without the need for major outreach or legislation. The RRFB will require some conceptual design engineering, coordination with SFMTA traffic engineers, and material procurement. It is expected that all striping work will precede the installation and activation of the RRFB.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Monterey Boulevard Pedestrian Safety Improvement [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	\$350,000	\$0	\$0	\$350,000
Phases In Current Request Total:	\$350,000	\$0	\$0	\$350,000

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	\$60,000	\$60,000	SFMTA Staff Estimate
Construction	\$290,000	\$290,000	SFMTA Staff Estimate
Operations	\$0		
Total:	\$350,000	\$350,000	

% Complete of Design:	0.0%
As of Date:	01/15/2025
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

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

MAJOR LINE ITEM BUDGET - DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 60,000	100%
4. Contingency		0%
TOTAL PHASE	\$ 60,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 50,000
SFPW	\$ 10,000
TOTAL	\$ 60,000

MAJOR LINE ITEM BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of contract	SFPW	SFMTA
1. Contract - SFMTA+PW Labor and Materials				
Task 1: Roadway Striping	\$ 140,000			\$ 140,000
Task 2: RRFB	\$ 50,000		\$ 5,000	\$ 45,000
Task 3: Daylighting, PSZ, Advance Limit Lines, etc	\$ 90,000			\$ 90,000
Subtotal	\$ 280,000		\$ 5,000	\$ 275,000
3. Construction Management/Support	\$ 10,000	4%	\$ 1,000	\$ 9,000
TOTAL CONSTRUCTION PHASE	\$ 290,000		\$ 6,000	\$ 284,000

DETAILED COST ESTIMATE (PAGE 1 OF 3)

DATE: 1/6/2025

SPEC:

DEPT CODE:

Computed by: JT + PS

Checked by:

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	12" Crosswalk Lines / Stop Bars	240	Lin Ft	\$9.59	\$2,302
2	4" Broken White or Yellow	0	Lin Ft	\$2.73	\$0
3	4" Solid White or Yellow	14500	Lin Ft	\$4.80	\$69,600
4	6" Broken White	0	Lin Ft	\$3.95	\$0
5	6" Solid White	0	Lin Ft	\$6.00	\$0
6	8" Broken White or Yellow	0	Lin Ft	\$5.40	\$0
7	8" Solid White or Yellow	950	Lin Ft	\$7.04	\$6,688
8	Double Yellow	0	Lin Ft	\$9.41	\$0
9	Two Way Left Turn Lanes (ea line)	0	Lin Ft	\$6.26	\$0
10	Raised Pavement Markers (White or Yellow)	683	Each	\$22.01	\$15,040
11	Per Block Fees*	0	Each	\$1,521.96	\$0
12	Messages** (see page 2)	740	Sq Ft	\$9.13	\$6,756
13	Parking Stalls (Angle Stalls or "T"s)	0	Each	\$52.92	\$0
14	Bus Zones	0	Lin Ft	\$11.65	\$0
15	a. Ped Ramp Painting (inside Metro Dist.)	0	Int.	\$574.84	\$0
16	b. Ped Ramp Painting (outside Metro Dist.)	0	Int.	\$385.05	\$0
17	Color Curb Painting	100	Lin Ft	\$15.33	\$1,533
18	Staggered Yellow/White Continental Crosswalks (see page 3)		Lump Sum	-	\$23,868
19	Green Sharrow Backing - thermoplastic	0	Sq Ft	\$24.02	\$0
20	Green/Red Lane - thermoplastic	0	Sq Ft	\$24.02	\$0
21	Bike box	0	Sq Ft	\$24.02	\$0
22	Khaki curb paint	3850	Sq Ft	\$24.02	\$92,477
23		0		\$0.00	\$0

Labor: \$192,072

Mat'ls: \$48,018

Total: \$218,264

Added 10% Contingency = \$240,090

Labor: 80%, Materials: 20%

24	RRFB Installation	1.00	Each	\$50,000.00	\$50,000
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CON Total**\$290,090****CALCULATION FOR RAISED PAVEMENT MARKERS**

	Spacing,ft	Qty/Spacing	Total Qty
for 4" Broken White/Yellow	48	2	0
for 4" Solid White	24	1	604
for 8" Broken White	30	1	0
for 8" Solid White	24	2	79
for Double Yellow	24	2	0
for 2-Way Left Turn Lanes (ea line)	48	3	0
Total:			683

DETAILED COST ESTIMATE (PAGE 2 OF 3)

DATE: 1/6/2025

SPEC: 0

DEPT CODE: 0

Computed by: JT + PS
 Checked by: 0

Item No.	Message or Arrow	Quantity	Sq Ft for Ea.	Total Area
1	Type I Straight Arrow (10')	0	14	0
2	Type IV Left/Right Arrow (8')	0	15	0
3	Type III Left/Right Arrow (24')	0	42	0
4	Type VII Straight+Lt/Rt Arrow (13')	0	27	0
5	Type V Straight Arrow (24')	0	33	0
6	Type VI Merge Arrow (10')	0	24	0
7	HOV (Diamond) Symbol (12')	0	11	0
8	Handicap Parking Symbol (4')	0	4	0
9	Bike Lane Symbol (78")	0	14	0
10	STOP (8')	32	22	704
11	LANE (8')	0	24	0
12	NO	0	5	0
13	LEFT	0	19	0
14	RIGHT	0	26	0
15	TURN	0	24	0
16	SIGNAL	0	32	0
17	DO / coach (muni, black letters on yellow)	0	5	0
18	NOT	0	18	0
19	ENTER	0	31	0
20	YIELD	0	24	0
21	ONE	0	20	0
22	WAY	0	20	0
23	AHEAD	0	31	0
24	KEEP	0	24	0
25	CLEAR	0	27	0
26	Bike SHARROW Symbol	0	14	0
27	SLOW	0	23	0
28	SCHOOL	0	35	0
29	XING	0	21	0
30	PED	0	18	0
31	BUS	0	20	0
32	ONLY	0	22	0
33	STREET	0	35	0
34	Yield Teeth (Typically 3 per lane)	12	3	36
35	BUS STOP (5')	0	23	0
36	MISCELLENOUS MESSAGES	0	0	0

Total Area of Messages (in square feet)

---->

740

sq ft

Methacrylate Spray Material Messages

1	Less than 100 sq ft	\$18.25	/ sq ft
2	Between 100 and 200 sq ft	\$12.77	/ sq ft
3	More than 200 sq ft	\$9.13	/ sq ft

DETAILED COST ESTIMATE (PAGE 3 OF 3)

DATE: 1/6/2025

SPEC: 0

DEPT CODE: 0

Computed by:	JT + PS
Checked by:	0

Cost per LF of 24" Solid Yellow or White:

\$9.79

No.	Location.	Width	Length of One Leg (ft)	No. of Crosswalks	Total
1	(Crossing) Monterey at Genessee	12.00	56.00	2	2584.56
2	Genessee at Monterey	20.00	24.00	2	1958.00
3	Monterey at Ridgewood	12.00	56.00	1	1292.28
4	Monterey at Edna	16.00	70.00	2	4072.64
5	Edna at Monterey	12.00	31.00	1	822.36
6	Hazelwood at Monterey	12.00	25.00	2	1174.80
7	Monterey at El Verano (incl slip lanes)	10.00	70.00	2	2545.40
8	El Verano at Monterey	10.00	35.00	2	1370.60
9	Colon at Monterey	12.00	26.00	2	1174.80
10	Monterey at San Anselmo	15.00	56.00	2	3230.70
11	San Anselmo at Monterey	12.00	30.00	2	1174.80
12	Monterey at Saint Elmo	12.00	56.00	1	1292.28
13	Saint Elmo at Monterey	12.00	24.00	1	587.40
14	Valdez at Monterey	12.00	26.00	1	587.40
Total:					\$23,868

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Monterey Boulevard Pedestrian Safety Improvement [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$350,000	Total PROP L Recommended	\$350,000

SGA Project Number:		Name:	Monterey Boulevard Pedestrian Safety Improvement [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-225	\$60,000	\$60,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Upon completion of the design phase, provide evidence of completion of design (e.g. copy of certifications page, internal design completion documentation, design completion work-order, or similar). Evidence of completion of design can be provided separately for the striping scope and the flashing beacon scope.
3. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.

Special Conditions

1. 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

1. Progress reports will be shared with the District 7 Commissioner.

SGA Project Number:		Name:	Monterey Boulevard Pedestrian Safety Improvement [NTP]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-225	\$240,000	\$50,000	\$290,000
Deliverables			
1. Quarterly progress reports (QPRs) shall include % complete to date, details of status and work completed to date by location, photos of work being performed at representative locations, 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 SFMTA for the construction phase until Transportation Authority staff releases the funds (\$290,000) pending receipt of evidence completion of design (e.g., copy of certifications page or workorder, internal design completion documentation, or similar).			
2. 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			
1. Progress reports will be shared with the District 7 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:	Monterey Boulevard Pedestrian Safety Improvement [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$350,000
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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.

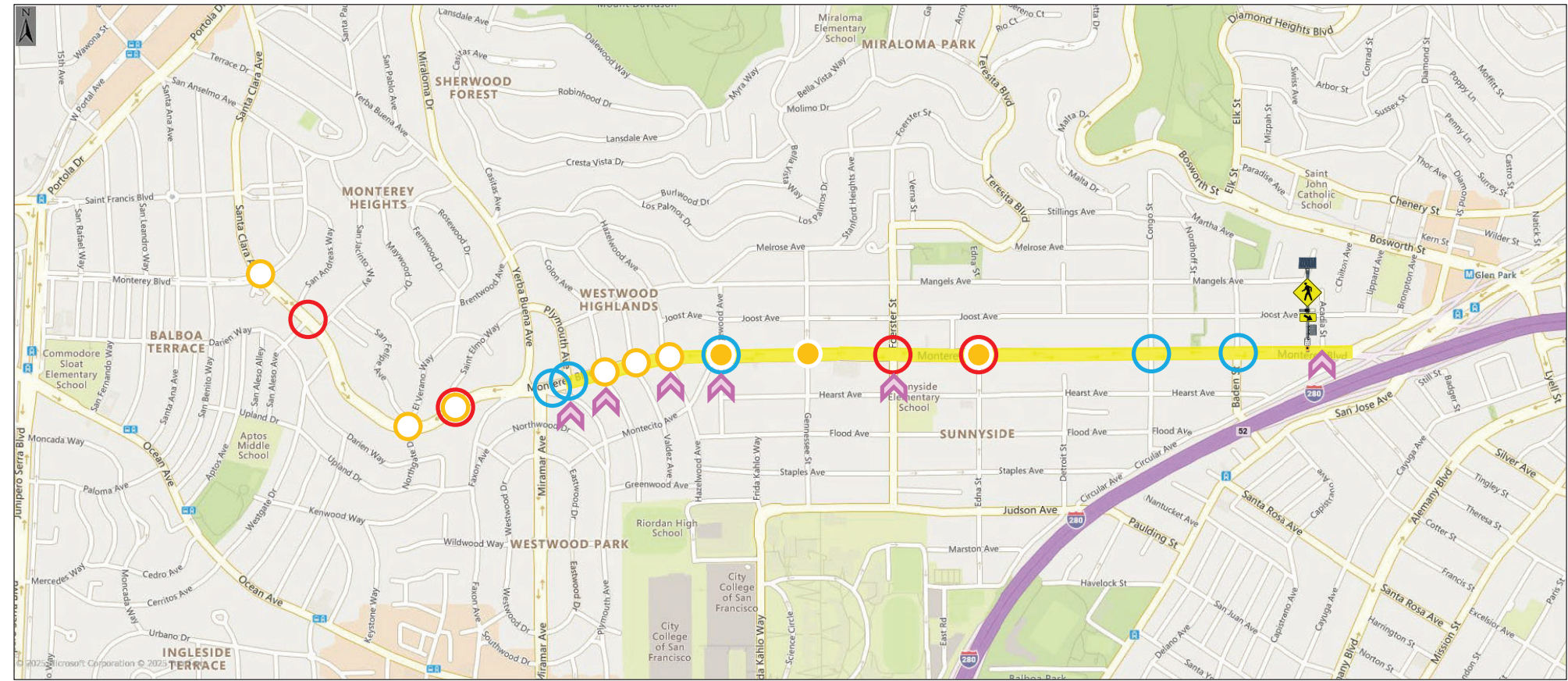
Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Paul Stanis	Kathryn Studwell
Title:	Unknown	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	paul.stanis@sfmta.com	kathryn.studwell@sfmta.com

Monterey Boulevard Pedestrian Safety Improvement Project [NTIP]

Proposed Project Map



SFMTA Proposed Treatments

- Painted Median Widening**
- Plymouth Avenue to Circular Avenue
- Rectangular Rapid Flashing Beacon (RRFB)**
- Acadia Street

- Painted Safety Zones**
- Plymouth Avenue (needs coordination with Muni)
 - Colon Street
 - Hazelwood Avenue
 - Ridgewood Avenue
 - Foerster Street
 - Acadia Street

- Advance Limit Lines**
- Plymouth Avenue
 - Miramar Avenue (yield)
 - Ridgewood Avenue
 - Congo Street
 - Baden Street

- Daylighting Red Zones**
- San Aleso Avenue
 - Saint Elmo Way
 - Foerster Street
 - Edna Street

- Crosswalk Upgrades**
- San Anselmo Avenue
 - El Verano Way / Northgate Drive
 - Saint Elmo Way
 - Colon Avenue
 - Valdez Avenue
 - Hazelwood Avenue

- Crosswalk Repainting**
- Ridgewood Avenue
 - Genessee Street
 - Edna Street

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

Neighborhood Transportation Program (EP 25)

Programming and Allocations to Date

Pending March 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 ^{1,2,3,4,5,6}	TBD	Programmed	\$1,065,855					\$1,065,855
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 (Prior)		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] ⁵	PLAN/CER	Pending (Prior)		\$250,000				\$250,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement [NTP] ⁶	PS&E	Pending		\$60,000				\$60,000

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Monterey Boulevard Pedestrian Safety Improvement ⁶ [NTP]	CON	Pending		\$290,000				\$290,000

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Total Programmed in 2023 5YPP				\$1,965,855	\$4,284,145	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$900,000	\$2,184,145	\$0	\$0	\$0	\$3,084,145
Total Unallocated				\$1,065,855	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,615,855
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				\$2,084,145	\$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 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 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 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 2025-029, 2/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$2,165,855 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 2025-029, 2/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,665,855 to \$1,415,855.
 Duboce Triangle Slow Streets Study [NTP]: Added project with \$250,000 in FY2024/25.
- ⁶ 5YPP amendment to fund Monterey Boulevard Pedestrian Safety Improvement [NTP] (Resolution 2025-0xx, 3/25/2025):
 Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,415,855 to \$1,065,855.
 Monterey Boulevard Pedestrian Safety Improvement [NTP]: Added project with \$350,000 in FY2024/25.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Embarcadero Mobility Resilience Plan
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Citywide and Modal Planning
Current PROP L Request:	\$150,000
Supervisory Districts	District 02, District 03, District 06

REQUEST

Brief Project Description

Prop L would provide the local match to a \$1.3 million state grant for transportation focused resiliency planning along The Embarcadero from China Basin to Aquatic Cove, and extending inland to approximately Broadway, Powell and 5th streets. The plan would support development of alternatives for the various modes along The Embarcadero to ensure resiliency and connectivity for all major transportation modes and associated infrastructure. The plan aims to align resilience, mobility and economic recovery work in the Financial District and adjacent neighborhoods.

Detailed Scope, Project Benefits and Community Outreach

This plan aims to protect, coordinate, connect, and improve transportation for residents, merchants, visitors and the broader public along The Embarcadero and in surrounding communities such as South Beach, the Financial District and Fisherman’s Wharf. This planning will build upon and align with and advance the recommendations of the Waterfront Resilience Program Flood Study Draft Plan, which proposes projects to address anticipated sea level rise, stormwater flooding, and seismic risk, and it will address the mobility needs of northeastern San Francisco, during the construction of the Flood Study projects and following their complete build out. Supported by Caltrans Climate Adaptation Planning funds, the plan will recommend phased improvements to the critical transportation system to reduce construction impacts, improve connections to and along the waterfront for local communities, integrate green infrastructure into the right of way and generate long lasting and integrated public benefits. The plan will identify San Francisco’s critical projects and actions needed to ensure the city and region have a connected, safe, thriving and resilient multimodal transportation system for the 21st century.

The Embarcadero Mobility Resilience Plan’s objective is to identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance multi-modal mobility, and provide safer waterfront access to public spaces. The completed plan will feed into a larger, multi-sectoral resilience master plan for this vital corridor, with an implementation framework that will guide future collaboration. Primary Project Outcomes: Alternative Development of Corridor – identification of corridor alternatives and of the preferred configuration for The Embarcadero corridor to optimize safety, mobility, resilience, and access. Mobility Plan – Suite of key moves that should be pursued by the City and County for further development as methods to enhance

mobility and protect transportation assets. Public Engagement – led throughout to gain input and inform the plan for what a resilient Embarcadero corridor looks like via inclusive community engagement. Implementation Framework – Advance inter-department and inter-agency coordination on key policy issues and funding mechanisms to further the City's progress toward a resilient waterfront.

See the attached Caltrans Planning Grant application, which provides a more detailed scope of work. Also see attached maps and photos of project area.

Task Descriptions

The proposed scope of work for this study includes:

Task 1. Project Administration – This task consists of the kick-off meeting with Caltrans, interagency meetings, quarterly invoices, progress reports, general project management, and administration.

Deliverable: Quarterly progress updates

Task 2. Consultant Procurement – This task includes the procurement procedures, Request for Proposal, and executed contract with the consultant team.

Deliverable: RFP and executed contract

Task 3. Existing Conditions Analysis – This task includes existing and planned conditions technical memo, and data inventory.

Agency Responsibilities:

- Port of SF: Provide relevant planning documents and data.
- SF Planning: Share land use and urban development information.
- SF Public Works: Provide infrastructure and utilities data.

Deliverables: Existing conditions technical memo, data inventory

Task 4. Analysis - Vision and goals statement, evaluation criteria memo, equity analysis, transportation network and asset analysis, cost-benefit analysis, geometric studies, corridor-scale schematics, conceptual alternatives memo, urban design memo, adaptation strategies memo.

Agency Responsibilities:

- Port of SF: Support integration of resilience strategies with waterfront infrastructure.
- SF Planning: Contribute policy alignment and urban design input.
- SF Public Works: Provide engineering expertise on infrastructure modifications.
- SFCTA: Provide modeling and analysis support.

Deliverables: Vision and goals statement, evaluation criteria memo, equity analysis, transportation network analysis, transportation assets analysis, cost-benefit analysis, geometric studies, corridor-scale schematics and cross-sections, conceptual alternatives technical memo, urban design concepts conceptual memo, and a transportation assessment adaptation strategies memo

Task 5. Public Outreach – This task includes opportunities for the community and other stakeholders to review the project principles and goals, aid in the selection of preferred alternatives, policy recommendations and the draft plan. Outreach activities could include:

- Community-based organization working group
- Focus groups
- Individual meetings or attendance at existing community meetings
- Open houses and pop-ups
- Online webinars and surveys

Agency Responsibilities:

- Port of SF: Coordinate outreach related to waterfront users.
- SF Planning: Align engagement with broader city planning efforts.

- SF Public Works: Provide input on public infrastructure concerns

Deliverables: Outreach and engagement plan, project website, public engagement collateral

Task 6. Advisory Committee Meetings – This task involves the convening of a technical advisory committee in which local and regional agencies and subject matter experts can provide feedback on key project decisions.

Agency Responsibilities:

- Port of SF, SF Planning, SF Public Works, SFCTA: Participate in TAC meetings, provide feedback on project deliverables.

Deliverables: TAC meeting notes.

Task 7. Draft and Final Plan – Final study and conceptual plans. The plan will include program and policy recommendations, governance and decision-making framework for plan implementation, recommended projects.

Agency Responsibilities:

- Port of SF: Ensure waterfront resilience strategies are integrated.
- SF Planning: Align policies with city planning frameworks.
- SF Public Works: Support infrastructure feasibility and adaptation strategies.
- SFCTA: Provide transportation funding and policy insights.

Deliverables: Draft plan, policy memo, public comments

Task 8. SFMTA Board Review/Approval - Board agenda, presentation materials, meeting minutes, resolution (if applicable).

Project Location

The Embarcadero between Hyde Street Pier and Mission Creek

Is this project in an Equity Priority Community?	Yes
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?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$150,000.00

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Embarcadero Mobility Resilience Plan
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)	Apr-May-Jun	2024	Apr-May-Jun	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, through small stakeholder interviews in the second quarter of 2024, 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 alternatives.

Task 1. Project Administration – April 2024 – April 2026

Task 2. Consultant Procurement – April 2024 – May 2025

Task 3. Existing Conditions Analysis – October 2024 – March 2025

Task 4. Analysis – May 2025 – January 2026

Task 5. Public Outreach – April 2024 – April 2026

Task 6. Advisory Committee Meetings – April 2025 – April 2026

Task 7. Draft and Final Plan – January 2026 – March 2026

Task 8. Board Review/Approval – April 2026

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Embarcadero Mobility Resilience Plan
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-228: Citywide and Modal Planning	\$0	\$150,000	\$0	\$150,000
Caltrans Climate Adaption Planning Grant	\$0	\$1,320,000	\$0	\$1,320,000
Port Funds	\$0	\$80,000	\$0	\$80,000
Phases In Current Request Total:	\$0	\$1,550,000	\$0	\$1,550,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,550,000	\$150,000	Previous work/projects
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$1,550,000	\$150,000	

% 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 - EMBARCADERO MOBILITY RESILIENCE PLAN

BUDGET SUMMARY (PLANNING)									
Agency	Task 1 (Caltrans Task 01) - Project Admin.	Task 2 (Caltrans Task 02) - Consultant Procurement	Task 3 (Caltrans Task 1) - Existing Conditions	Task 4 (Caltrans Task 2) - Analysis	Task 5 (Caltrans Task 3) - Public Outreach	Task 6 (Caltrans Task 4) - TAC	Task 7 (Caltrans Task 5) - Draft and Final Plan	Task 8 (Caltrans Task 6) - Board Review	Total
SFMTA	\$ 44,600	\$ 30,000	\$ 29,500	\$ 77,000	\$ 139,000	\$ 5,000	\$ 15,000	\$ 10,500	\$ 350,600
SFCTA	\$ -	\$ -	\$ 2,500	\$ 50,000	\$ -	\$ -	\$ 2,500	\$ -	\$ 55,000
Port	\$ -	\$ -	\$ 2,500	\$ 40,000	\$ 22,500	\$ 2,500	\$ 10,000	\$ 2,500	\$ 80,000
SF Planning	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 30,000
SFPW	\$ -	\$ -	\$ 1,500	\$ 60,000	\$ -	\$ -	\$ 5,000	\$ -	\$ 66,500
Other Labor (Comms)	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 18,000	\$ -	\$ -	\$ 38,000
Consultant	\$ -	\$ -	\$ 5,000	\$ 525,000	\$ 270,000	\$ 2,000	\$ 125,000	\$ 2,000	\$ 929,000
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 44,600	\$ 30,000	\$ 41,000	\$ 777,000	\$ 451,500	\$ 27,500	\$ 162,500	\$ 15,000	\$ 1,549,100

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

DETAILED LABOR COST ESTIMATE - BY AGENCY (PLANNING)						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5277 - Transportation Planner I	1500	\$ 49.97	\$ 2.71	\$ 135.65	0.72	\$ 203,475
5288 - Transportation Planner II	500	\$ 60.73	\$ 2.66	\$ 161.48	0.24	\$ 80,740
5289 - Transportation Planner III	400	\$ 72.08	\$ 2.61	\$ 188.13	0.19	\$ 75,252
5290 - Transportation Planner IV	100	\$ 85.45	\$ 2.58	\$ 220.13	0.05	\$ 22,013
5381 - Intern	400	\$ 38.31	\$ 2.81	\$ 107.65	0.19	\$ 43,060
1314 - Public Relations Officer	100	\$ 70.40	\$ 2.62	\$ 184.12	0.05	\$ 18,412
5201 - Junior Engineer	40	\$ 63.43	\$ 2.65	\$ 167.96	0.02	\$ 6,718
5203 - Assistant Engineer	10	\$ 71.64	\$ 2.65	\$ 187.07	0.00	\$ 1,871
Contingency	0	\$ 35.00	\$ 1.00	\$ 35.00	0.00	\$ -
Total	3050.00	547.01	22.29	1387.19	1.47	\$ 451,541
SF Port	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5508 - Project Manager IV	20	\$ 138.50	\$ 1.40	\$ 193.90	0.01	\$ 3,878
5506 - Project Manager III	50	\$ 130.48	\$ 1.40	\$ 182.67	0.02	\$ 9,134
5504 - Project Manager II	200	\$ 110.14	\$ 1.40	\$ 154.20	0.10	\$ 30,839
5502 - Project Manager I	20	\$ 123.80	\$ 1.40	\$ 173.32	0.01	\$ 3,466
0953 - Dep. Director III	20	\$ 116.39	\$ 1.40	\$ 162.95	0.01	\$ 3,259
9251 - Public Relations Manager	10	\$ 123.53	\$ 1.40	\$ 172.94	0.00	\$ 1,729
5291 - Planner III	150	\$ 71.56	\$ 1.40	\$ 100.18	0.07	\$ 15,028
5278 - Planner II	150	\$ 60.30	\$ 1.40	\$ 84.42	0.07	\$ 12,663
1820 - Jr. Admin. Analyst	10	\$ 36.90	\$ 1.40	\$ 51.66	0.00	\$ 517
Total	630.00	911.60	1.40	1276.24	0.30	\$ 80,513
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	16	\$ 106.56	\$ 2.42	\$ 257.88	0.01	\$ 4,126
Senior Planner	269.75	\$ 77.85	\$ 2.42	\$ 188.40	0.13	\$ 50,820
Contingency		\$ 57.88	\$ 2.42	\$ 140.07		\$ -
Total	285.75	242.29	2.42	586.34	0.14	\$ 54,946
SF Planning	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	10	\$ 100.00	\$ 2.00	\$ 200.00	0.00	\$ 2,000
Planner IV	50	\$ 85.45	\$ 2.00	\$ 170.90	0.02	\$ 8,545
Planner III	50	\$ 71.56	\$ 2.00	\$ 143.12	0.02	\$ 7,156
Planner II	100	\$ 60.30	\$ 2.00	\$ 120.60	0.05	\$ 12,060
Total	210.00	317.31	2.00	634.62	0.10	\$ 29,761
SF Public Works	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5211 Engineer/Architect/Landscape Architect Senior	19	\$ 112.59	\$ 2.78	\$ 313.00	0.01	\$ 5,947
5260 - Architectural/Landscape Architectural Assistant I	311	\$ 57.51	\$ 2.78	\$ 159.88	0.15	\$ 49,722
5272 Landscape Architectural Associate II	42	\$ 85.63	\$ 2.78	\$ 238.05	0.02	\$ 9,998
Total	372.00	255.73	2.78	710.93	0.18	\$ 65,667

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Embarcadero Mobility Resilience Plan
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

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

SGA Project Number:		Name:	Embarcadero Mobility Resilience Plan
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Planning/Conceptual Engineering	Fundshare:	9.68%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP L EP-228	\$150,000	\$150,000

Deliverables

1. Quarterly progress reports 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 in the Standard Grant Agreement.
2. Upon completion of Task 3 (anticipated March 2025) provide the existing conditions technical memo and data inventory.
3. Upon completion of Task 4 (anticipated January 2026) provide the vision and goals statement, evaluation criteria memo, equity analysis, transportation network analysis, transportation assets analysis, cost-benefit analysis, geometric studies, corridor-scale schematics and cross-sections, conceptual alternatives technical memo, urban design concepts conceptual memo, and a transportation assessment adaptation strategies memo.
4. Upon completion of Task 5 (anticipated April 2026) provide the outreach and engagement plan and public engagement collateral.
5. Upon completion of Task 7 (anticipated March 2026) provide draft and final study and conceptals plans.

Notes

1. Reminder: All flyers, brochures, posters, websites and other similar materials prepared with Prop 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	90.32%

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - This Project	No PROP AA	No TNC TAX	90.32%

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2024/25
Project Name:	Embarcadero Mobility Resilience Plan
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$150,000
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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:	Maya Price	Kathryn Studwell
Title:	Transportation Planner	Grant Administration Manager
Phone:	(415) 646-2457	(415) 517-7015
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SCOPE OF WORK

Project Information	
Grant Category	Climate Adaptation - Sustainable Transportation Planning Grant Program
Grant Fiscal Year	FY 2023-24
Project Title	Embarcadero Mobility Resilience Plan
Organization (Legal name)	San Francisco Municipal Transportation Agency

Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

Introduction

The Embarcadero Mobility Resilience Plan is designed to seamlessly follow in the footsteps of the collaborative Waterfront Resilience Program (WRP) and related United States Army Corp of Engineers and Port of San Francisco Coastal Waterfront Flood Study (Flood Study). Through the USACE Flood Study, the WRP is developing waterfront-wide adaptation strategies, a locally preferred plan, and a tentatively selected plan through a robust multi-stakeholder process. This process will establish a preferred line of defense along the waterfront, including the project area's stretch of the Embarcadero. Preliminary findings are pointing towards a likely elevating of the Embarcadero by up to 7 feet to protect against coastal flooding.

SFMTA's transportation impact assessment of the current Draft Waterfront Adaptation Strategies forecasts significant disruption to the transportation networks and related facilities. A no-action strategy would have the most devastating consequences for the city. The WRP's Preferred Waterfront Adaptation Strategy will be completed in late 2023. That Strategy will not include recommendations, plans or strategies for adapting the transportation infrastructure along and near the Embarcadero to the anticipated preferred alternative calling for a 7-foot elevation of the waterfront. There will be a need to define how the reimagined Embarcadero will function for the many modes of transportation that depend on it. In addition, the SFMTA impact assessment also shows that the construction of the preferred alternative would be disruptive to the transportation network, and the city requires a plan for investments and improvements to mitigate these disruptions from construction that will need to get underway soon. The proposed Embarcadero Mobility Resilience Plan will build off the current Waterfront Resilience Program and the Preferred Waterfront Adaptation Strategy to identify specific transportation infrastructure investments required to adapt the existing complex, multijurisdictional transportation system to a likely future elevated waterfront.

The San Francisco Waterfront Coastal Flood Study and Waterfront Resilience Program will identify a preferred plan for protecting the city's waterfront from sea level rise and seismic risks in fall 2023. Working with its partner, the Port of San Francisco, and federal, state, regional and local agencies, the SFMTA will, through the Embarcadero Mobility Resilience Plan, identify specific adaptation projects and strategies to protect critical local, regional, and state transportation infrastructure against sea level rise, inland flooding, and seismic risks. The Plan will identify a

prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance local and regional multi-modal mobility, advance travel choices that reduce greenhouse gas emissions, and provide enhanced waterfront access to create a vibrant, safe, connected, and resilient transportation system.

Background

The Bay Area's multiple interdependent transportation systems and governance structures result in a very complex multi-modal transportation network along San Francisco's northern waterfront. The transportation system includes critical surface connections to the Salesforce Transit Center and future High-Speed Rail terminal, the Market Street transportation corridor (including the BART/Muni subway system), the Embarcadero multi-modal boulevard (including light rail and historic streetcar lines), the flagship Ferry Terminal, and connecting ramps to/from Interstate 80 and the Bay Bridge. Additionally, the unique waterfront transportation system includes local and regional bus transit options and critical layover facilities, a bike-share system, a network of protected bicycle facilities, and well-connected pedestrian pathways. Together these transportation elements provide critical mobility and access, particularly for several disadvantaged communities within San Francisco and the region.

The city's 2020 *Sea Level Rise Vulnerability and Consequences Assessment* forecasts the Embarcadero roadway and surrounding buildings near the eastern terminus of Market Street will be substantially inundated during the 1% annual chance coastal event. This would result in damages and severe disruption to BART and Muni riders, which could take more than one year to fully repair. The Folsom Portal, which is vulnerable to flooding today, serves a critical role in the Muni system, and its outage will disrupt service on multiple lines throughout the city. Access to state transportation routes including I-280 and I-80 could also be disrupted. Flooding is anticipated to hinder transportation services to disadvantaged communities, leading to lost wages and a loss of mobility options. This project will advance the critical path planning necessary to adapt these key assets in the face of sea level rise and seismic risk.

The *Embarcadero Seawall Multi-Hazard Risk Assessment* (MHRA) verified that the Embarcadero corridor's transportation systems and assets are vulnerable to earthquake and sea level rise hazards and provided estimates of monetized physical damages and downtime/restoration for the roadway, utilities, and light rail. The MHRA forecasts moderate to severe earthquake damage to the Embarcadero roadway for most of the area north of the Bay Bridge, with more extensive damage in the northbound lanes. In addition to disrupting vehicle trips on the Embarcadero and its surrounding roadways, such damage would have ripple effects on the regional network. Reductions in roadway capacity would increase congestion on both I-80 and I-280. The predicted damage of a 225-year earthquake to the light rail tracks indicates a minimum 1-to-2-year restoration period, highlighting the following areas of special concern: Embarcadero at Bay, Chestnut & Jackson where track transitions on/off the combined sewer system transport and storage box; the Ferry Building area including special trackwork at Don Chee Way & Mission; and Folsom St. special trackwork. Extended damages to the Embarcadero tracks would impact approximately 250,000 light rail service trips, disrupting the entire transit system; the tracks along the Embarcadero link the citywide light rail network with critical maintenance facilities to the south.

Related Planning Efforts

The Embarcadero Mobility Resilience Plan will synthesize and incorporate the significant work undertaken by the City and County of San Francisco over the past several years to develop recommendations to enhance the resilience of the Embarcadero transportation corridor. Related planning efforts and interagency studies which the project team will synthesize and build upon include:

- SFMTA Embarcadero Enhancement Project

- Better Market Street Project
- Port Waterfront Plan Update
- Lifelines Restoration Performance Project
- Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA)
- Sea Level Rise Vulnerability and Consequences Assessment
- Hazards and Climate Resilience Plan (formally the City's Local Hazard Mitigation Plan)
- Disaster Response Tabletop Exercise (DRX)
- BART Sea Level Rise Vulnerability Assessment funded by Caltrans
- ConnectSF

The transportation and infrastructure projects emerging from the Embarcadero Mobility Resilience Plan have the potential to radically transform and improve the efficacy and resiliency of the waterfront's transportation facilities and services. However, without an adaptive framework that supports iterative design, project sequencing and community engagement, these projects could largely occur in isolation from one another and leave important opportunities unrealized. The number of public utilities and services located within the Embarcadero corridor makes interagency coordination paramount to ensuring resilience in the face of disasters. The Embarcadero Mobility Resilience Plan will therefore include an implementation framework to ensure coordination across agencies and examine financing options to deliver the recommended transportation and infrastructure projects.

Project Area

The multi-modal transportation system along San Francisco's northern waterfront is a major transportation corridor that connects the city to the region. The Embarcadero Mobility Resilience Plan project area is bounded by The Embarcadero along the Bay, from Fisherman's Wharf at the north to 4th and King at the southeast, then bounded to the west along 4th to Powell to Columbus to Bay to Van Ness in the northwest. (See attached map: Study Area & Existing Multi-Modal Network).

In addition to critical transportation assets, this project area includes the city's financial district, popular tourist destinations, and a diversity of neighborhoods. Based on local, regional, and state screening tools, there are multiple disadvantaged communities within and adjacent to the project area. The MTC Equity Priority Community Fisherman's Wharf falls within the northern portion of the project area, and in the middle sit Chinatown, North Beach, and the Tenderloin. The South of Market (SoMa) neighborhood that is considered a San Francisco Environmental Justice Community is within the southern portion of the project area. The project team plans to engage the public and local organizations representing these communities frequently over the course of the project.

Project Stakeholders

The SFMTA will contract with a consulting firm to deliver this scope of work. The consultant will assist with the synthesis of existing conditions, public outreach, technical analysis, alternatives development, and the production of an implementation framework and final plan. The lead city partner on this project will be the Port of San Francisco. Other critical partner agencies include the San Francisco Department of Public Works, the San Francisco Public Utilities Commission, the San Francisco Planning Department, the San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Bay Area Rapid Transit (BART). The project team will coordinate with regional climate adaptation efforts being led by the Metropolitan Transportation Commission, Association of Bay Area Governments, and Bay Conservation and Development Commission (BayAdapt, Regional Shoreline Adaptation Plan). Community-based organizations and local stakeholders, including neighborhood groups in environmental justice

communities, transportation advocates, and local business associations, will be critical collaborators.

Stakeholders the project team plans to engage include:

- Northern Advisory Committee (NAC)
- Fisherman's Wharf Advisory Committee (FWAC)
- Maritime Commerce Advisory Committee (MCAC)
- Chinatown Community Development Center (CCDC)
- Transportation Research & Improvement Project (TRIP)
- SOMA Pilipinas
- Barbary Coast Neighborhood Association / Golden Gateway Apartments
- South Beach / Rincon Hill / Mission Bay Neighborhood Association
- North Beach Neighbors
- Telegraph Hill Dwellers Association
- Fisherman's Wharf Restaurant Association
- Fisherman's Wharf Community Benefit District (CBD)
- The East Cut CBD
- Financial District CBD
- SF Travel
- Hotel Council
- SF Giants
- Hudson Properties

Note: SFMTA and BART are each submitting proposals for adaptation planning projects that have project areas along the waterfront of San Francisco. BART and SFMTA are committed to coordinating and working in a collaborative manner to achieve the objectives stated in their respective proposals. However, the proposals from each agency are independent of each other with their own utility, need, and objectives.

Overall Project Objectives

- Provide opportunities to create visionary, connected, safe, equitable, and resilient multimodal corridors that improve access and economic opportunities and are designed at elevations that are compatible with future coastal flood defenses.
- Further define the city's preferred line of defense along the Embarcadero to develop design concepts that can meet near- and long-term demands and increase the resilience of the multi-modal transportation system through the protection, enhancement, and adaptation of critical transportation infrastructure.
- Enhance the resilience of the Embarcadero and nearby streets, rail, and transportation assets to increase their functioning before, during, and after-shocks and stresses, including a seismic event, storm event flooding, and flooding from sea level rise.
- Identify improvements to disaster response assets to facilitate federal, state, regional, and local disaster response.
- Develop a Mobility Resilience Plan that advances equity, ensures the economic vitality of the city and the region, and maintains a viable alternative to automobiles, thereby, reducing particulate matter and greenhouse gases.
- Identify projects that maximize co-benefits to the community and city as whole
- Improve access and connectivity to and along the corridor with a focus on improving access for adjacent communities such as SoMa and Chinatown

Summary of Project Tasks

Task 1 (Caltrans Task 01): Project Administration

This is an Administrative Task that shall only be charged against by the Grantee for the Administration of this grant project. Costs for this task cannot exceed 5% of the grant award amount.

Grantee will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

Project administration ensures that the project is moving on schedule, on budget and in compliance with all Caltrans invoicing and reporting requests. Per Caltrans requirements, it entails the project kick-off, invoicing, and quarterly reports.

Kick-off Meeting with Caltrans

The SFMTA will host an administrative kick-off meeting with Caltrans to discuss project scope, schedule and expectations as well as grant procedures and administration including invoicing, quarterly reporting, and all other relevant project information. The meeting will be summarized with meeting notes.

Invoicing

Complete invoice packages will be submitted to Caltrans District staff based on milestone completion, which will be done quarterly.

Quarterly Reports

Quarterly reports will be submitted to Caltrans District staff, providing a summary of project progress and grant/local match expenditures.

Task Deliverables
<ul style="list-style-type: none"> • Kick-off meeting with Caltrans • Meeting Notes • Quarterly invoices and progress reports

Task 2 (Caltrans Task 02): Consultant Procurement

Grantee will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

The SFMTA shall contract with a consultant to deliver the Scope of Work. The contract will be completed in full accordance with City and County of San Francisco contracting rules in addition to complying with Caltrans contracting regulations and federal requirements. The goal of the contract will be to provide strategic support for public participation activities, lead data collection and analysis, synthesize existing plans and conditions, conduct analysis, develop preliminary alternatives and final recommendations, and complete a final report.

Task Deliverables
<ul style="list-style-type: none"> • SFMTA current procurement procedures • Copy of the Request for Proposal • Copy of the contract between consultant and SFMTA and any amendments

Task 3 (Caltrans Task 1): Existing Conditions

The project team will examine the existing and planned conditions in the project area and will synthesize and organize the relevant findings and recommendations from recent and ongoing planning and design efforts in the planning area with an emphasis on transportation-related content. The project team will collect, centralize and develop data resources that reflect current and projected scenarios and identify data and information gaps that will help to understand the existing and projected patterns of use, movement within the project area, opportunities for the integration of nature-based solutions, and the risks to the transportation system and waterfront. In addition to transportation data, additional data resources may include demographic, economic, and seismic data sets. Portions of the collection, examination and synthesis of existing conditions and data sets may start ahead of the selection of a consultant team to get project tasks underway and ensure the completion of key deliverables. As part of this task, a kick-off meeting with partners will be held and a Project Charter will be finalized.

Kick-off Meeting with partners

After the initial kick-off meeting with Caltrans and once the consultant team is selected, the SFMTA will host a second kick-off meeting in coordination with the consultant and key partners, including the Port. Attendees will review and discuss a draft Project Charter, to be developed ahead of the meeting. Caltrans staff will be invited. This meeting presents an opportunity to introduce all project team members, discuss and confirm shared project commitments, and align expectations and schedules. The meeting will be summarized with meeting notes.

Project Charter

The project team will draft a Project Charter prior to the second Project Kick-Off Meeting. Partner agency roles and responsibilities will reflect the time and effort that each team will contribute, which agency is the lead on tasks, methods for reviewing and agreeing to deliverables, and expectations of the team members. The Project Charter will also clearly articulate tasks to be addressed in the project scope of work in addition to those tasks that will not be a part of the project scope. Caltrans staff will be invited to provide feedback on the Project Charter. The project team will finalize the Project Charter including the Project Scope of Work, the roles and responsibilities and a finalized schedule after discussion and review at the Kick-Off Meeting with partners.

Existing and Planned Conditions

The Existing Conditions Report will provide a comprehensive assessment of the project area's transportation network, land use, demographics, and infrastructure. It will include an analysis of current, planned, and historic conditions, as well as future risks and equity impacts. Key elements of transportation-related information in the final deliverable include:

Existing Conditions Analysis

Transportation Infrastructure: Documentation of roadway networks, transit facilities, pedestrian and bicycle infrastructure, and freight corridors.

Transit Services: Assessment of existing public transportation routes, ridership levels, and connectivity with other modes.

Traffic and Mobility Patterns: Analysis of vehicle, pedestrian, and bicycle traffic volumes, congestion points, and accessibility.

Land Use and Development Context: Examination of how current and planned developments interact with transportation systems.

Future Risks & Constraints

Flood and Seismic Risks: Assessment of vulnerabilities in transportation infrastructure due to climate change, sea-level rise, and seismic activity.

Infrastructure Coordination: Identification of overlapping infrastructure projects with key city and regional agencies (e.g., Port of SF, SF Public Works, SFPUC, BART, SFMTA).

Equity Considerations

Historical & Present-Day Disparities: Evaluation of past and ongoing transportation-related impacts on Equity Priority Communities (EPCs).

Community Input: Findings from public outreach on transportation access and mobility challenges.

Data Inventory & Technical Analysis

Quantitative Data Collection: Compilation of transportation model outputs, traffic counts, demographic and economic data, and utility information.

Gap Analysis: Identification of missing data or additional research needs for transportation network improvements.

The project team will also review materials relating to the Tentatively Selected Plan and Locally Preferred Plan from the U.S. Army Corps of Engineers (USACE) San Francisco Waterfront Coastal Flood Study, including conceptual engineering concepts, costs, benefits, and impacts. The project team will also review other relevant past studies, which include but are not limited to:

- Sea Level Rise Vulnerability and Consequences Assessment
- Sea Level Rise Action Plan
- Embarcadero Seawall Multi-Hazard Risk Assessment (MHRA)
- San Francisco Climate Action Plan
- Waterfront Resilience Program (including its Living Seawall Pilot)
- ConnectSF

Task Deliverables
<ul style="list-style-type: none">• Meeting notes from project kick-off with consultant• Existing and planned conditions technical memo• Data inventory• Summary memo

Task 4 (Caltrans Task 2): Analysis

Analysis includes a series of tasks that the project team will execute to develop, refine, and select a preferred alternative for the Embarcadero corridor. After documenting existing conditions and inventorying data, the project team will establish project goals and a vision with extensive public input. Building upon the vision and goals, the project team will establish evaluation criteria to assess alternatives. The project team will use a series of technical studies and analyses to inform the refinement of alternatives. Integrating public input and the findings of the analysis, the project team will finalize and select a preferred alternative for the Embarcadero corridor.

Vision and Goals

The project team will develop a vision and set of goals to guide the work. The vision for the multi-modal transportation system will address climate and seismic risk, jobs and housing growth

projections and urban mobility trends. The goals will guide all future tasks in the scope, including criteria selection, design concept development, refinement, alternative selection, and implementation recommendations. The vision and goals will integrate key policy drivers of the city (transit-first, Vision Zero, Climate Action Plan, Racial Equity Action Plan) and existing transportation planning projects. They will be a product of collaboration with the partner agencies, key stakeholders and community engagement involving members of disadvantaged communities and transit-dependent populations. Over the course of the project, the project team may need to update the vision and goals.

Evaluation Criteria

The project team will develop criteria that will help agencies, stakeholders and the public to evaluate the preliminary design concepts and ultimately identify a preferred alternative. The project vision and goals will inform the evaluation criteria. The evaluation criteria will build upon those developed for the Waterfront Resilience Program and may include but not be limited to: climate resiliency metrics; equity metrics; travel time; transit degradation; emissions from vehicle-miles traveled; congestion; public safety; and constructability. The project team will engage the working group and public in reviewing and refining the evaluation criteria.

Preliminary Alternative Development

The project team will develop preliminary design concept alternatives that are consistent with the project goals and that reflect the long-term vision of the Embarcadero's multi-modal transportation system. The team will catalogue "living seawall" opportunities from the Waterfront Resilience Program and identify additional nature-based solutions with project partners to be evaluated. The project team will add further detail to the preferred line of defense strategy identified in the Locally Preferred Plan of the USACE Flood Study by developing a range of alternative design concepts for the Embarcadero roadway and Promenade which will include nature-based options. The project team will develop both near-term and long-range transportation improvements within the project area. Through a coordinated public engagement effort, the project team will share the preliminary design concept alternatives with the working group, stakeholders, agencies and the public. The project team will assess the alternatives using the evaluation criteria.

Equity Analysis

The project team will produce an equity analysis that utilizes best practices such as the Government Alliance on Race & Equity (GARE) *Racial Equity Tool* and San Francisco's Environmental Justice Framework. This equity analysis will be rooted in the project goals and vision, and it will start with the identification of key planning questions relevant to equity. The analysis will have a special emphasis on identified Environmental Justice Communities in San Francisco, and will build off Cal EnviroScreen, Equity Priority Communities, and Environmental Justice Communities metrics to develop a more nuanced approach sensitive to the needs and identities of local vulnerable communities.

Transportation Network and Assets Analysis

The transportation network and transit facilities analysis will guide the development of alternatives and examine construction-phase traffic and mobility issues. The focus will be on understanding the origin/destination of traffic, future travel demand across the multimodal system and overall capacity and constraints, current shortcomings, and opportunities of the multimodal network. The project team will determine how climate change alters multimodal operations on key streets either temporarily or permanently and will include alternatives analysis for key corridors and climate resilient transit facilities. This analysis will build upon the previously conducted transportation impacts assessment for the USACE Coastal Flood Study, which evaluated impacts on both transportation networks and facilities by various line of defense strategies during construction and build-out at different time horizons.

Geometric Analysis

Geometric studies will increase the understanding of the feasibility of design concepts in coordination with grade changes driven by the previously identified coastal flood defense system, including considerations for grade changes across intersections and key transects, known “pinch points”, considerations for rail design, requirements for vehicular access for maritime uses, subterranean utilities and infrastructure, and emergency response needs.

Cost-Benefit Analysis

The project team will prepare a cost-benefit analysis consistent with pertinent federal guidelines and will integrate equity considerations. This effort is anticipated to include workshops to vet assumptions, gather information, and gain buy-in from stakeholders to move the analysis forward. The cost-benefit analysis will inform the alternatives selection.

Alternatives Refinement and Selection

The project team will utilize findings from the transportation network analysis, assets analysis, and stakeholder engagement to screen initial roadway and urban realm alternatives. Within this task the project team will develop up to three (3) conceptual configurations of the Embarcadero roadway based on the existing conditions assessment and preceding technical studies and analyses. The corridor configurations will reflect the line of defense (high point of the coastal flood defense system) and adaptation zone (area needed to gain elevation/ change grades) from the Locally Preferred Plan identified through the USACE Coastal Flood Study.

The project team will also develop urban design concepts for the Embarcadero corridor. Urban design concepts will consider design of public spaces, opportunities for green infrastructure, pedestrian access and desire lines, accessibility/Universal Design principles, view corridors, public space activation, relation to historic bulkhead buildings, wharves, and piers (building on previous concept studies), and location of key public space elements.

In refining corridor design concepts, the project team will consider urban design concepts, lane configurations, turning movements, transit operations, mode, stations, and configurations, safe bicycle and pedestrian facilities, loading and parking operations, green infrastructure/ stormwater management concepts, biodiversity impacts, and identified utility relocation/adaptation strategies. To arrive at a preferred alternative, the project team will utilize analysis findings, the evaluation criteria, and comprehensive engagement.

Transportation Asset Adaptation Strategies

The project team will identify specific asset-based adaptation strategies for critical mobility assets in the project area that require special attention. These strategies will be designed to be phased in over time as individual assets become increasingly vulnerable to rising sea levels. The project team will develop mobility asset-specific adaptation for critical facilities to be paired alongside transportation improvements which may include nature-based solutions.

Task Deliverables
<ul style="list-style-type: none">• Vision and goals statement• Evaluation criteria memo• Equity analysis• Transportation network analysis• Transportation assets analysis• Cost-benefit analysis• Embarcadero geometric studies• Corridor-scale schematics and cross-sections• Conceptual alternatives technical memo• Urban design concepts technical memo• Transportation asset adaptation strategies memo

Task 5 (Caltrans Task 3): Public Outreach

Outreach and engagement is a fundamental component of the planning process and will provide an understanding of the issues concerning the community in relationship to transportation and resiliency. Public input will form the basis of a guiding vision and goals for the project. The project team will work with residents, businesses, and other stakeholders to understand the vulnerabilities and consequences of sea level rise, coastal flooding, earthquakes, and other hazards in the project area. To best coordinate public involvement throughout the project, the project team will craft a public engagement and outreach plan early on as required by SFMTA policy. Engaging directly and authentically with the public is a significant piece of the proposed work of this project, and the project team will leverage ongoing work of the city and the Port.

The public outreach and engagement plan will specify the exact points of engagement, though the scope identifies several deliverables that would involve the public. The project team will collaborate with the public on developing the vision and goals in Task 2. The public will review the evaluation criteria used to assess design concepts. They will also provide feedback directly on the design concepts to help in the selection of alternatives. Ahead of plan finalization, the public will have an opportunity to review all components of the draft plan, which will include programmatic and policy recommendations and a governance and decision-making framework. Additional points of public engagement will be clarified in a final engagement plan, which will depend upon the final project scope and tasks as agreed to in the Project Charter.

Public Engagement Plan

The project team will develop a public outreach and engagement plan that will align expectations among agencies and stakeholders at the beginning of the project. The plan will identify the specific goals of outreach, including whose voices need to be heard and at what points in the process. The outreach plan will identify stakeholders and work with them to clarify the decision space for different stakeholders throughout the life of the project. It will define messaging goals, as well as detail a media and advertising strategy. The plan will identify opportunities to partner with other agencies' outreach efforts. The public engagement will build upon existing planning efforts and integrate new input to develop a future vision, adaptation strategies and alternatives. This effort will utilize the SFMTA's award-winning formal public engagement approach – Public Outreach and Engagement Team Strategy (POETS) – and will result in a plan outlining the appropriate level of public participation for each task and the public participation technique best suited to achieve that level of public input. This will directly inform all subsequent tasks related to public participation and community engagement.

Public Engagement Activities

The project team will utilize public engagement activities that are inclusive, culturally nuanced, held at times and places that are convenient, and accessible in multiple languages, empowering communities, especially those who do not or have never participated in the public process, to participate fully and provide their input. At different stages of the project, engagement activities will be used to inform, involve, and collaborate with the public, enlisting their review and feedback on important deliverables while documenting their concerns.

The project team intends to deploy a variety of engagement activities, which will be fully detailed in the finalized public engagement plan. To disseminate information about the project and frame critical questions about the Embarcadero, the project team will likely produce a website, develop videos, publish content on social media, advertise in-language within local newspapers (print and online), distribute mailers, send staff to present at existing meetings of community groups, hold open houses in-person and online webinars, host walking tours (up to 8), train staff ambassadors, and potentially staff a rented booth at key times. To collect input on drafted deliverables, the project team will utilize a variety of tools including intercept questionnaires administered by trained ambassadors, online surveys, public meetings (virtual and in-person), and tabling at pop-ups. For points of more focused collaboration, the team will

deploy specialized online tools, participatory mapping, and design charrettes (up to 4). Subject to change upon completion of the final project scope and outreach plan, the project team might host as many as 20 in-person meetings while sending staff to represent the project at over 40 existing events hosted by other organizations. For this array of activities, the project team will need to produce audio, video, and print content in digital and hard-copy that will require translation as well.

Outreach will include targeted activities to ensure critical constituents are engaged and outlets for feedback are provided. The outreach plan will document different activities specifically tailored to youth involvement, engagement of the business sector, and engagement of local residents (at least 2-4 meetings for each). There will be at least two targeted focus groups with members of disadvantaged communities and transit dependent populations who travel through or work in the project area. Meetings/focus groups will document the current needs and concerns from these community members, understand values and tradeoffs of travel decisions for disadvantaged community members, and capture feedback on strategies and alternatives developed under the project.

Task Deliverables
<ul style="list-style-type: none">• Public outreach and engagement plan• Project website• Public input: surveys, presentations, on-line meetings• Translation of all documents and presentation into multiple languages• Community engagement events• Summary notes from engagement events

Task 6 (Caltrans Task 4): Advisory Committee Meetings

The project team will identify and engage all relevant local, regional and state agencies, including Caltrans, to take part in a Technical Advisory Committee (TAC) to ensure coordination among key partners. TAC membership will prioritize agencies essential for the successful implementation of the mobility plan, including the Port of San Francisco, the SF Department of Public Works, the SF Public Utilities Commission, BART, and others. The TAC could meet bi-monthly or at key project milestones, but it is scoped to meet at least ten (10) times throughout the project lifecycle. The project team would produce meeting agendas and record meeting notes that feature a list of attendees and action items.

Task Deliverables
<ul style="list-style-type: none">• Core project team meeting notes• TAC meeting notes

Task 7 (Caltrans Task 5): Draft and Final Plan

The Embarcadero Mobility Resilience Plan will guide, coordinate and align transportation investments and improvements within the project area. In the following tasks, the project team will ensure that non-infrastructure programs and policies are included as part of the final mobility resilience plan, along with considerations for sequencing, phasing, funding, and interagency coordination. Here the project builds upon the planning efforts and partnerships that exist between local and regional agencies, private stakeholders and the community to develop an implementation framework for action and decision-making.

Program and Policy Recommendations

The project team will identify key policy questions associated with plan implementation and develop recommendations. This will require a review of the General Plan and its associated

Elements and Area Plans, sea level rise guidance, historic and cultural preservation, and relevant policies such as those in the San Francisco Bay Plan, San Francisco Waterfront Special Area Plan, Plan Bay Area 2050, and ConnectSF. The partner departments will identify key supporting and potential conflicting policies to the eventual Embarcadero Mobility Resilience Plan. They will also identify policy gaps and opportunities for non-infrastructure improvements, such as transportation demand management strategies or curb management programs. The final deliverable will be a set of programmatic and policy recommendations to be included alongside investment priorities in the final Plan. The project team will select these program and policy recommendations with a particular emphasis on their role in advancing equity, representation, and inclusiveness for disadvantaged communities.

Governance and Decision-Making Framework for Plan Implementation

The project team will develop draft governance and a decision-making framework to guide implementation of the Plan. This framework will make recommendations about governance strategies and configurations to design, fund, build, operate and maintain multi-benefit infrastructure such as flood defense infrastructure. It will explore best management options for sharing costs among multiple agencies with varied missions as a way of bringing greater alignment and multiple benefits to the city in a coordinated and collaborative manner. The project team will also compile and review agency-specific funding sources, limitations, and restrictions, as well as major potential types of funding and financing available to deliver a phased reconstruction of the towards resilience goals.

Draft and Final Embarcadero Mobility Resilience Plan

The Embarcadero Mobility Resilience Plan will integrate the public engagement, analysis, preferred alternatives, and implementation framework into a single document that identifies a prioritized list of adaptation projects and strategies for the SFMTA and partner agencies to pursue. The deliverables of the preceding tasks are designed to roll up into the final plan document, which will catalogue the memos and findings of the preceding tasks. The project team will start with a draft plan, an easily accessible document suitable for online viewing. The draft plan will be circulated among the public, community partners, TAC members, active stakeholders, and key decisionmakers. Feedback will be solicited and documented as a list of comments. The project team will engage in a series of edits to incorporate feedback into the final version of the plan.

Task Deliverables
<ul style="list-style-type: none">• Programmatic and policy recommendations technical memo• Implementation framework recommendation technical memo• Draft Plan• Public Review – list of comments• Final Plan that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.

Task 8 (Caltrans Task 6): Board Review/Approval

The project team will brief key agency boards and commissions of the project status through meetings, emails and at least one presentation prior to final adoption. Upon completion of the Plan, the project team will present the Plan to the SFMTA Board of Directors and the Port Commission and other relevant decision-making bodies. The project team will develop presentation materials and will save meeting minutes from the board hearings.

Task Deliverables

- Board Agenda
- Presentation materials
- Meeting minutes and resolution (if appropriate) from Board hearings

Summary of Task Descriptions:

Task Descriptions

The proposed scope of work for this study includes:

Task 1. Project Administration – This task consists of the kick-off meeting with Caltrans, interagency meetings, quarterly invoices, progress reports, general project management, and administration.

Deliverable: Quarterly progress updates

Task 2. Consultant Procurement – This task includes the procurement procedures, Request for Proposal, and executed contract with the consultant team.

Deliverable: RFP and executed contract

Task 3. Existing Conditions Analysis – This task includes existing and planned conditions technical memo, and data inventory.

Agency Responsibilities:

- Port of SF: Provide relevant planning documents and data.
- SF Planning: Share land use and urban development information.
- SF Public Works: Provide infrastructure and utilities data.

Deliverables: Existing conditions technical memo, data inventory

Task 4. Analysis - Vision and goals statement, evaluation criteria memo, equity analysis, transportation network and asset analysis, cost-benefit analysis, geometric studies, corridor-scale schematics, conceptual alternatives memo, urban design memo, adaptation strategies memo.

Agency Responsibilities:

- Port of SF: Support integration of resilience strategies with waterfront infrastructure.
- SF Planning: Contribute policy alignment and urban design input.
- SF Public Works: Provide engineering expertise on infrastructure modifications.
- SFCTA: Provide modeling and analysis support.

Deliverables: Vision and goals statement, evaluation criteria memo, equity analysis, transportation network analysis, transportation assets analysis, cost-benefit analysis, geometric studies, corridor-scale schematics and cross-sections, conceptual alternatives technical memo, urban design concepts conceptual memo, and a transportation assessment adaptation strategies memo

Task 5. Public Outreach – This task includes opportunities for the community and other stakeholders to review the project principles and goals, aid in the selection of preferred alternatives, policy recommendations and the draft plan.

Outreach activities could include:

- Community-based organization working group
- Focus groups
- Individual meetings or attendance at existing community meetings
- Open houses and pop-ups
- Online webinars and surveys

Agency Responsibilities:

- Port of SF: Coordinate outreach related to waterfront users.
- SF Planning: Align engagement with broader city planning efforts.
- SF Public Works: Provide input on public infrastructure concerns.

Deliverables: Outreach and engagement plan, project website, public engagement collateral

Task 6. Advisory Committee Meetings – This task involves the convening of a technical advisory committee in which local and regional agencies and subject matter experts can provide feedback on key project decisions.

Agency Responsibilities:

- Port of SF, SF Planning, SF Public Works, SFCTA: Participate in TAC meetings, provide feedback on project deliverables.

Deliverables: TAC meeting notes.

Task 7. Draft and Final Plan – Final study and conceptual plans. The plan will include program and policy recommendations, governance and decision-making framework for plan implementation, recommended projects.

Agency Responsibilities:

- Port of SF: Ensure waterfront resilience strategies are integrated.
- SF Planning: Align policies with city planning frameworks.
- SF Public Works: Support infrastructure feasibility and adaptation strategies.
- SFCTA: Provide transportation funding and policy insights.

Deliverables: Draft plan, policy memo, public comments

Task 8. Board Review/Approval - Board agenda, presentation materials, meeting minutes, resolution (if applicable).

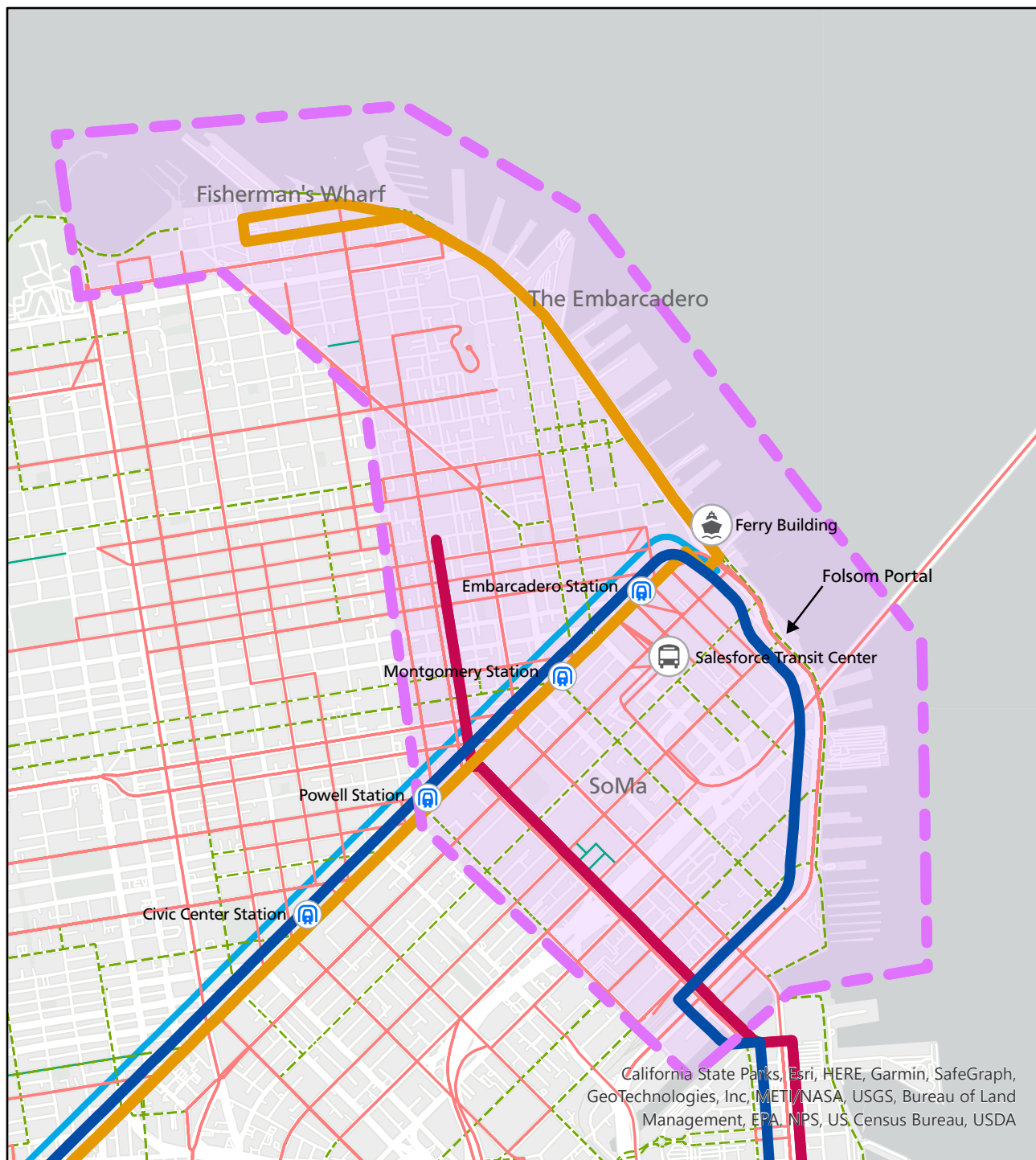
Figure 1. Existing Mobility Assets in Project Area

The map displays existing mobility assets

March 2023

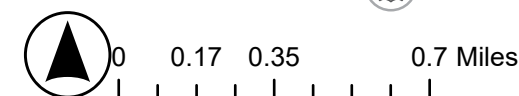
This map defines the project area and displays various modes and mobility assets within it.

Data From: SFMTA



Legend

- Project Area
- F Historic Streetcar
- N Judah
- T Third
- Muni Light Rail Service
- Muni Network
- MTA Bikeway Network
- Slow Streets
- Ⓡ Bart Stations
- Ⓡ Salesforce Transit Center
- Ⓡ Ferry Building



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Figure 2. Local and Regional Equity and Environmental Justice

Local and Regional Equity and Environmental Justice Classifications

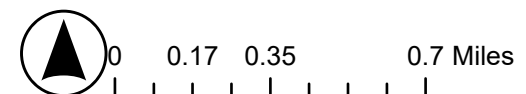
March 2023

This map displays the City of San Francisco's census tracts that have been identified as experiencing the top one-third of environmental burden. In addition, this map also indicates which census tracts have been identified as Plan Bay Area 2050 Equity Priority Communities by the Metropolitan Transportation Commission (MTC).

Data From: Metropolitan Transportation Commission Equity Priority Communities (ACS 2014-2018); SF Planning Environmental Justice Communities Map 2023.

Legend

-  Project Area
-  MTC Equity Priority Communities
-  SF Environmental Justice Communities



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



Figure 3. CalEnviroScreen 4.0 and AB 1550 Priority Communities

State-defined disadvantaged communities

March 2023

This map displays CalEnviroScreen and AB 1550 Priority Populations.


Data From: CA Environmental Protection Agency, Version 4.0; California Air Resources Board Priority Population Investments Version 4.0

Legend


 Project Area


AB 1550 Priority Communities

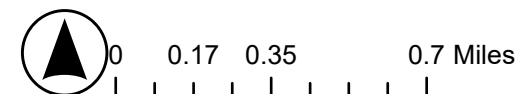
 Low-Income Communities

 Disadvantaged and Low-Income Communities

CalEnviroScreen 4.0

 50 - 75th Percentile

 75 - 100th Percentile



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



Figure 4. Historic Creeks and Sea Level Rise Vulnerability Zone

March 2023

This map illustrates the Sea Level Rise Vulnerability Zone impacting the project area as well as historic creeks and tidal marshes

Data From: City and County of San Francisco Sea Level Rise Vulnerability and Consequences Assessment, 2020

Legend

- Sea Level Rise Vulnerability Zone
- Historical Tidal Soughs/ Lakes
- Historical Creeks
- Historical Tidal Marsh
- Historical Shoreline (1850)
- Project Area



NOT TO SCALE

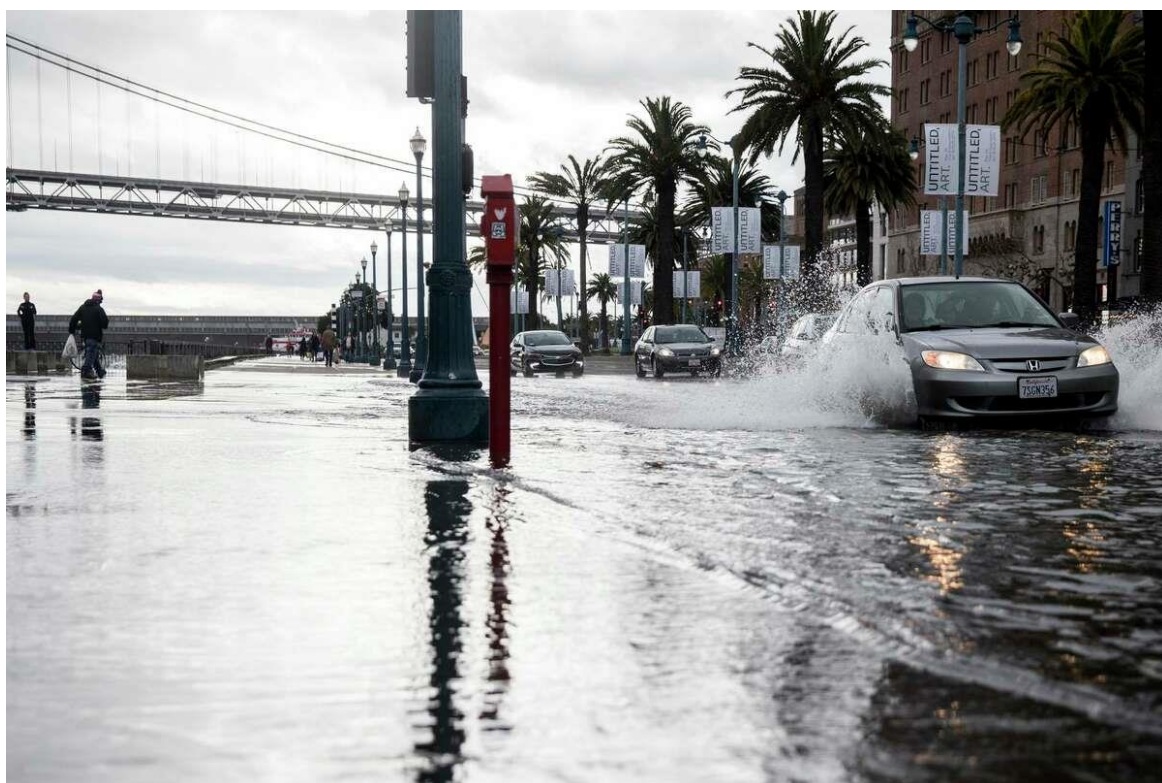
Figure 3: Earthquake Risk and Liquefaction Zone



Source: Port of San Francisco Waterfront Resilience Program

Project Area Images





(Images are from SF Sea Level Rise Action Plan and SF Chronicle newspaper articles)