



## Memorandum

### AGENDA ITEM 4

**DATE:** April 17, 2025

**TO:** Transportation Authority Board

**FROM:** Anna LaForte – Deputy Director for Policy and Programming

**SUBJECT:** 05/13/2025 Board Meeting: Allocate \$861,500 in Prop L Funds, with Conditions, for Two Requests and Amend the Prop K Standard Grant Agreement for the Ortega Street Improvements [NTIP Capital] Project (Project) and Release \$280,000 in Funds Held in Reserve for the Project's Construction, with Conditions

#### **RECOMMENDATION** ☐ Information ☒ Action

Allocate \$861,500 in Prop L funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:

1. Embarcadero and Jefferson Quick-Build (\$744,000)
2. District 5 Daylighting [NTP] (\$117,500)

Amend the Prop K Standard Grant Agreement (SGA) for the SFMTA's Ortega Street Improvements [NTIP Capital] project to update the scope, schedule, budget and funding plan to reflect completion of design and add construction phase details, and to release \$280,000 in sales tax funds held in reserve for construction.

#### **SUMMARY**

Attachment 1 lists the two allocation requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Attachment 6 summarizes the SFMTA's requested amendment to the Prop K SGA for Ortega Street Improvements. We are recommending concurrent release of \$280,000 for construction held in reserve and a waiver of Prop K policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board.

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



SFMTA will attend the meeting to answer any questions the Board may have regarding these requests.	
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## **DISCUSSION**

Attachment 1 summarizes the two recommended sales tax allocation requests, including information on proposed leveraging (i.e., stretching Prop L sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop L Expenditure Plan. Attachment 2 includes brief project descriptions and Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in Attachment 5, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

Attachment 6 includes a summary of the recommended amendment to the SGA for the Ortega Street Improvements project, along with an updated allocation request form for that project.

## **FINANCIAL IMPACT**

The recommended action would allocate \$861,500 in Prop L funds and release \$280,000 in previously allocated Prop K funds. The allocations and proposed SGA amendment would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

Sufficient funds are included in the Transportation Authority's FY 2024/25 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

## **CAC POSITION**

The CAC will consider this item at its April 23, 2025, meeting.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (2)
- Attachment 6 - Proposed SGA Amendment for Ortega Street Improvements

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop L	18	SFMTA	Northern Embarcadero and Jefferson Quick-Builds	\$ 744,000	\$ 744,000	83%	0%	Design, Construction	3
Prop L	25	SFMTA	District 5 Daylighting [NTP]	\$ 117,500	\$ 117,500	78%	0%	Construction	5
<b>TOTAL</b>				<b>\$ 861,500</b>	<b>\$ 861,500</b>				

### Footnotes

- <sup>1</sup> "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline (e.g. Safer and Complete Streets and Neighborhood Transportation Program).
- <sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- <sup>3</sup> "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%.
- <sup>4</sup> "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<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
18	SFMTA	Northern Embarcadero and Jefferson Quick- Builds	\$ 744,000	Requested funds will fund the design and construction phases for quick-build safety projects along The Embarcadero (Bay Street to Chestnut Street) and Jefferson Street (Hyde Street to Powell Street) on the High Injury Network. Quick-build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Planned safety improvements include protected bikeways, turn calming treatments, and crosswalk enhancements. The quick-build project on Jefferson Street is expected to be open for use by March 2026. The Northern Embarcadero quick-build is expected to be completed by September 2027.
25	SFMTA	District 5 Daylighting [NTP]	\$ 117,500	District 5 Neighborhood Transportation Program funds will be used for daylighting at approximately 235 locations in accordance with AB 413, which prohibits vehicle parking within 20 feet of crosswalks. Daylighting is a proven safety treatment that improves visibility at intersections for people crossing the street by removing visual obstructions near crosswalks. This treatment typically involves restricting parking near intersections to create clearer sightlines, reducing the risk of collisions and enhancing overall street safety. Separately, SFMTA will also implement red curbs at intersections on the High Injury Network and at locations near school zones using previously allocated Prop L sales tax funds and TNC Tax funds. Between the previously allocated funds and the currently request, SFMTA will use Prop L funds to paint red curbs at all other intersections in District 5, making it the first fully daylit district in the City. See attached allocation request form for a map and list of locations. The project is expected to be open for use by March 2026.
<b>TOTAL</b>			<b>\$861,500</b>	

<sup>1</sup> See Attachment 1 for footnotes.

### Attachment 3: Staff Recommendations<sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
18	SFMTA	Northern Embarcadero and Jefferson Quick-Builds	\$ 744,000	<b>Special Condition:</b> The recommended allocation is contingent upon <b>amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP)</b> to add the subject project with funds from the Active Communities Plan Implementation placeholder. This project is included in The North Star Index of the SFMTA's Biking and Rolling Plan (formerly Active Communities Plan). The 5YPP amendment also includes a cost neutral exchange of cash flow capacity with funds programmed to Signal Upgrade Contract 66 construction to make capacity available for the subject request. Construction of Contract 66 is advancing more slowly than was anticipated at the time the funds were programmed, so this exchange will not result in delayed implementation of Contract 66. See attached 5YPP amendment for details.
25	SFMTA	District 5 Daylighting [NTP]	\$ 117,500	<b>Special Condition:</b> The recommended allocation is contingent upon <b>amendment of the Neighborhood Transportation Program 5YPP</b> to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.
<b>TOTAL</b>			<b>\$ 861,500</b>	

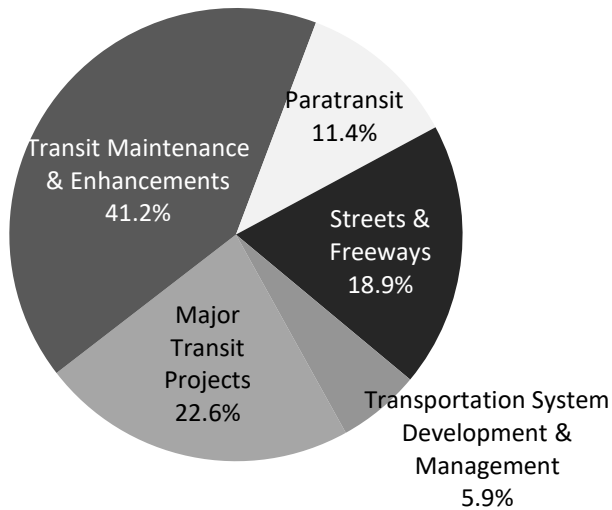
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.**  
**Prop L Summary - FY2024/25**

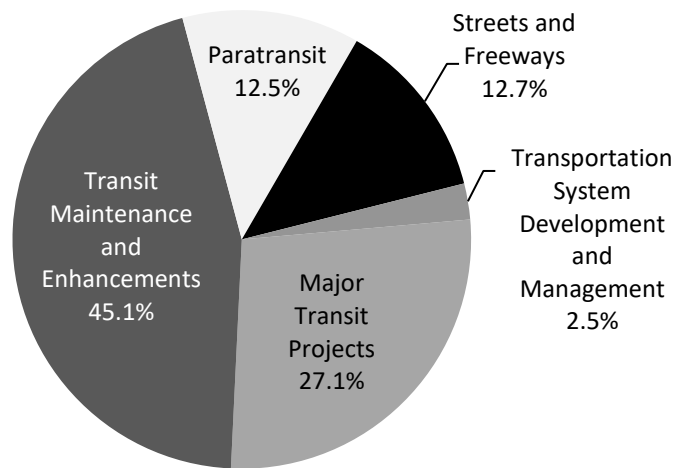
<b>PROP L SALES TAX</b>						
<b>FY 2024/25</b>	<b>Total</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>	<b>FY 2026/27</b>	<b>FY 2027/28</b>	<b>FY 2028/29</b>
Prior Allocations	\$ 101,696,672	\$ 28,365,072	\$ 44,413,282	\$ 21,513,318	\$ 7,405,000	\$ -
Current Request(s)	\$ 861,500	\$ -	\$ 479,500	\$ 324,000	\$ 58,000	\$ -
New Total Allocations	\$ 102,558,172	\$ 28,365,072	\$ 44,892,782	\$ 21,837,318	\$ 7,463,000	\$ -

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

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Northern Embarcadero and Jefferson Quick-Builds
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Safer and Complete Streets
<b>Current PROP L Request:</b>	\$744,000
<b>Supervisory District</b>	District 03

## REQUEST

### Brief Project Description

This request is for funding to implement quick-build safety improvements along The Embarcadero (Bay Street to Chestnut Street) and Jefferson Street (Hyde Street to Powell Street). Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Safety improvements include protected bikeways, painted safety zones, loading zones, and more.

### Detailed Scope, Project Benefits and Community Outreach

Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors, and include paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete islands, curb ramps, and minor pavement improvements.

To help expedite the delivery of safer streets, the SFMTA seeks funding to continue implementing quick-build improvements on San Francisco's High Injury Network. The allocation request supports the implementation of the program as described below. Planned safety improvements include traffic control measures such as protected bikeways, signal modifications, painted safety zones, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes.

This program is aligned with the strong and consistent demand for immediate safety improvements on critical streets citywide, heard through the development of the Vision Zero Action Strategy and from past hearings on the Vision Zero Quick-Build program at the SFMTA Board and the Transportation Authority. The program will continue expanding on the initial work of the Vision Zero Quick-Build program to bring traffic safety improvements to high-risk areas throughout the city. Projects will be developed and implemented with strong community engagement and work that can be primarily completed by in-house SFMTA and Public Works crews.



## **Jefferson Street Quick-Build Project**

- Extents: Hyde Street to Powell Street
- Scope: This project is a continuation of efforts to improve streets in the Fisherman's Wharf and Pier 39 area, as requested by community stakeholders, to promote Fisherman's Wharf vitality, address traffic safety concerns, connect major landmarks by filling in gaps in the active transportation network, and provide opportunities for placemaking. This project would complement and support SF Port with their efforts towards the Fisherman's Wharf revitalization project. Through this project, SFMTA staff would be working with the merchant community and SF Port to further study potential circulation, parking, and intersection improvements that support complete streets, overall traffic safety, as well as liaise with any future community-initiated street activation. Quick-build treatments to further these goals may include refreshing crosswalks, installing turn calming treatments, introducing turn restrictions, installing wayfinding, and adding bike connections from Jefferson Street to North Point Street on side streets. These treatments would be more specifically identified and evaluated for feasibility during the project's design phase.

## **Northern Embarcadero Quick-Build Project**

- Extents: Bay Street to Chestnut Street
- Scope: The Northern Embarcadero Quick-Build Project would improve waterfront safety and access for all users between Chestnut Street and Bay Street by right-sizing the northbound travel lanes (from 3 to 2 to match the rest of the Embarcadero corridor), adding loading capacity for the busy Alcatraz Landing curb zone, improving wayfinding, and exploring other potential comfort and safety upgrades to the northern Embarcadero corridor while retaining flexibility for SF Port operations. The project would build upon prior Embarcadero Enhancement Program outreach to engage key SF Port and neighborhood stakeholders throughout the design, implementation, and evaluation phases. The project would also leverage and complement longer-term planning efforts including the SFMTA-led Embarcadero Connectivity Plan and Port of San Francisco Waterfront Resiliency Program. See attached project information for additional details.

## **Outreach and Engagement**

- Both quick-build projects will focus on engaging small businesses, merchant community (e.g. Fisherman's Wharf CBD, Pier 39, Pier 33), advocates, and city partners (e.g. SF Port). Outreach activities would include targeted stakeholder meetings, site walks, and one-on-one discussions to address operational needs of specific businesses or properties. Project teams will maintain ongoing communication via email updates, phone calls, stakeholder meetings, and site visits to ensure feedback is incorporated into design refinements.
- Broader public outreach methods include posting public notices along project corridors, maintaining a project email subscription list, sending periodic subscription updates, sharing multilingual project materials, distributing printed factsheets, sending mailers to all addresses within the project area, promoting project milestones on social media, and tabling at neighborhood events.
- Project teams will coordinate closely with other city efforts and partner agencies, such as SF Port and SFPUC, to align timelines, share community feedback, and minimize construction impacts to the neighborhood.

## **Project Location**

The Embarcadero from Bay Street to Chestnut Street and Jefferson Street from Hyde Street to Powell Street

<b>Is this project in an Equity Priority Community?</b>	Yes
<b>Does this project benefit disadvantaged populations?</b>	Yes

### Project Phase(s)

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

### Justification for Multi-phase Request

Multi-phase allocation is recommended given short duration design phase for the project and overlapping design and construction phases as work is conducted at various locations. Improvements are expected to move quickly from design to construction, as they do not require major street reconstruction and will be implemented by city crews and/or on-call contractors.

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>PROP L Amount</b>	\$744,000.00

### Justification for Necessary Amendment

This request includes an amendment to the Safer and Complete Streets 5YPP to program \$744,000 from the Active Communities Plan Implementation Placeholder to the subject project. To make sufficient cash flow available to meet the project schedule, SFMTA requests a cost neutral exchange that would delay cash flow programmed the Contract 66 New Traffic Signals project, while making cash flow available sooner to the subject project. Contract 66 construction is delayed slightly versus the anticipated schedule at the time of programming, so this exchange will not impact implementation of Contract 66. SFMTA considers the implementation of these two quick-build corridor projects along The Embarcadero and Jefferson Street to be in alignment with the Biking and Rolling Plan and both projects are included in the plan's North Star Index. The projects directly support the plan's core principles and policy frameworks.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Northern Embarcadero and Jefferson Quick-Builds
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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)	Apr-May-Jun	2025	Oct-Nov-Dec	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

## SCHEDULE DETAILS

Anticipated project schedule:

Jefferson Quick-Build:

- Design Phase: June 2025 - December 2025
- Construction Phase: December 2025 - March 2026

Embarcadero Quick-Build

- Design Phase: September 2025 - June 2026
- Construction Phase: June 2027 - September 2027

Embarcadero Street project would be coordinated with nearby SFPUC outfall project.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Northern Embarcadero and Jefferson Quick-Builds
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$744,000	\$0	\$0	\$744,000
<b>Phases In Current Request Total:</b>	\$744,000	\$0	\$0	\$744,000

## 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	\$284,000	\$284,000	Prior experience with SFMTA labor
Construction	\$460,000	\$460,000	Prior experience with SFMTA labor and materials
Operations	\$0		
Total:	\$744,000	\$744,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	03/20/2025
<b>Expected Useful Life:</b>	10 Years

## Typical Unit Cost Estimates for Quick-Build Project Elements

### Notes

- Unit costs do not include contingency. 20% contingency will be added to project construction cost estimates.
- Unit costs do not include escalation.
- Specific elements of individual project may be higher or lower than typical costs based on field conditions.
- Quick-build projects may include other elements not listed below, based on specific project needs.

### Typical Unit Costs - SFMTA Paint Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	12" Crosswalk Lines / Stop Bars	Lin Ft	\$9.56
2	4" Broken White or Yellow	Lin Ft	\$2.73
3	4" Solid White or Yellow	Lin Ft	\$4.80
4	6" Broken White	Lin Ft	\$3.95
5	6" Solid White	Lin Ft	\$6.00
6	8" Broken White or Yellow	Lin Ft	\$5.40
7	8" Solid White or Yellow	Lin Ft	\$7.04
8	Double Yellow	Lin Ft	\$9.41
9	Two Way Left Turn Lanes (ea line)	Lin Ft	\$6.26
10	Raised Pavement Markers (White or Yellow)	Each	\$22.01
11	Per Block Fees	Each	\$1,521.96
12	Parking Stalls (Angle Stalls or "T"s)	Each	\$52.92
13	Bus Zones	Lin Ft	\$11.65
14	a. Ped Ramp Painting (inside Metro Dist.)	Int.	\$574.84
15	b. Ped Ramp Painting (outside Metro Dist.)	Int.	\$385.05
16	Color Curb Painting	Lin Ft	\$15.33
17	Green Sharrow Backing - thermoplastic	Sq Ft	\$24.02
18	Green/Red Lane - thermoplastic	Sq Ft	\$24.02
19	Bike box	Sq Ft	\$24.02
20	Khaki paint for Painted Safety Zones	Sq Ft	\$24.02
21	Methacrylate pavement legends	Sq Ft	\$18.25

### Typical Unit Costs - SFMTA Sign and Signal Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Street Name Signs	Each	\$ 300.00
2	Street Cleaning Signs	Each	\$ 300.00
3	TANSAT	Each	\$ 300.00
4	Blue Zone Signs	Each	\$ 300.00
5	Bike Lane Signs	Each	\$ 300.00
6	Lane Assignments	Each	\$ 300.00
7	Safe-Hit Posts	Each	\$ 100.00
8	4' turn restriction black & yellow raised bumps	Each	\$465.35
9	Wheel Stops (4" x 6" x 48" - Rubber)	Each	\$465.35
10	3.5" x 5.5" x 18" Pavement Bars (concrete)	Bar ft	\$93.07
11	Bike Rack	Each	\$ 370.00
12	Bike 8" Signals R/Y/G	Each	\$ 2,000.00
13	Extinguishable NTOR	Each	\$ 4,000.00

### Typical Unit Costs - SFMTA Meter Shop

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Parking Meter Relocation	Each	\$ 735.00
2	Parking Meter Removal	Each	\$ 115.00
3	Furnish New Ground Numbers	Each	\$ 68.00
4	Furnish New Pole, Sign, and Decal	Each	\$ 155.00
5	Furnish New Multi Space Meter Unit	Each	\$ 9,000.00

### Typical Unit Costs - SFPW

ITEM #	DESCRIPTION	UNIT	Typical Unit Cost
1	Bikeway buffer median island	Lin Ft	\$65.00
2	Protected corner median island	Each	\$15,000.00



Quick-Build Tasks by Location (Prop L Funding Requested)

#	Name (Limits)	Supervisory District	Anticipated Scope Details	Funds Requested
1	The Embarcadero (Bay Street to Chestnut Street)	3	Separated bikeways, road diet, pedestrian safety improvements, parking and loading reconfiguration to be determined with further evaluation during project design phase	\$ 334,000
2	Jefferson Street (Hyde Street to Powell Street)	3	Pedestrian safety improvements, wayfinding, turn calming measures, and bike facility connections to be determined with further evaluation during project design phase	\$ 410,000
Total				\$ 744,000

**Note:** Pedestrian safety improvements may include the following treatments, to be determined during further evaluation during project design phase: continental crosswalks, daylighting, painted safety zones, slow turn wedges, hardened centerlines, advanced limit lines, pedestrian head start signal timing, leading pedestrian intervals



Quick-Build Tasks by Phase

		Funds Requested		
#	Vision Zero Quick-Build Task	Design	Construction	Total
1	The Embarcadero (Bay Street to Chestnut Street)	\$ 134,000	\$ 200,000	\$ 334,000
2	Jefferson Street (Hyde Street to Powell Street)	\$ 150,000	\$ 260,000	\$ 410,000
		\$ 284,000	\$ 460,000	\$ 744,000
		Total DES	Total CON	Total

# San Francisco County Transportation Authority

## Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Northern Embarcadero and Jefferson Quick-Builds
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$744,000	<b>Total PROP L Recommended</b>	\$744,000

<b>SGA Project Number:</b>		<b>Name:</b>	Northern Embarcadero and Jefferson Quick-Builds Design
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2027
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-218	\$190,000	\$94,000	\$284,000

#### Deliverables

- Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project 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. SFMTA will report on number of intersections, locations, and treatments per location.
- SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.
- Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order).

#### Special Conditions

- The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP to add the subject project with funds from the Active Communities Plan Implementation placeholder and a cost neutral exchange of cash flow capacity with funds programmed to Signal Upgrade Contract 66 construction to make capacity available for the subject request. See attached 5YPP amendment for details.

<b>SGA Project Number:</b>		<b>Name:</b>	Northern Embarcadero and Jefferson Quick-Builds Construction
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2028
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%



Cash Flow Distribution Schedule by Fiscal Year				
Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-218	\$172,000	\$230,000	\$58,000	\$460,000
<b>Deliverables</b>				
1. Quarterly progress reports shall include detailed updated information on the scope, schedule, budget, and expenditures for each corridor, as well as project 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. SFMTA will report on number of intersections, locations, and treatments per location.				
2. SFMTA shall provide regular project evaluation updates. Publication of project evaluations via SFMTA's Safe Streets Evaluation program will be accepted to fulfill this deliverable, so long as the corridors included in this request are addressed.				
3. For every quarter during which project construction activities are happening, provide 2-3 photos of existing conditions, work being performed and work completed.				
<b>Special Conditions</b>				
1. The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP to add the subject project with funds from the Active Communities Plan Implementation placeholder and a cost neutral exchange of cash flow capacity with funds programmed to Signal Upgrade Contract 66 construction to make capacity available for the subject request. See attached 5YPP amendment for details.				

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

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	Northern Embarcadero and Jefferson Quick-Builds
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$744,000
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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:

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## CONTACT INFORMATION

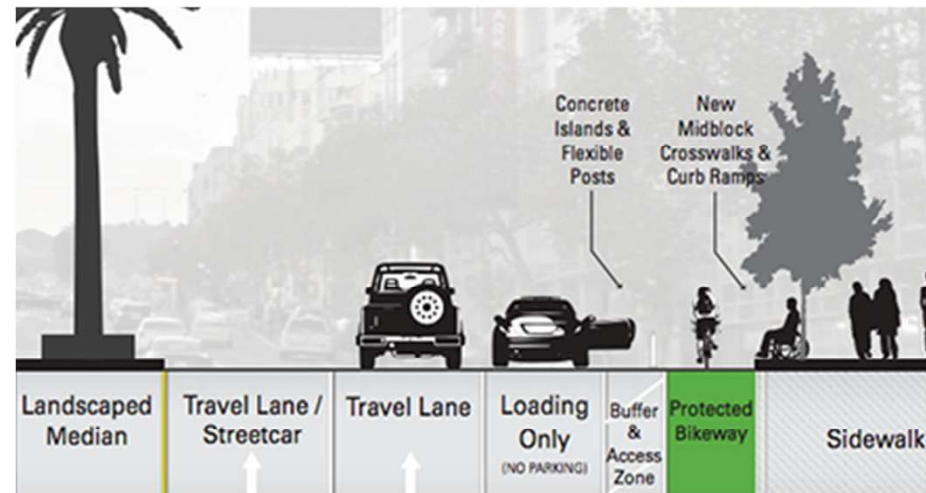
	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Jennifer Wong	Michael Lee
<b>Title:</b>	Transportation Planner	1823 - Senior Administrative Analyst
<b>Phone:</b>	(415) 701-4551	(415) 646-2175
<b>Email:</b>	jennifer.wong@sfmta.com	michael.lee@sfmta.com

# Embarcadero Enhancement Program

## Northern Embarcadero

### Proposed Project Summary

- **Top 311 complaint location** regarding blocked bike lanes (pre-pandemic data)
- Add protection for the **northbound bike lane** between Chestnut and Bay streets
  - *Closes an important gap from Pier 27 toward Fisherman's Wharf*
- Formalize and **improve loading** safety and accessibility at Alcatraz Landing
- Right-size the vehicle travel lanes (from 3 to 2) to **match rest of corridor**
  - *No significant travel time delay is expected due to relatively low traffic volumes*
- **Proposed funding request** in fall 2024 via SFMTA's Vision Zero Quick-Build Program
- **Re-engage Port tenants** and stakeholders in 2025 for potential implementation in 2025/2026.



*A quick-build project for Northern Embarcadero would focus on improving safety where there is high vehicle loading demand*



# Embarcadero Enhancement Program

## Northern Embarcadero Quick-Build

### Pier 27 to Pier 29



#### Existing Conditions

- A third northbound (NB) vehicle lane picks up within the intersection of Sansome/Chestnut and becomes two left-turn lanes and two through-lanes at Bay St
- NB daily traffic volume is ~11,000 vehicles per day (October 2023 data)
- Extra lane is not well utilized and invites speeding: prevailing speeds are 33mph (over the speed limit)



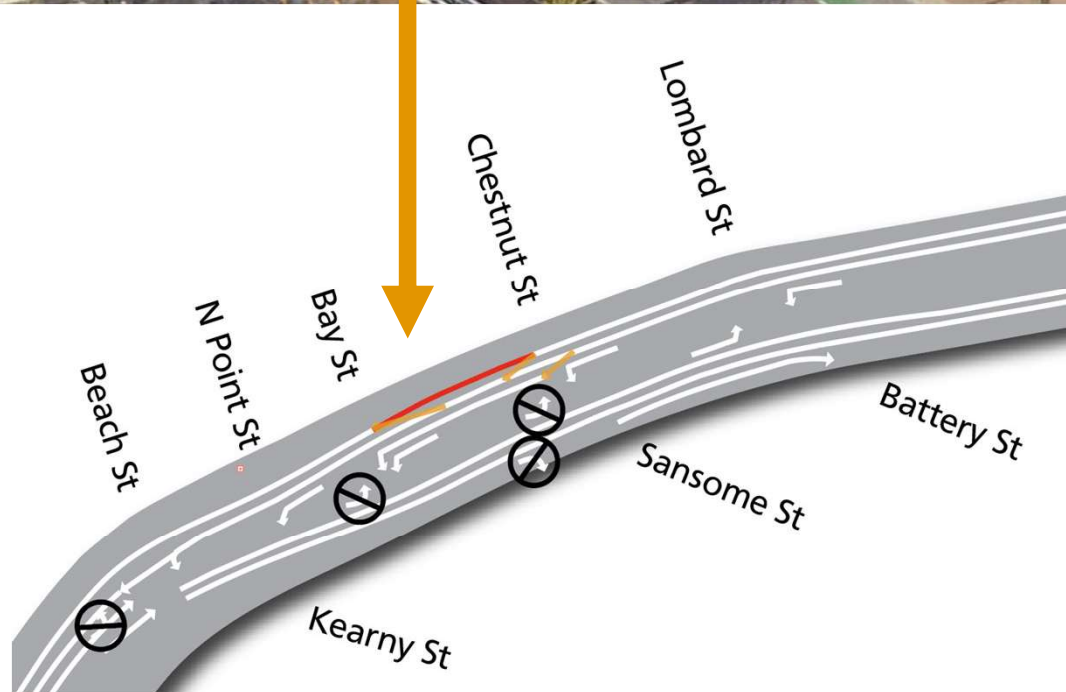
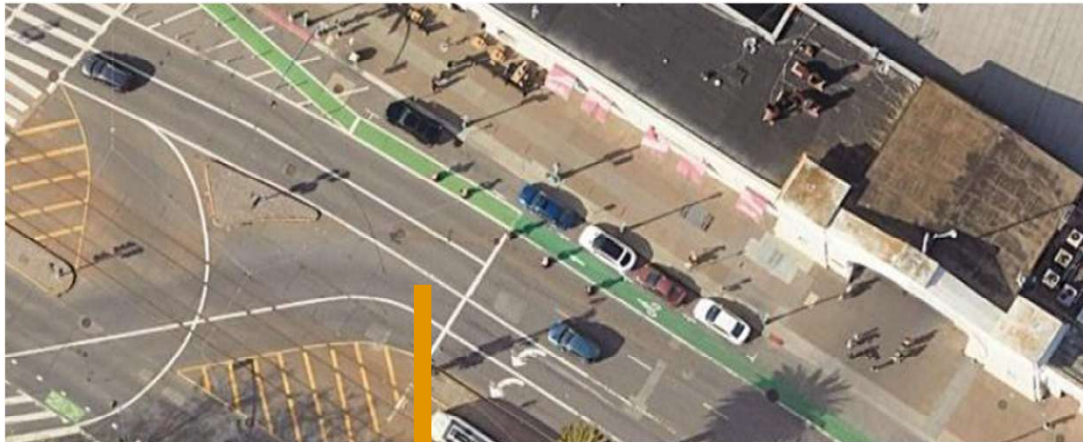
#### Proposed Conditions

The project would maintain two existing NB travel lanes and repurpose the third (excess) travel lane as a protected bikeway and improved loading zone at Alcatraz Landing. NB vehicle movements at Sansome would not be affected.

# Embarcadero Enhancement Program

## Northern Embarcadero Quick Build

### Bay Street Approach



### Existing Conditions (NB)

- Two left-turn lanes and two through-lanes at Bay Street
- Approx. 650 vehicles approaching Bay Street in peak hour with 2-in-3 vehicles turning left onto Bay Street (September 2023 data)

### Proposed Conditions (NB)

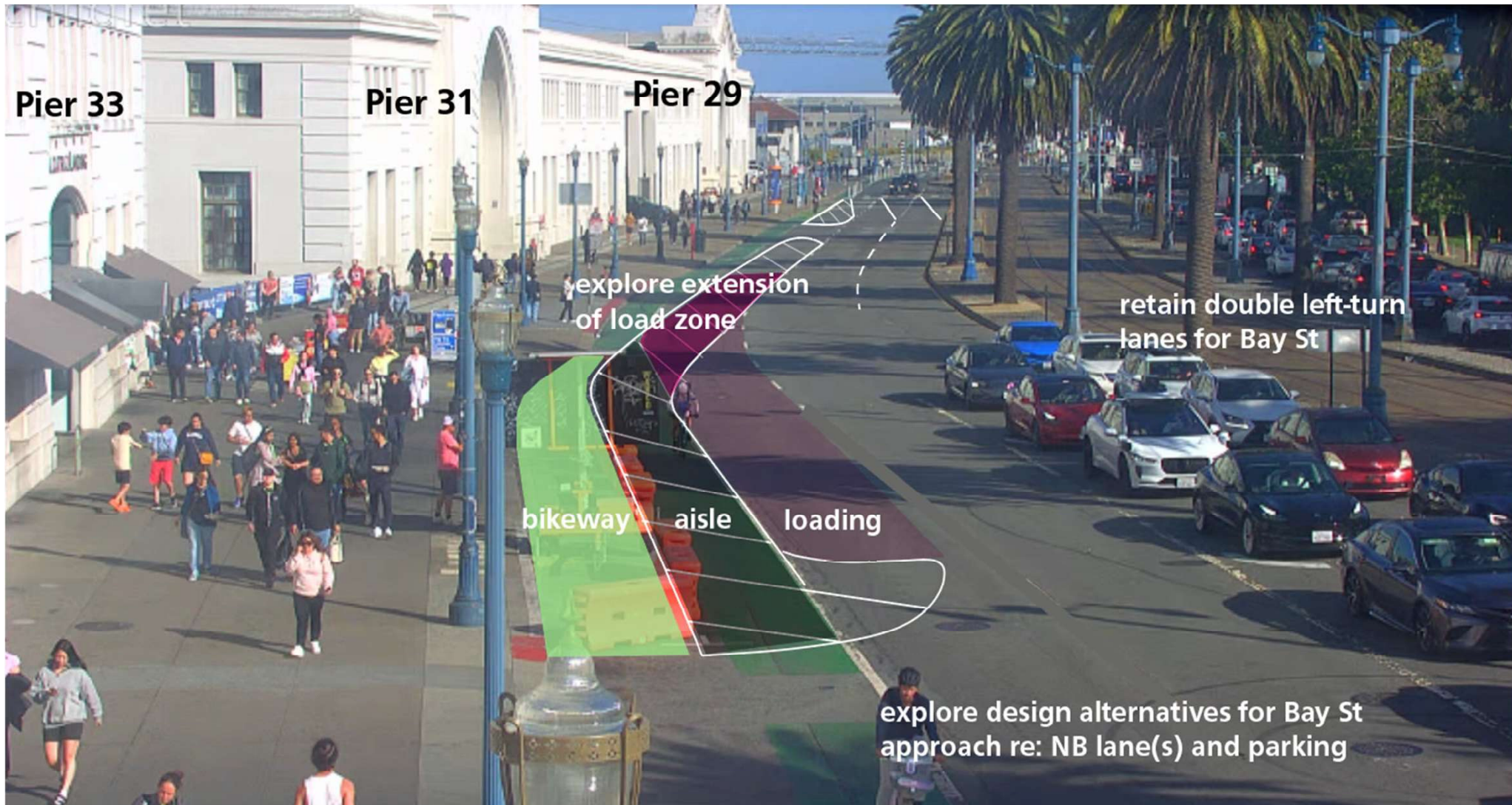
- Maintain two left-turn lanes
- Explore design alternatives that maintain two northbound travel lanes throughout
  - May require added restrictions for/loss of up to five metered parking spaces
- Explore design alternative with **two receiving NB lanes** and one approach lane
  - Should not result in substantial travel delay given relatively low volumes
  - Maintains better curb access at Pier 33
- Explore tweaks to previous Pier 35 quick-build if there is consensus on a better design



# Embarcadero Enhancement Program

## Northern Embarcadero Quick Build

### Alcatraz Landing Load Zone



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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation <sup>4,5</sup>	TBD	Programmed		\$1,256,000				\$1,256,000
SFMTA	Active Communities Plan Implementation <sup>5</sup>	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	13th Street Safety Project <sup>4</sup>	CON	Allocated		\$2,350,000				\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	PS&E	Pending		\$284,000				\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	CON	Pending		\$460,000				\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements <sup>3</sup>	CON	Programmed	\$268,000					\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street <sup>3</sup>	CON	Allocated		\$352,000				\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue <sup>3</sup>	PS&E	Allocated		\$80,000				\$80,000
SFMTA	Golden Gate Greenway (Tenderloin) <sup>1</sup>	PS&E	Allocated	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) <sup>1</sup>	CON	Programmed		\$960,000				\$960,000
SFMTA	Howard Streetscape	CON	Programmed		\$2,000,000				\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			\$700,000			\$700,000
SFMTA	Page Slow Street	PS&E	Programmed		\$407,000				\$407,000
SFMTA	Page Slow Street	CON	Programmed			\$593,000			\$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program <sup>2</sup>	PS&E	Programmed	\$0					\$0

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program <sup>2</sup>	PLAN	Allocated	\$220,000					\$220,000
SFMTA	School Traffic Calming Program <sup>2</sup>	CON	Allocated	\$1,780,000					\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed		\$220,000				\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed		\$1,780,000				\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed			\$220,000			\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed			\$1,780,000			\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				\$220,000		\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				\$1,780,000		\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation <sup>1</sup>	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed		\$200,000				\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed			\$200,000			\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000

Subprogram: Outreach and Education Projects



2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
Safer and Complete Streets (EP 18)  
Programming and Allocations to Date  
Pending May 2025 Board

[illegible]

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending May 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	

FOOTNOTES:

<sup>1</sup> 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY23/24 for design (Resolution 2024-041, 5/21/2024):

Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.

Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.

Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.

<sup>2</sup> 5YPP amendment to fund School Traffic Calming Program with \$220,000 in FY23/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):

School Traffic Calming, FY23/24 Design: Reduced from \$220,000 to \$0 in FY23/24.

School Traffic Calming, FY23/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.

School Traffic Calming, FY23/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.

<sup>3</sup> 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)

District 4 Street Improvements: Reduced placeholder FY23/24 programming line from \$700,000 to \$268,000

District 4 Street Improvements - Kirkham Street: Added project in FY24/25 programming line for \$352,000 for construction

District 4 Street Improvements - 41st Avenue: Added project in FY24/25 programming line for \$80,000 for design

<sup>4</sup> 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)

Active Communities Plan Implementation (FY25): Reduced from \$4,350,000 to \$2,000,000 in FY2024/25

13th Street Safety Project: Added project with \$2,350,000 in FY2024/25 for construction.

<sup>5</sup> 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-0xx, 5/25/2025)

Active Communities Plan Implementation (FY25): Reduced programming from \$2,000,000 to \$1,256,000 in FY2024/25.

Northern Embarcadero and Jefferson Quick-Builds: Added project in FY2024/25 with \$744,000 in programming (\$284,000 design, \$460,000 construction). Cash flow capacity made available through a cost-neutral cash flow exchange with Contract 66 New Traffic Signals and Active Communities Plan Implementation FY25 and FY26 placeholders as described below:

Contract 66 New Traffic Signals: Reduced cash flow from \$1,100,000 to \$356,000 in FY 2024/25 and increased from \$0 to \$744,000 in FY 2027/28.

Active Communities Plan Implementation (FY26): Reduced cash flow from \$750,000 to \$6,000 in FY2027/28; increased from \$1,000,000 to \$1,744,000 in FY2028/29.

Active Communities Plan Implementation (FY25): Increased cash flow from \$0 to \$744,000 in FY2027/28; reduced from \$1,000,000 to \$256,000 in FY2028/29.

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

Safer and Complete Streets (EP 18)

Cash Flow (Maximum Annual Reimbursement)

Pending May 2025 Board

Project Name	Phase	Fiscal Year										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
5th Street Corridor Improvements	CON				\$500,000	\$500,000						\$1,000,000
7th Ave Bikeway	PS&E		\$25,000	\$25,000								\$50,000
7th Ave Bikeway	CON			\$50,000	\$50,000							\$100,000
Active Communities Plan Implementation <sup>4, 5</sup>	TBD			\$0	\$0	\$0	\$256,000	\$1,000,000				\$1,256,000
Active Communities Plan Implementation <sup>5</sup>	TBD					\$6,000	\$1,744,000	\$1,000,000	\$1,000,000			\$3,750,000
Active Communities Plan Implementation	TBD						\$750,000	\$1,000,000	\$1,000,000	\$1,000,000		\$3,750,000
Active Communities Plan Implementation	TBD							\$750,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,750,000
13th Street Safety Project <sup>4</sup>	CON					\$2,350,000						\$2,350,000
Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	PS&E			\$190,000	\$94,000							\$284,000
Northern Embarcadero and Jefferson Quick-Builds <sup>5</sup>	CON			\$172,000	\$230,000	\$58,000						\$460,000
Central Embarcadero Enhancement (OBAG Match)	PS&E	\$50,000	\$150,000									\$200,000
District 4 Street Improvements <sup>3</sup>	CON		\$134,000	\$134,000								\$268,000
District 4 Street Improvements - Kirkham Street <sup>3</sup>	CON		\$176,000	\$176,000								\$352,000
District 4 Street Improvements - 41st Avenue <sup>3</sup>	PS&E		\$40,000	\$40,000								\$80,000
Golden Gate Greenway (Tenderloin) <sup>1</sup>	PS&E		\$140,000									\$140,000
Golden Gate Greenway (Tenderloin) <sup>1</sup>	CON			\$210,000	\$500,000	\$250,000						\$960,000
Howard Streetscape	CON			\$500,000	\$500,000	\$1,000,000						\$2,000,000
Market Octavia Living Alleys	CON				\$350,000	\$350,000						\$700,000
Page Slow Street	PS&E			\$200,000	\$207,000							\$407,000
Page Slow Street	CON					\$500,000	\$93,000					\$593,000
Safe Streets Evaluation Program	PLAN		\$250,000	\$200,000								\$450,000
Safe Streets Evaluation Program	PLAN				\$200,000	\$200,000						\$400,000
School Traffic Calming Program <sup>2</sup>	PS&E		\$0	\$0								\$0

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

Safer and Complete Streets (EP 18)

Cash Flow (Maximum Annual Reimbursement)

Pending May 2025 Board

Project Name	Phase	Fiscal Year										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
School Traffic Calming Program <sup>2</sup>	PLAN		\$70,000	\$100,000	\$50,000							\$220,000
School Traffic Calming Program <sup>2</sup>	CON		\$30,000	\$670,000	\$1,080,000							\$1,780,000
School Traffic Calming Program	PS&E			\$100,000	\$120,000							\$220,000
School Traffic Calming Program	CON				\$700,000	\$1,080,000						\$1,780,000
School Traffic Calming Program	PS&E				\$100,000	\$120,000						\$220,000
School Traffic Calming Program	CON					\$700,000	\$1,080,000					\$1,780,000
School Traffic Calming Program	PS&E					\$100,000	\$120,000					\$220,000
School Traffic Calming Program	CON						\$700,000	\$1,080,000				\$1,780,000
School Traffic Calming Program	PS&E						\$100,000	\$120,000				\$220,000
School Traffic Calming Program	CON							\$700,000	\$1,080,000			\$1,780,000
Sickles Avenue Streetscape	CON		\$300,000	\$1,000,000								\$1,300,000
Slow Streets Implementation <sup>1</sup>	CON		\$60,000	\$140,000								\$200,000
Slow Streets Implementation	CON			\$100,000	\$100,000							\$200,000
Slow Streets Implementation	CON				\$100,000	\$100,000						\$200,000
Slow Streets Implementation	CON					\$100,000	\$100,000					\$200,000
Slow Streets Implementation	CON						\$100,000	\$100,000				\$200,000
SoMa Arterial Traffic Calming	CON			\$120,000	\$520,000	\$360,000						\$1,000,000
Tenderloin Protected Intersections	CON				\$125,000	\$125,000						\$250,000
Valencia Street Bikeway Improvements	CON					\$500,000	\$500,000					\$1,000,000
Vision Zero Left Turn Reduction Program	CON		\$50,000	\$50,000								\$100,000
Vision Zero Left Turn Reduction Program	CON				\$50,000	\$50,000						\$100,000
Vision Zero Speed Limit Reduction	CON		\$100,000									\$100,000
Vision Zero Speed Limit Reduction	CON				\$100,000							\$100,000
Vision Zero Speed Limit Reduction	CON						\$100,000					\$100,000
Yerba Buena Island Multi-Use Path	CON				\$500,000	\$500,000						\$1,000,000

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

## Safer and Complete Streets (EP 18)

Cash Flow (Maximum Annual Reimbursement)

Pending May 2025 Board

Project Name	Phase	Fiscal Year										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
Bicycle Education and Outreach	CON		\$200,000									\$200,000
Bicycle Education and Outreach	CON			\$200,000								\$200,000
Bicycle Education and Outreach	CON				\$200,000							\$200,000
Bicycle Education and Outreach	CON					\$200,000						\$200,000
Bicycle Education and Outreach	CON						\$200,000					\$200,000
Safe Routes to School Non-Infrastructure	CON	\$100,000	\$130,000									\$230,000
Safe Routes to School Non-Infrastructure	CON		\$118,000	\$118,000								\$236,000
Safe Routes to School Non-Infrastructure	CON			\$122,000	\$121,000							\$243,000
Safe Routes to School Non-Infrastructure	CON				\$126,000	\$125,000						\$251,000
Safe Routes to School Non-Infrastructure	CON					\$129,000	\$129,000					\$258,000
Vision Zero Education and Communications: Speed Safety Cameras FY24	CON		\$50,000	\$100,000								\$150,000
Vision Zero Education and Communications FY25-28	CON			\$50,000	\$150,000							\$200,000
Vision Zero Education and Communications FY25-28	CON				\$50,000	\$150,000						\$200,000
Contract 66 New Traffic Signals <sup>5</sup>	CON		\$356,000	\$1,100,000	\$1,100,000	\$744,000						\$3,300,000
Contract 67 New Traffic Signals	PS&E		\$550,000	\$550,000								\$1,100,000
Skyline and Sloat Intersection Improvements	CON		\$600,000	\$200,000								\$800,000
Cash Flow Programmed in 2023 5YPP		\$150,000	\$3,529,000	\$6,617,000	\$7,923,000	\$10,297,000	\$5,972,000	\$5,750,000	\$4,080,000	\$2,000,000	\$1,000,000	\$47,318,000
Total Cash Flow Allocated and Pending		\$150,000	\$2,104,000	\$2,016,000	\$1,454,000	\$2,408,000	\$0	\$0	\$0	\$0	\$0	\$8,132,000
Total Cash Flow Unallocated		\$0	\$1,425,000	\$4,601,000	\$6,469,000	\$7,889,000	\$5,972,000	\$5,750,000	\$4,080,000	\$2,000,000	\$1,000,000	\$39,186,000
Total Cash Flow in 2023 Strategic Plan		\$150,000	\$4,273,000	\$6,805,000	\$8,099,000	\$9,189,000	\$5,972,000	\$5,750,000	\$4,080,000	\$2,000,000	\$1,000,000	\$47,318,000
Deobligated Funds		\$0	\$0	\$0	\$0	\$0						\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$744,000	\$932,000	\$1,108,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation												
Board Approved Allocation/Appropriation												

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 5 Daylighting [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	Neighborhood Transportation Program
<b>Current PROP L Request:</b>	\$117,500
<b>Supervisory District</b>	District 05

## REQUEST

### Brief Project Description

The SFMTA requests Prop L funds for daylighting at approximately 235 intersections in District 5, in accordance with Assembly Bill 413, which prohibits vehicle parking within 20 feet of crosswalks. Daylighting is a proven safety treatment that improves visibility at intersections for people crossing the street. Neighborhood Program funds would enable District 5 to become the first fully daylit district in the City.

### Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests District 5 Neighborhood Program funds to paint curbs red in accordance with AB 413, which prohibits vehicle parking within 20 feet of crosswalks. Daylighting is a proven safety treatment that improves visibility at intersections for people crossing the street by removing visual obstructions near crosswalks. This treatment typically involves restricting parking near intersections to create clearer sightlines, reducing the risk of collisions and enhancing overall street safety. SFMTA will implement red curbs at intersections on the High Injury Network (Phase 1) and at locations near school zones (Phase 2) using previously allocated Prop L sales tax funds and TNC Tax funds. SFMTA will use requested Prop L funds to paint red curbs at all other intersections in District 5 (Phase 3), making it the first fully daylit district in San Francisco.

District 5 has the smallest number of intersections in Phase 3, with only 235 intersections requiring daylighting with red paint. The SFMTA would prioritize these locations in District 5, with enhanced outreach to business corridors and neighbors.

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

Various intersections within District 5

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

## Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	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	\$117,500.00

## Justification for Necessary Amendment

Funding this request requires reducing programmed NTP placeholder funds by \$117,500.

# San Francisco County Transportation Authority

## Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 5 Daylighting [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

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

### SCHEDULE DETAILS



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 5 Daylighting [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$117,500	\$0	\$117,500
<b>Phases In Current Request Total:</b>	\$0	\$117,500	\$0	\$117,500

## COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$117,500	\$117,500	Recent work
Operations	\$0		
Total:	\$117,500	\$117,500	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	03/14/2025
<b>Expected Useful Life:</b>	10 Years

# San Francisco County Transportation Authority

## Prop L/Prop AA/TNC Tax Allocation Request Form

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Daylighting					
235 intersections daylight	\$ 117,500	100%	\$ -	\$ 117,500	\$ -
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 117,500</b>		<b>\$ -</b>	<b>\$ 117,500</b>	<b>\$ -</b>

**UNIT COST**  
\$500

Assumptions: Cost to daylight one intersection is \$500. This cost includes labor and construction management as well as supplies like paint per intersection.

# San Francisco County Transportation Authority

## Allocation Request Form

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 5 Daylighting [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$117,500	<b>Total PROP L Recommended</b>	\$117,500

<b>SGA Project Number:</b>		<b>Name:</b>	District 5 Daylighting [NTP]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	03/31/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

#### Cash Flow Distribution Schedule by Fiscal Year

<b>Fund Source</b>	<b>FY2025/26</b>	<b>Total</b>
PROP L EP-225	\$117,500	\$117,500

#### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR (due July 31, 2025) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop L attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

#### Special Conditions

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

<b>Metric</b>	<b>PROP AA</b>	<b>TNC TAX</b>	<b>PROP L</b>
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

<b>FY of Allocation Action:</b>	FY2024/25
<b>Project Name:</b>	District 5 Daylighting [NTP]
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$117,500
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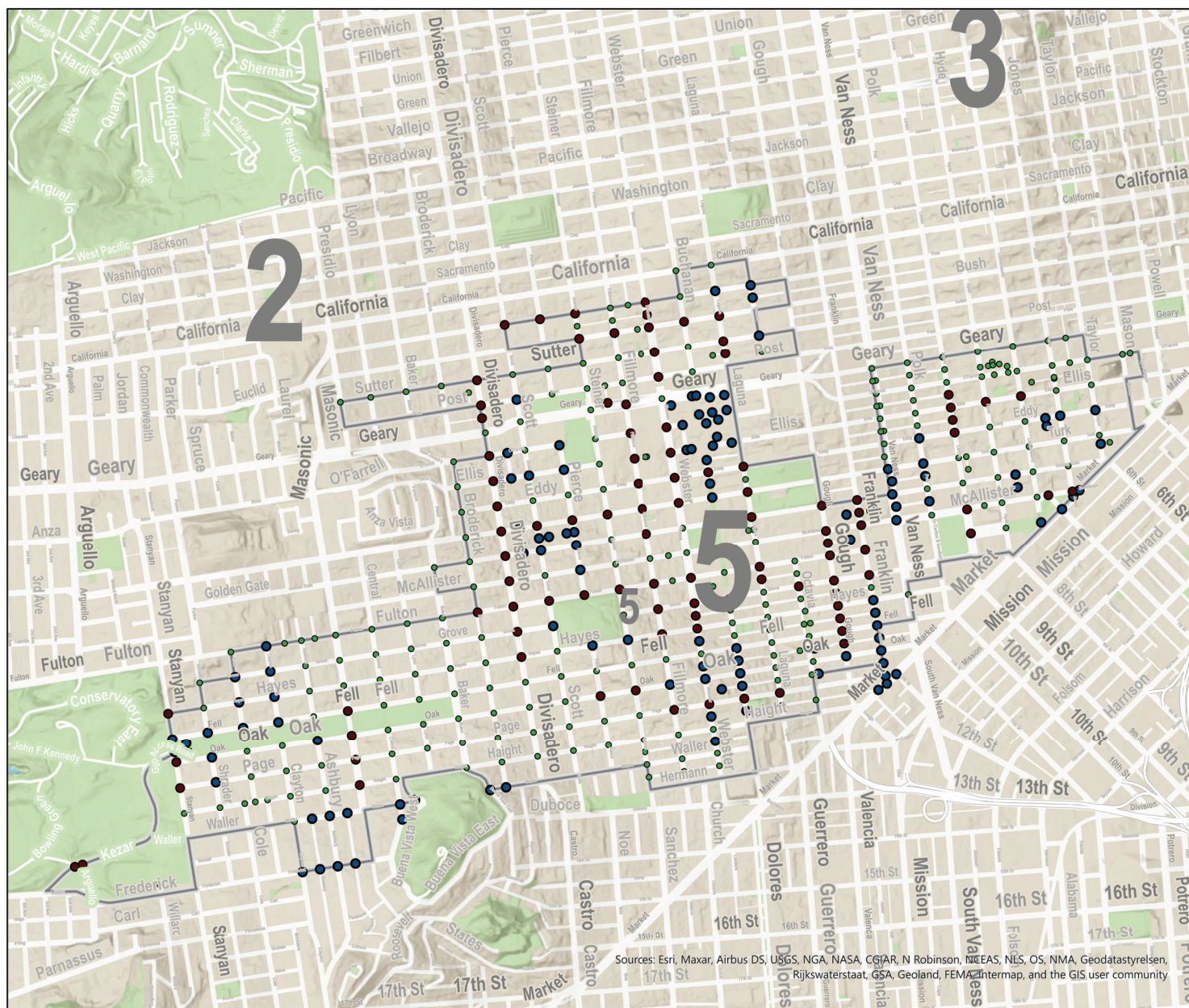
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Shannon Hake	Michael Lee
<b>Title:</b>	Team Leader/Project Manager	1823 - Senior Administrative Analyst
<b>Phone:</b>	(415) 646-2238	(415) 646-2175
<b>Email:</b>	shannon.hake@sfmta.com	michael.lee@sfmta.com



## District 5 Daylighting

### Eligible intersections

**April 2025**

The intersections in this map are the remaining for daylighting in District 5 after the HIN Quick-Build Toolkit and Vision Zero Schools Daylighting efforts.

### Legend

- Supervisor districts
- HIN Quick-Build Toolkit intersections
- Vision Zero Schools Daylighting Intersections
- D5\_Intersections\_NTIP



0.2

miles

Scale 1:16,267

Date Saved: 4/7/2025

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."



<b>D5 Intersections NTP</b>
LEAVENWORTH AT MCALLISTER
GOLDEN GATE AT JONES
FULTON AT UNITED NATIONS AT HYDE
HYDE AT MCALLISTER
GOLDEN GATE AT LEAVENWORTH
GOLDEN GATE AT HYDE
GOLDEN GATE AT LARKIN
VAN NESS AT HAYES
POLK AT MCALLISTER AT DR CARLTON B GOODLETT
POLK AT GOLDEN GATE
IVY AT FRANKLIN
MASON AT OFARRELL
OFARRELL AT ELWOOD
TURK AT JONES
TURK AT TAYLOR
TAYLOR AT ELLIS
JONES AT STEVELOE
ANTONIO AT JONES
HYDE AT TURK
TURK AT LEAVENWORTH
LEAVENWORTH AT EDDY
ELLIS AT JONES
OFARRELL AT TAYLOR
SHANNON AT OFARRELL
JONES AT OFARRELL
GEARY AT JONES
SHANNON AT GEARY
TURK AT DODGE
EDDY AT HYDE
OFARRELL AT ADA
HARLEM AT OFARRELL
OFARRELL AT HYDE
TURK AT LARKIN
LARKIN AT OFARRELL
OFARRELL AT LEAVENWORTH
GEARY AT LEAVENWORTH
AMITY AT ADA
MABEL AT HYDE
HYDE AT GEARY
GEARY AT LARKIN
MYRTLE AT LARKIN
POLK AT WILLOW
ELLIS AT POLK
OFARRELL AT POLK

OLIVE AT POLK
ALICE B TOKLAS AT MYRTLE AT POLK
POLK AT GEARY
LARCH AT VAN NESS
VAN NESS AT EDDY
VAN NESS AT WILLOW
VAN NESS AT ELLIS
OFARRELL AT VAN NESS
OLIVE AT VAN NESS
VAN NESS AT ALICE B TOKLAS
GEARY AT VAN NESS AT GEARY
ROSE AT LAGUNA
WEBSTER AT GERMANIA
GERMANIA AT FILLMORE
WALLER AT FILLMORE
WEBSTER AT WALLER
HAIGHT AT WEBSTER
FILLMORE AT HAIGHT
FILLMORE AT LAUSSAT
OCTAVIA AT ROSE
LILY AT OCTAVIA
LAGUNA AT LILY
HICKORY AT OCTAVIA
FELL AT LAGUNA
FELL AT OCTAVIA
HAYES AT OCTAVIA
OCTAVIA AT LINDEN
LAGUNA AT LINDEN
OCTAVIA AT IVY
BUCHANAN AT LINDEN
LAGUNA AT HAYES
BUCHANAN AT HAYES
GROVE AT LAGUNA
IVY AT LAGUNA
IVY AT BUCHANAN
BUCHANAN AT GROVE
OCTAVIA AT BIRCH
FULTON AT OCTAVIA
MCALLISTER AT LAGUNA
FELL AT WEBSTER
LAGUNA AT REDWOOD
WEBSTER AT GOLDEN GATE
WEBSTER AT MCALLISTER
MCALLISTER AT FILLMORE
GERMANIA AT STEINER



WALLER AT STEINER
LAUSSAT AT STEINER
HAIGHT AT STEINER
PAGE AT STEINER
PIERCE AT HAIGHT
PIERCE AT PAGE
HAIGHT AT SCOTT
DIVISADERO AT HAIGHT
OAK AT SCOTT
SCOTT AT PAGE
PAGE AT DIVISADERO
SCOTT AT FELL
DIVISADERO AT OAK
HAIGHT AT BAKER AT BUENA VISTA
BRODERICK AT HAIGHT
PAGE AT BRODERICK
BRODERICK AT OAK
FILLMORE AT FELL
FELL AT STEINER
PIERCE AT FELL
STEINER AT GROVE
STEINER AT GOLDEN GATE
MCALLISTER AT STEINER
STEINER AT EDDY
DIVISADERO AT FELL
HAYES AT SCOTT
FELL AT BRODERICK
BRODERICK AT HAYES
BRODERICK AT GROVE
SCOTT AT MCALLISTER
EDDY AT PIERCE
BRODERICK AT MCALLISTER
GOLDEN GATE AT BRODERICK
EDDY AT SCOTT
BRODERICK AT TURK
PAGE AT BAKER
BAKER AT OAK
PAGE AT CENTRAL
PAGE AT LYON
OAK AT CENTRAL
OAK AT LYON
HAIGHT AT ASHBURY
HAIGHT AT CENTRAL
ASHBURY AT PAGE
FELL AT ASHBURY



CENTRAL AT FELL
BAKER AT FELL
BAKER AT HAYES
BAKER AT GROVE
BAKER AT FULTON
FELL AT LYON
LYON AT GROVE
LYON AT HAYES
HAYES AT CENTRAL
GOLDEN GATE AT BAKER
BRODERICK AT EDDY
ELLIS AT BRODERICK
FULTON AT LYON
CENTRAL AT GROVE
CENTRAL AT FULTON
MASONIC AT HAYES
GROVE AT MASONIC
HAYES AT ASHBURY
MASONIC AT FULTON
GROVE AT ASHBURY
ATALAYA AT FULTON
CLAYTON AT WALLER
HAIGHT AT CLAYTON
BELVEDERE AT HAIGHT
COLE AT HAIGHT
CLAYTON AT PAGE
OAK AT CLAYTON
COLE AT HAIGHT
COLE AT PAGE
COLE AT OAK
SHRADER AT HAIGHT
STANYAN AT HAIGHT
SHRADER AT HAYES
GROVE AT SHRADER
ASHBURY AT FULTON AT HEMWAY
LOYOLA AT FULTON
COLE AT FULTON
BUCHANAN AT POST
SUTTER AT BUCHANAN
BUCHANAN AT PINE
LAGUNA AT CALIFORNIA
BUCHANAN AT CALIFORNIA
GEARY AT WEBSTER
POST AT FILLMORE
ELLIS AT STEINER

GEARY AT STEINER
OFARRELL AT STEINER
AVERY AT POST
FILLMORE AT WILMOT
ORBEN AT PINE
SUTTER AT FILLMORE
PINE AT FILLMORE
STEINER AT POST
POST AT PIERCE
SCOTT AT GEARY
OFARRELL AT SCOTT
DIVISADERO AT GEARY
SCOTT AT SUTTER
SUTTER AT PIERCE
STEINER AT SUTTER
WILMOT AT STEINER
OFARRELL AT BRODERICK
SUTTER AT BRODERICK
BAKER AT SUTTER
LYON AT SUTTER
SUTTER AT PRESIDIO
BREEN AT MCALLISTER
BUSH AT COTTAGE
SUTTER AT COTTAGE
LAGUNA AT OAK
OCTAVIA AT OAK
LAGUNA AT HICKORY
WILLOW AT VAN NESS
VAN NESS AT OLIVE
MYRTLE AT VAN NESS
LINDEN AT OCTAVIA
BREEN
DODGE
OPAL
STEVELOE
ANTONIO
HARLEM
AMITY
MABEL
ADA
HICKORY
REDWOOD
ELLIS
ELLIS
OCTAVIA

HEMLOCK
ERKSON
WILLARD
BANNEKER AT GROVE
BANNEKER
MCALLISTER AT FRIENDSHIP
FRIENDSHIP AT FULTON
FULTON AT BUCHANAN
BUCHANAN AT MCALLISTER
BUCHANAN AT GOLDEN GATE
LARCH AT LAGUNA

Total: 235

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
Neighborhood Transportation Program (EP 25)  
Programming and Allocations to Date  
Pending May 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 <sup>1,2,3,4,5,6,7</sup>	TBD	Programmed	\$948,355					\$948,355
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] <sup>1</sup>	PLAN/CER	Appropriated	\$236,000					\$236,000
SFMTA	Walter U Lum Place Public Space Study [NTP] <sup>1</sup>	PLAN/CER	Allocated	\$114,000					\$114,000
SFCTA	Inner Sunset Multimodal Safety and Access Study [NTP] <sup>1</sup>	PLAN/CER	Appropriated	\$265,000					\$265,000
SFMTA	Inner Sunset Multimodal Safety and Access Study [NTP] <sup>1</sup>	PLAN/CER	Allocated	\$85,000					\$85,000
SFMTA	Great Highway Gateway [NTP] <sup>2</sup>	PLAN/CER	Allocated		\$159,145				\$159,145
SFPW	Clement Street Intersection Improvements <sup>2</sup>	PS&E	Allocated		\$25,000				\$25,000
SFPW	Clement Street Intersection Improvements <sup>2</sup>	CON	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] <sup>3</sup>	PLAN/CER	Allocated		\$50,000				\$50,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] <sup>3</sup>	PS&E	Allocated		\$100,000				\$100,000
SFMTA	District 11 Traffic Calming and Sideshow Deterrence [NTP] <sup>3</sup>	CON	Allocated		\$550,000				\$550,000
SFMTA	Lincoln Way Traffic Signals [NTP] <sup>4</sup>	PS&E	Allocated		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] <sup>5</sup>	PLAN/CER	Allocated		\$250,000				\$250,000

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
 Neighborhood Transportation Program (EP 25)  
 Programming and Allocations to Date  
 Pending May 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 <sup>6</sup> [NTP]	PS&E	Allocated		\$60,000				\$60,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement <sup>6</sup> [NTP]	CON	Allocated		\$290,000				\$290,000
SFMTA	District 5 Daylighting [NTP] <sup>7</sup>	CON	Pending		\$117,500				\$117,500

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)  
Neighborhood Transportation Program (EP 25)  
Programming and Allocations to Date  
Pending May 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				\$1,848,355	\$4,401,645	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Total Allocated and Pending				\$900,000	\$2,301,645	\$0	\$0	\$0	\$3,201,645
Total Unallocated				\$948,355	\$2,100,000	\$2,050,000	\$200,000	\$200,000	\$5,498,355
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				\$2,201,645	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- <sup>1</sup> 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.
- <sup>2</sup> 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.
- <sup>3</sup> 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.
- <sup>4</sup> 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.
- <sup>5</sup> 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.
- <sup>6</sup> 5YPP amendment to fund Monterey Boulevard Pedestrian Safety Improvement [NTP] (Resolution 2025-038, 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.
- <sup>7</sup> 5YPP amendment to fund District 5 Daylighting [NTP] (Resolution 2025-0xx, 5/25/2025):  
Neighborhood Program (NTP) Project Placeholder: Reduced from \$1,065,855 to \$948,355  
District 5 Daylighting [NTP]: Added project with \$117,500 in FY2024/25.

**Attachment 6a**  
**Proposed Grant Amendment - Ortega Street Improvements**

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
23-37	139-907171	Ortega Street Improvements [NTIP Capital] (SFMTA)	<p>SFMTA requests amendment of the Standard Grant Agreement (SGA) for the subject project to update the scope, schedule, budget and funding plan to reflect completion of design and add in construction phase details, along with concurrent release of \$280,000 in sales tax funds held in reserve for construction.</p> <p>This project will construct traffic calming street improvements on Ortega Street between 19th Avenue and 47th Avenue. These improvements will create a priority pedestrian and bicycle route on a neighborhood street. Various traffic calming features are included in the project to improve traffic safety, comfort and calmness, and make the local street more inviting for neighborhood scale travel by walking and bicycling. The project is expected to be open for use by July 2025.</p> <p>See proposed amended allocation request form (Attachment 6b) for additional details.</p>	<p><b>Special Conditions:</b></p> <p>1. The recommended amendment is contingent upon SFCTA Board release of \$280,000 in sales tax funds held in reserve for construction of the subject project through approval of Resolution 23-37. Note: SFMTA has satisfied the requirements to release the construction funds including completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form for the construction phase of the project.</p> <p>2. The recommended amendment is contingent upon a waiver of Prop K policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board. Note: SFMTA started the construction phase in September 2024, following completion of the design phase but prior to Board releasing the construction funds held in reserve. At this time, the construction phase is nearly 75% complete.</p>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Ortega Street Improvements [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP L Expenditure Plans</b>	N/A
<b>Current Request:</b>	\$280,000 (Amendment to prior allocation)
<b>Supervisory District</b>	District 04

## REQUEST

### Brief Project Description

This project will construct traffic calming street improvements on Ortega Street between 19th Avenue and 47th Avenue. These improvements will create a priority pedestrian and bicycle route on a neighborhood street. Various traffic calming features are included in the project to improve traffic safety, comfort and calmness, and make the local street more inviting for neighborhood scale travel by walking and bicycling.

### Detailed Scope, Project Benefits and Community Outreach

In March 2023, through approval of Resolution 23-37 (Standard Grant Agreement 139-907171), the Transportation Authority allocated \$50,000 in sales tax funds, with conditions, to SFMTA for the design phase of the Ortega Street Improvements project and put \$280,000 on reserve for the construction phase. The resolution specified that the construction funds may be released by the Transportation Authority Board following completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form including the proposed scope, schedule, cost, and funding plan for the proposed recommendations to be implemented with Prop K sales tax funds. SFMTA staff has completed the aforementioned actions and is requesting release of the construction funds for the Ortega Street Improvements project as described in the Scope section below.

### Scope

Implementation of traffic calming street improvements on Ortega Street between 19th Avenue and 47th Avenue will create a priority pedestrian and bicycle route on a neighborhood street. Various traffic calming features are included in the project to improve traffic safety, comfort and calmness, and make the local street more inviting for neighborhood scale travel by walking and bicycling.

Over the last several years, SFMTA staff engaged in a planning and concept design process to improve Ortega Street. In coordination with community members in the Sunset neighborhood, such as schools and residents on and around Ortega Street, SFMTA staff developed a design for Ortega Street. The project team also coordinated with other stakeholders like the San Francisco Fire Department and the District 4 Supervisor's office to ensure that they were aware of project progress. and supported the outreach and design process.



After completion of the conceptual design and environmental approval, staff received legislative approval in summer 2024 for the project. The final approved design includes the below elements (also see attached map):

- Speed cushions on Ortega Street between: 22nd Avenue and 23rd Avenue, 23rd Avenue and 24th Avenue, 28th Avenue and 29th Avenue, 29th Avenue and 30th Avenue, 30th Avenue and 31st Avenue, 31st Avenue and 32nd Avenue, 35th Avenue and 36th Avenue, 39th Avenue and 40th Avenue, and 40th Avenue and 41st Avenue
- A raised crosswalk on the west leg of Ortega and 37th Avenue
- Intersection daylighting at all intersections in the project area
- Installation or upgrade of crosswalks at 15 intersections in the project area to continental crosswalks
- Conversion of existing two-way stop-controlled intersections to four-way stop-controlled intersections on Ortega Street at 33rd and 34th avenues
- Painted safety zones at the intersection of Ortega Street at 40th Avenue on the northeast corner

Following legislative approval, project staff proceeded to detailed design, working with SF Public Works. City forces will construct the traffic calming devices on Ortega Street

### **Schedule Update**

The schedule has been revised from the original request to reflect what happened during detailed design and the overall project delivery process. The project was delayed due to longer than expected review by SF Fire Department and development of a new speed cushion design detail. A new speed cushion design was developed to improve the experience for bicyclists based on feedback from community members. These two tasks created additional delay, which delayed the planned construction start date. All of these issues encountered during project delivery and detailed design phase, have been documented in quarterly reports.

### **Request for Policy Waiver to Allow Retroactive Reimbursement of Construction Costs**

The recommended amendment is contingent upon a waiver of Prop L policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board. SFMTA started the construction phase in September 2024, prior to Board approval to release the construction funds. At this time, construction is nearly 75% complete and SFMTA anticipates the project will be done by July 2025.

The Transportation Authority's Neighborhood Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects. Commissioner Engardio has expressed support for using \$330,000 in District 4 NTIP funds for this project.

### Project Location

Ortega Street between 19th Avenue and 47th Avenue

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

### Project Phase(s)

Construction (CON)

### 5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	
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# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Ortega Street Improvements [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2023
Environmental Studies (PA&ED)			Apr-May-Jun	2024
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2023	Jul-Aug-Sep	2024
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

## SCHEDULE DETAILS

Project Initiation and Management

Task Timeline: September 2023 to July 2025 (ongoing)

Primary Responsible Party: SFMTA staff

Detailed Design

Task Timeline: Fall 2023 – August 2024

Primary Responsible Party: SFMTA staff and SF Public Works

Construct Speed Cushions and Raised Crosswalk

Task Timeline: January 2025 – June 2025

Primary Responsible Party: SF Public Works

Implement Intersection Daylighting, Painted Safety Zones Continental Crosswalks, and Signs

Task Timeline: September 2024 to June 2025

Primary Responsible Party: SFMTA staff

Construction and Implementation Communications and Outreach

Task Timeline: February 2024 to July 2025

Primary Responsible Party: SFMTA staff

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Ortega Street Improvements [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-225: Neighborhood Transportation Program	\$0	\$0	\$280,000	\$280,000
<b>Phases In Current Request Total:</b>	\$0	\$0	\$280,000	\$280,000

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$280,000	\$280,000
Prop K	\$0	\$0	\$50,000	\$50,000
<b>Funding Plan for Entire Project Total:</b>	\$0	\$0	\$330,000	\$330,000

## 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	\$50,000		Based on prior similar work
Construction	\$280,000	\$280,000	Based on prior similar work
Operations	\$0		
Total:	\$330,000	\$280,000	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	06/21/2024
<b>Expected Useful Life:</b>	30 Years

# San Francisco County Transportation Authority

## MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of Task Total	SFPW	SFMTA
1. Design Implementation				
Task 1: Speed cushions and raised crosswalk	\$ 98,000	50%	\$ 85,750.00	\$ 12,250.00
Task 2: New or refreshed crosswalks	\$ 37,240	19%		\$ 37,240.00
Task 3: New or refreshed red zones (daylighting)	\$ 43,120	22%		\$ 43,120.00
Task 4: Khaki paint (painted safety zone)	\$ 3,920	2%		\$ 3,920.00
Task 5: Safe hit posts (painted safety zone)	\$ 3,920	2%		\$ 3,920.00
Task 6: Paint and signs	\$ 9,800	5%		\$ 9,800.00
Subtotal	\$ 196,000	100%		
3. Construction Management/Support	\$ 74,200	38%	\$ 34,132.00	\$ 40,068.00
4. Other Direct Costs *	\$ -			
5. Contingency	\$ 9,800	5%	\$ 4,900.00	\$ 4,900.00
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$ 280,000</b>		<b>\$ 124,782.00</b>	<b>\$ 155,218.00</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Ortega Street Improvements [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP L Requested:</b>	\$280,000	<b>Total PROP L Recommended</b>	\$280,000

<b>SGA Project Number:</b>	139-907171	<b>Name:</b>	Ortega Street Improvements [NTIP Capital]
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2026
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP K	\$200,000	\$80,000	\$280,000

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Within 30 days of execution of the SGA Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and upon completion of the project Sponsor shall provide 2-3 photos of underway and completed work.

### Special Conditions

1. The recommended amendment is contingent upon SFCTA Board release of \$280,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 23-37.

2. The recommended amendment is contingent upon a waiver of Prop L policy prohibiting reimbursement of construction costs incurred prior to release of construction funds by the Transportation Authority Board.

### Notes

1. Progress reports will be shared with the District 4 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	15.15%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Ortega Street Improvements [NTIP Capital] (Amendment)
<b>Primary Sponsor:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP L Request:</b>	\$280,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Brian Liang	Kathryn Studwell
<b>Title:</b>	Transportation Planner	Grant Administration Manager
<b>Phone:</b>	(415) 646-4306	(415) 517-7015
<b>Email:</b>	brian.liang@sfmta.com	kathryn.studwell@sfmta.com



# Approved Ortega Street Neighborway Design

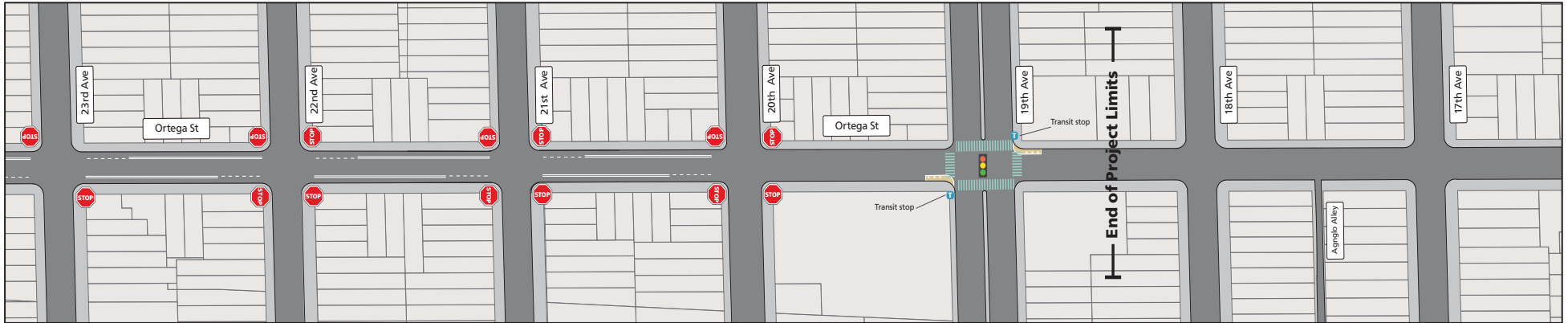
Ortega Street between 23rd Avenue and 19th Avenue



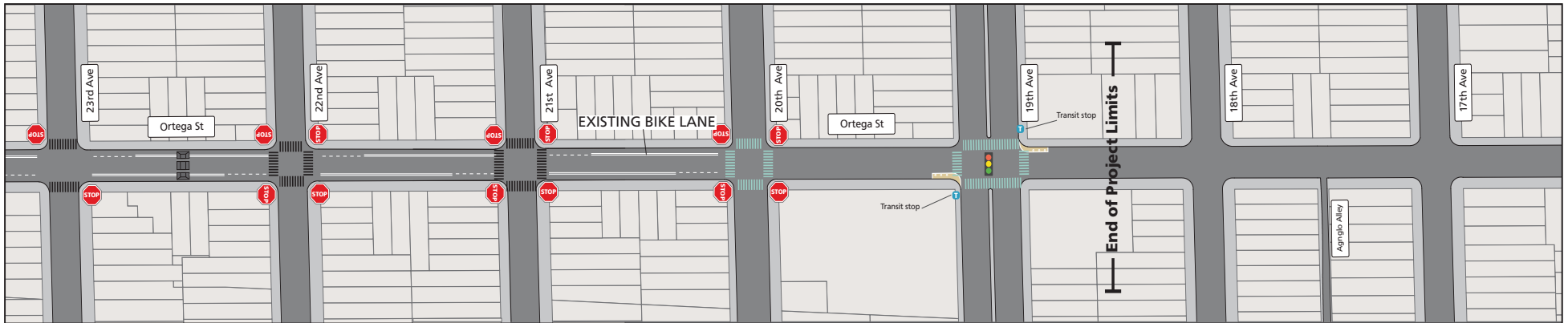
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

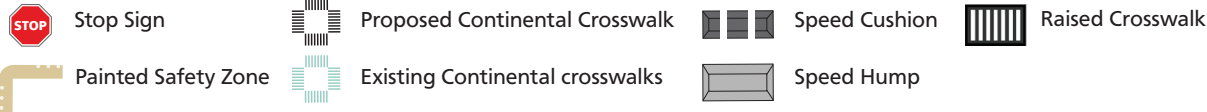
Existing



Proposed



## Legend



# Approved Ortega Street Neighborway Design

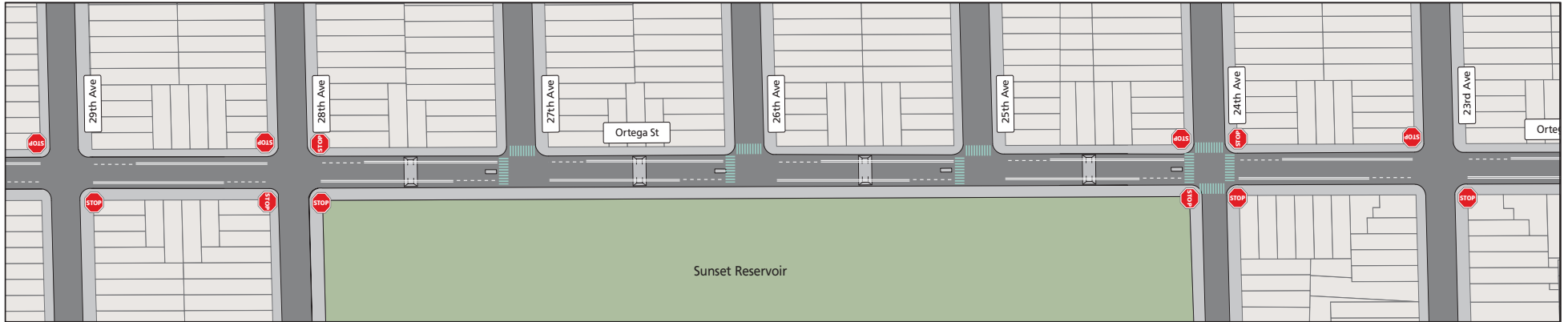
Ortega Street between 29th Avenue and 23rd Avenue



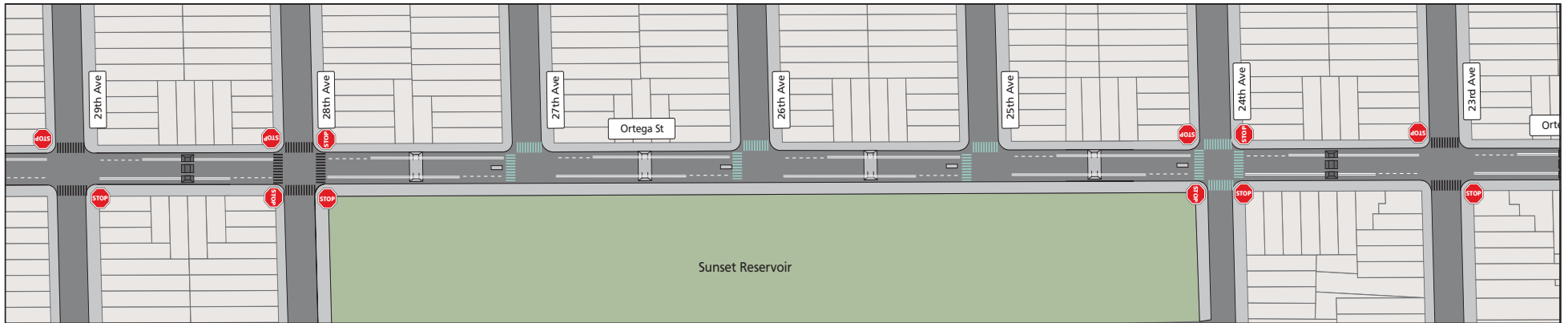
← Westbound towards Great Highway

Eastbound towards 19th Avenue →








Existing



Proposed



## Legend

- |  |   |   |  |
|--|---|---|--|
|  Stop Sign           |  Proposed Continental Crosswalk  |  Speed Cushion |  Raised Crosswalk |
|  Painted Safety Zone |  Existing Continental crosswalks |  Speed Hump    |  |



# Approved Ortega Street Neighborway Design

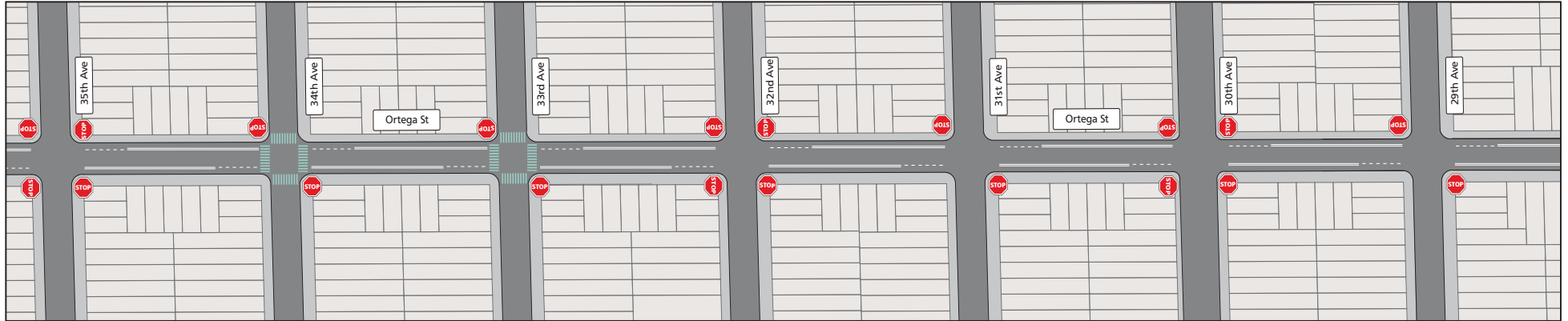
Ortega Street between 35th Avenue and 29th Avenue



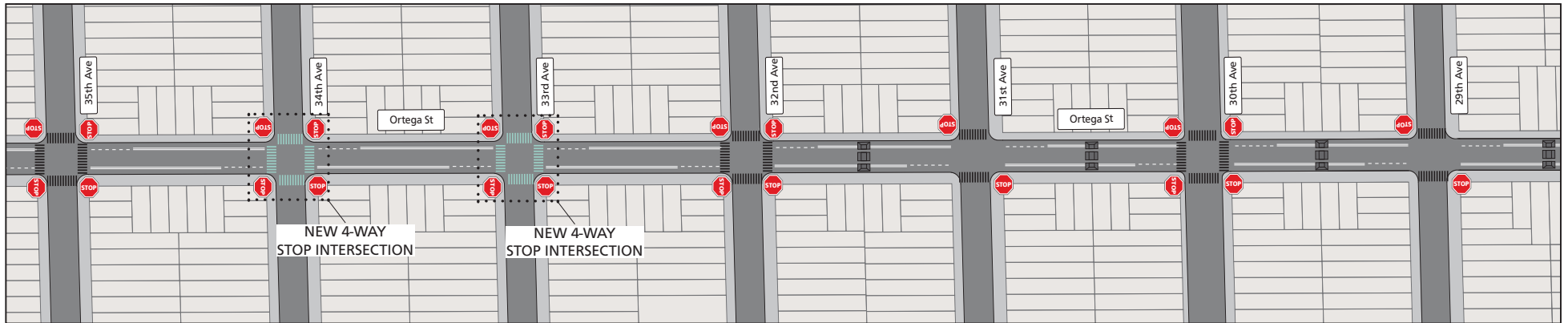
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

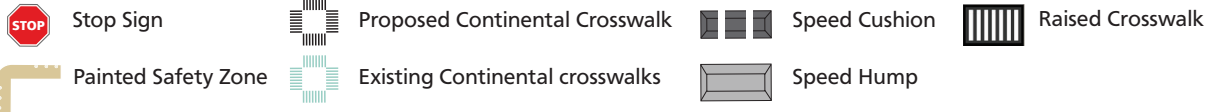
Existing



Proposed



## Legend



# Approved Ortega Street Neighborway Design

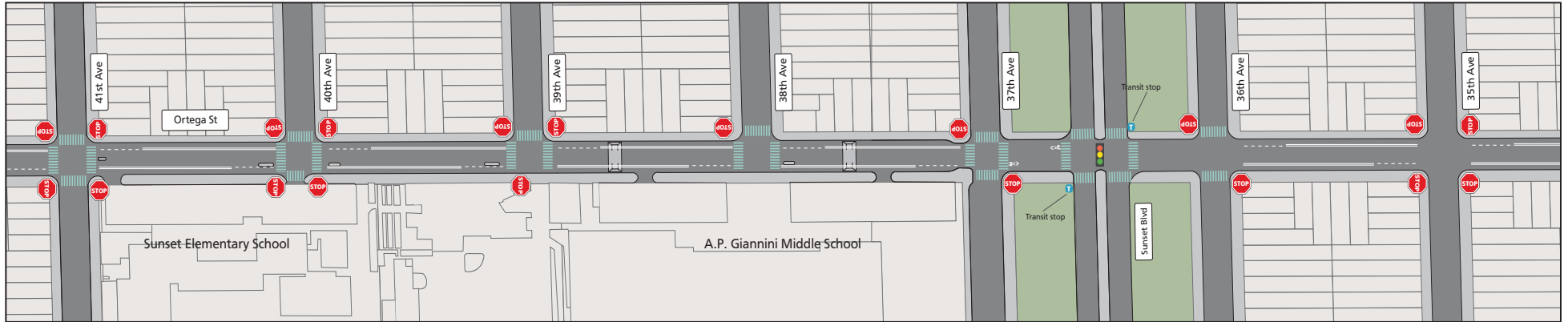
Ortega Street between 41st Avenue and 35th Avenue



← Westbound towards Great Highway

Eastbound towards 19th Avenue →








Existing



Proposed



## Legend

- |  |   |   |  |
|--|---|---|--|
|  Stop Sign           |  Proposed Continental Crosswalk  |  Speed Cushion |  Raised Crosswalk |
|  Painted Safety Zone |  Existing Continental crosswalks |  Speed Hump    |  |

# Approved Ortega Street Neighborway Design

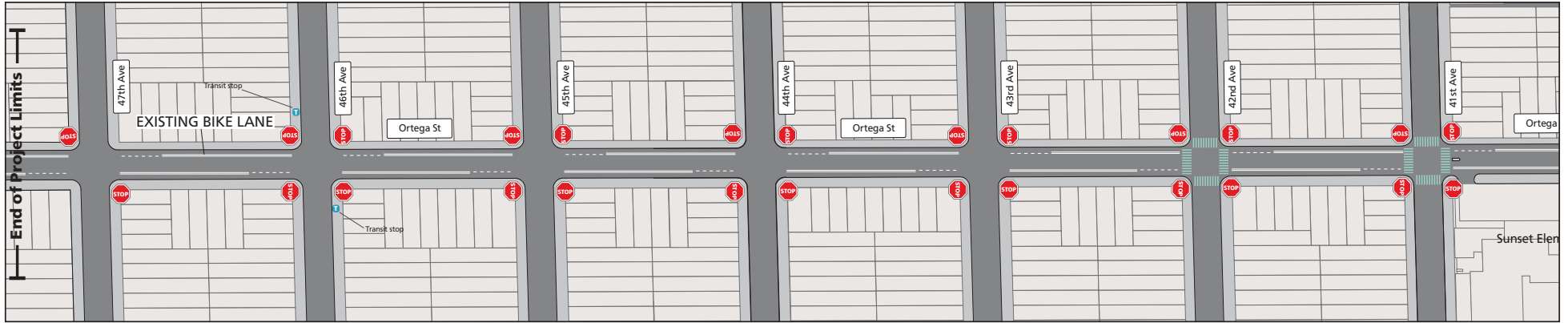
Ortega Street between 47th Avenue and 41st Avenue



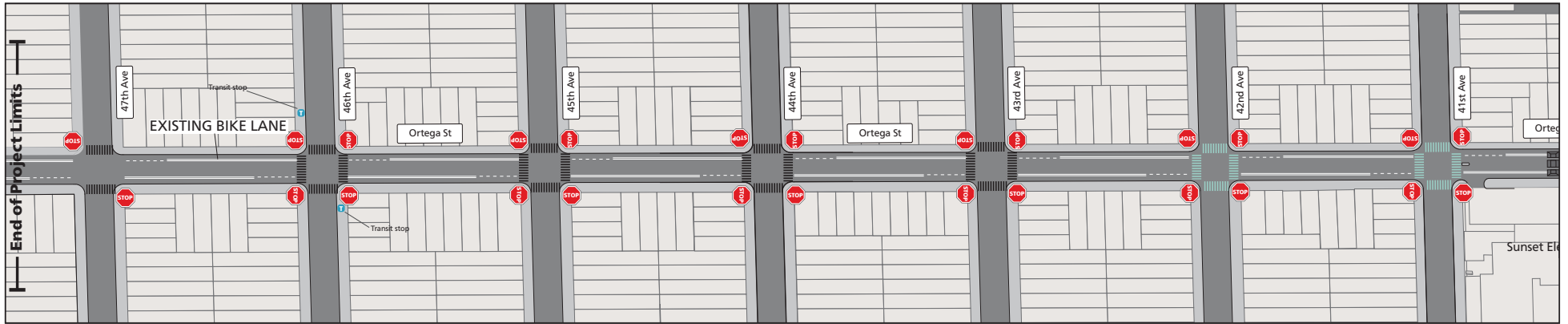
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

Existing



Proposed



## Legend

