



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

DATE: Tuesday, May 20, 2025, 10:00 a.m.
LOCATION: Legislative Chamber, Room 250, City Hall
 Watch SF Cable Channel 26 or 99
 (depending on your provider)
 Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2665 364 2398 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. Do not press *3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

COMMISSIONERS: Melgar (Chair), Sauter (Vice Chair), Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Mandelman, Sherrill, and Walton

CLERK: Amy Saeyang

Remote Participation

Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website (www.sfgovtv.org) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

1. Roll Call
2. Chair's Report – **INFORMATION**



- 3. Executive Director’s Report – **INFORMATION**
- 4. Approve the Minutes of the May 13, 2025 Meeting – **ACTION*** **5**

Consent Agenda

- 5. **[Final Approval]** Reappoint Sean Kim as the District 1 Representative to the Community Advisory Committee – **ACTION*** **13**
- 6. **[Final Approval]** State and Federal Legislation Update – **ACTION*** **21**
Positions: Support: Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Communications and Conveyance)
- 7. **[Final Approval]** 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 – **ACTION*** **27**
Projects: Prop L: SFMTA: Embarcadero and Jefferson Quick-Build (\$744,000), District 5 Daylighting [NTP] (\$117,500).
- 8. **[Final Approval]** Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851 and Decrease Expenditures by \$8,877,808 for a Total Net Increase in Fund Balance of \$5,359,957 – **ACTION*** **93**

End of Consent Agenda

- 9. San Francisco Transportation Plan 2050+ Update – **INFORMATION*** **103**

Other Items

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

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

- 11. Public Comment

- 12. Adjournment

*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Wheelchair-accessible entrances are located on Van Ness Avenue and Grove Street.



**San Francisco
County Transportation
Authority**

Board Meeting Notice – Agenda

Page 3 of 3

Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas, or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, 22nd Floor, San Francisco, CA 94103, during normal office hours.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, May 13, 2025

1. Roll Call

Chair Melgar called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (9)

Absent at Roll Call: Commissioners Chan (entered during Item 3) and Mandelman (2)

2. Approve the Minutes of the April 22, 2025 Meetings - ACTION

There was no public comment.

Commissioner Sauter moved to approve the minutes, seconded by Commissioner Walton.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (9)

Absent: Commissioners Chan and Mandelman (2)

3. Community Advisory Committee Report – INFORMATION

Kat Siegal, Community Advisory Committee (CAC) Chair, reported that at the April CAC meeting, the CAC unanimously supported allocating funds for the Embarcadero and Jefferson Quick Build, District 5 Daylighting, and the Ortega Street Improvement projects. She expressed appreciation for the daylighting project as the District 5 representative and she stated that other members were eager to know the timeline for citywide daylighting. She said that the CAC had received the State and Federal Legislative Update, primarily focused on recent amendments to Senate Bill (SB) 63. She said that there was substantial member discussion on the item including questions about the removal of the Transit Operations Financial Responsibility and Implementation Plan requirements, the mechanics of a potential citizen initiative under the new transportation revenue measure district, and the expected timeline for adding an expenditure plan.

Chair Siegal stated that the CAC had voted in support of the amended Fiscal Year (FY) 2024/2025 budget and that the CAC had received a preliminary presentation on the FY 2025/2026 budget and work program. She stated that members had sought clarity on deferred funds for FY 2024/2025 due to project delays. She said members were concerned about the root cause of the traffic calming program delivery issues and sought clarification about the impact of Buy America requirements on the Treasure Island ferry terminal project. She said that staff had addressed members' concerns



about risks to federal grants and using the revolving credit agreement to balance the budget.

Chair Siegal stated that members had received an update on the Vision Zero Freeway Ramp Study and noted that members encouraged staff to expand the study's scope beyond short-term improvements and the immediate ramp area. She also stated members had acknowledged staff's explanation of the project's limitations. Chair Siegal concluded by stating that members had encouraged staff to prioritize safety near transit hubs as a key project goal. She also noted that members had recommended developing a quick-build toolkit with basic improvements, such as continental crosswalks and ADA-accessible curb ramps, for all freeway touchpoints.

There was no public comment.

4. Reappoint Sean Kim to as the District 1 Representative to the Community Advisory Committee – ACTION

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

Sean Kim spoke to his interests and qualifications for serving on the CAC, emphasizing his appreciation for and regular use of public transit. He stated his goal was to amplify the voices of families, seniors, and underrepresented groups.

Commissioner Chan stated that Mr. Kim had played a helpful role on the CAC, particularly during the Geary BART implementation. She said that Mr. Kim supported small businesses along the Geary corridor and helped facilitate productive conversations with SFMTA. She added that Mr. Kim's leadership continued to be valuable as the City embarked on a new sewage and water pipe upgrade along Geary Boulevard. She credited his involvement for the smooth progress of the project and emphasized how he had helped inform her and her team about community feedback and effectively communicated those messages back to merchants and residents, noting his additional role as Vice President of the Geary Boulevard Merchants Association.

There was no public comment.

Commissioner Chan moved to approve the item, seconded by Commissioner Walton.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

5. State and Federal Legislation Update – ACTION

Amber Crabbe, Senior Public Policy Manager, presented the item per the staff memorandum.

Commissioner Dorsey highlighted the importance of Assembly Bill (AB) 1085, and commended former colleague Assemblymember, Catherine Stefani, for her leadership on the issue. He acknowledged the collective effort to pass speed safety cameras, noting the hard work that was done both before and after his arrival. He expressed frustration over businesses profiting from helping people evade safety measures and emphasized the need for legislation to crack down on license plate obstruction devices. He stated that such measures were crucial for public safety and sent a strong message



that California would not tolerate these actions.

During public comment, Jodie Medeiros, Executive Director at Walk San Francisco, spoke on behalf of Walk San Francisco and Families for Safe Streets in support of AB1085. She emphasized the dangers of speeding and reckless driving, noting that license plate covers hinder driver accountability. She also highlighted the measure as a way to support longstanding street safety efforts, including the speed camera pilot, and urged the Board to endorse AB 1085.

Aleta Dupree commented that she supported both bills.

Commissioner Mahmood moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

6. 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 – ACTION

Rachel Seiberg, Transportation Planner, presented the item per the staff memorandum.

Vice Chair Sauter commented that the Northern Embarcadero Quick-Build project would fill a key gap on The Embarcadero and noted that with respect to the Jefferson Quick-Build project, the business owners along Fisherman's Wharf were excited about the proposed improvements to help the area remain a competitive neighborhood for tourism. He added that improved safety, access, and calming traffic on the waterfront pathway would benefit everyone.

Commissioner Mahmood stated that speeding up installation of painted curbs would highlight where better visibility was needed on streets to improve safety. He also mentioned that a District 5 survey was circulated to hear ideas about how to spend the remainder of the Neighborhood Transportation Program (NTP) funding for the district. He added that his district was interested in adding painted safety zones to complement daylight intersections and urged his fellow commissioners to support this item.

During public comment, Jodie Medeiros applauded Commissioner Mahmood for accelerating daylighting, noting that District 5 was always in the top 3 most dangerous districts in San Francisco. She underscored the importance of daylighting in improving safety for all users at intersections and encouraged all commissioners to consider using NTP funds for daylighting in their districts, because it was a small financial investment for significant safety results.

Rachel Clyde, from San Francisco Bicycle Coalition, expressed support for the Northern Embarcadero Quick-Build project due to the plan to implement protected bike lanes and because the project addressed the high injury network and Vision Zero.

Commissioner Walton added that District 10 wanted to implement daylighting, and the SFMTA promised to fund implementation of daylighting. He stated that districts should



not have to use their NTP funds for daylighting but should instead be used for other projects. He said he would follow up with SFMTA about their commitment to funding daylighting in District 10.

Vice Chair Sauter moved to approve the item, seconded by Commissioner Mahmood.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

7. Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851 and Decrease Expenditures by \$8,877,808 for a Total Net Increase in Fund Balance of \$5,359,957 – ACTION

Lily Yu, Finance Manager, presented the item per the staff memorandum.

During public comment, Jodie Medeiros stated that she had been concerned about the high levels of pedestrian deaths and the end of San Francisco's ten-year Vision Zero policy in 2024. She called for greater transparency around the use of funds designated for safety tools like speed humps and criticized the current residential traffic calming program as ineffective and urged the City to use data-driven planning and improve interagency coordination to proactively implement safety measures. She concluded that safe streets were essential for stronger, healthier, and more connected communities.

Commissioner Sherrill moved to approve the item, seconded by Commissioner Dorsey.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Chen, Dorsey, Engardio, Fielder, Mahmood, Melgar, Sauter, Sherrill, and Walton (10)

Absent: Commissioner Mandelman (1)

8. Preliminary Fiscal Year 2025/26 Budget and Work Program – INFORMATION

Lily Yu, Finance Manager, and Tilly Chang, Executive Director, presented the item per the staff memorandum.

There was no public comment.

Chair Melgar excused Commissioner Chan from the remainder of the meeting.

9. SFMTA Financial Update – INFORMATION

Julie Kirschbaum, Director of Transportation at the SFMTA, presented the item.

Chair Melgar noted her role as a commissioner on the Metropolitan Transportation Commission (MTC) and discussed their ongoing collaborative efforts on regional issues. She asked about what SFMTA envisioned would be presented to voters at the local level as compared to what measures might be proposed at the regional level to address the needs of agencies such as BART and Caltrain. She also asked about SFMTA's real estate assets and their role in driving income, noting that some properties were owned by BART and that BART had made little progress on this issue.

Director Kirschbaum stated that the SFMTA was excited about joint development and



maximizing its property portfolio to meet funding needs and support the City's housing goals. She noted that they had not focused on the stations themselves, but mentioned BART's interest in maximizing housing near its stations and its investment at Balboa Park. She suggested that SFMTA could have discussions with BART on this topic. She also provided an overview of the regional revenue measure framework established through SB 63 by Senators Scott Wiener and Jesse Arreguin and that SFMTA had been working diligently to address the concerns of partner counties while clearly articulating the challenges faced by San Francisco, where 55% of Bay Area transit trips start or end. She emphasized MUNI's role as an important regional transit service and noted that SFMTA has asked that discussions be approached with that lens.

Commissioner Mahmood asked about how SFMTA could address fare compliance issues, such as fare evasion and passholders not being required to tag which could create the appearance of evading fares.

Director Kirschbaum replied that SFMTA should encourage tagging more to help address fare evasion and noted that until Clipper 2.0 was implemented, there were Muni passes such as the Day Pass, Lifeline Pass, and Passport program, that could be integrated into the Clipper system which was not currently possible. She explained that approximately 40% of riders paid via phone, which made it unclear whether someone was paying or simply using their device, and that this ambiguity could create a false perception that many were not paying, thereby discouraging others from doing so. She added that the rollout of Clipper 2.0 and expanded credit card payment options could increase tagging and promote greater accountability. She acknowledged that some riders were not paying fares, and that the agency was focusing on fare inspections. She said the SFMTA would launch campaigns, including the "Don't Be a Dodger" campaign, to promote accountability.

Commissioner Mahmood asked when the rollout for Clipper 2.0 would occur.

Ms. Kirschbaum replied that the rollout for Clipper 2.0 was expected this summer and noted that MUNI upgrades were complete, removing them from the critical path towards rollout.

Commissioner Sherrill asked for details on what was included in the non-MUNI cuts in the different package options.

Director Kirschbaum explained that 77% of the budget had been allocated to transit and transit support services, with 10% allocated for revenue generation. She noted that only a small portion of the budget had remained for programs such as crossing guards and street signage maintenance. She stated that cutting these services would result in increased response times to constituent complaints about street infrastructure, highlighting the tough choices involved in non-Muni cuts.

Commissioner Sauter asked whether there had been any consideration of modifying the vehicle registration fee and noted that the current fee was flat. He mentioned ideas from other cities, such as adjusting the fee based on vehicle weight, so that smaller cars were charged differently than larger vehicles.

Director Kirschbaum replied that the SFMTA had not specifically explored modifying the vehicle registration fee.

Chair Melgar asked if the Muni Funding Working Group had indicated a preference for



any specific package and whether there would be a final report from the Controller's Office.

Director Kirschbaum stated that the Muni Funding Working Group strongly preferred 'Package A,' which focused on large ballot measures. She noted discussions on including smaller measures for the 2028 ballot but acknowledged that mobilizing three times for Muni would be difficult. She mentioned that many stakeholders were interested in both Muni's survival and growth and suggested that a broader program, like one focused on climate, could gain support in 2028 or 2030. She explained that 'Package A' included elements beyond their control, prompting the group to explore other options. She added that the Controller's Office had made all presentations and meetings publicly available on their website and was preparing a final report.

During public comment, Aleta Dupree expressed concern about potential service cuts, emphasizing the need to avoid further reductions to prevent driving people away from transit. She appreciated efforts to find new efficiencies and highlighted the importance of Clipper, suggesting the implementation of accumulator-based fare systems similar to New York. She advocated for less car usage and more transit, drawing from her experience in New York with congestion pricing, and urged the City to ensure ongoing funding for Muni.

Griffin Lee from ConnectedSF expressed concern about further Muni cuts, noting that all six proposed packages depended on public support. He suggested it would be beneficial for SFMTA staff to develop options that did not rely on public funding in November 2026.

10. Downtown Travel Study – INFORMATION

Chun Ho Chow, Transportation Modeler, presented the item per the staff memorandum.

Chair Melgar commented that the analysis was excellent and could help guide policy and budget decisions for healthy downtown recovery.

Vice Chair Sauter appreciated the study and stated that the presentation made clear how important transit was to downtown, and downtown was to the City budget. He highlighted the slide detailing that 83% of sales tax revenue decline had been coming from the core downtown neighborhoods. He stated that the improvements that had happened since this study, particularly safety improvements on Muni and BART which the Transportation Authority had funded, though also recognizing that there was still a long way to go to full recovery. He also noted that some of the downtown decline in ridership could have been of our own making due to cuts to lines like the 10 and 41.

Commissioner Fielder asked whether Waymo was allowed access to Market Street under current law and asked about the impact on transit travel times that Waymo's access to Market Street would have.

Ms. Chang replied that the Transportation Authority did not have the data to answer the question about impacts on transit travel time, but said that the Transportation Authority could try to measure the data independently or get the data from the companies if they were willing to share the data. To the first question, she said that the California Department of Motor Vehicles had indicated that the permit for autonomous vehicles (Avs) included compliance with all local regulations, so vehicles with commercial plates were legally allowed on Market Street per the ordinance passed locally.



Commissioner Fielder asked if there were any ways to explore the recent addition of AVs on Market Street and their impact on travel times.

Ms. Chang replied that the Transportation Authority could take up that task if the Board wished.

Chair Melgar asked to see the slide showing the change in trips by mode. She noted that it was important to look at this data to note the change in behavior in how people traveled to downtown in terms of mode, such as automobile versus transit, and taxis/TNCs to a lesser extent. She emphasized the importance of looking at the data and the impacts of policy decisions on San Francisco which was a Transit First city.

During public comment, Rachel Clyde from the San Francisco Bicycle Coalition said the study showed that San Francisco had developed a car-centric transportation habit since the pandemic. She noted that, with revitalization of downtown being a primary focus of the City leadership, the City had to lead those efforts with sustainable transportation options. She said that given the climate crisis, the City could not afford to take steps backwards by continuing to have single-occupancy gas private vehicles as the primary mode of transportation. Ms. Clyde continued by saying if San Francisco built safe infrastructure for walking, biking, rolling, and transit, then people would come and fill downtown with activity; commented that automobiles were not foot traffic and that people in cars rarely made stops, as compared to people walking, biking, or taking transit; and urged the Board to prioritize the modes that would actually get people into shops.

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 12:02 p.m.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 5

DATE: May 5, 2025

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 05/13/2025 Board Meeting: Reappoint Sean Kim as the District 1 Representative to the Community Advisory Committee

RECOMMENDATION ☐ Information ☒ Action

Per Section 5.2(a) of the Administrative Code, each Commissioner shall nominate one member to the Community Advisory Committee (CAC). Neither staff nor CAC members make recommendations regarding CAC appointments.

SUMMARY

The term for the District 1 (Sean Kim) representative on the 11-member CAC expires on May 22, 2025. Commissioner Chan has indicated her intent to renominate Sean Kim for the District 1 seat. CAC members serve for a 2-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.

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

BACKGROUND

As described in the Transportation Authority's Administrative Code, the CAC shall provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;



3. Defining criteria and priorities for implementing the Expenditure Plan programs consistent with the intention of the half-cent sales tax funding purposes; and
4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness.

DISCUSSION

The Board appoints 11 members to the CAC and each Commissioner nominates one member to the committee. Per Section 5.2(a) of the Administrative Code, the CAC:

"...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, people with disabled, environmentalists and the neighborhoods and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents."

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, and at public meetings attended or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2024/25 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.



SUPPLEMENTAL MATERIALS

- Attachment 1 - CAC Roster
- Attachment 2 - CAC Application
- Attachment 3 - Resolution

ATTACHMENT 1

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2025
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2025
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	February 2026
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	February 2026
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and racial justice; Neighborhood; Public Policy	July 2022	July 2026
Sharon Ng D3	F	A	1	Inner Sunset	Environment;Social and racial justice;Neighborhood;Public Policy;Senior	September 2024	September 2026
Najuawanda Daniels	F	AA	10	NP	Social and racial justice; Labor; Neighborhood; Public Policy	September 2022	October 2026
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2026
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	February 2027
Zameel Imaduddin	M	A	11	District 11	Student	March 2025	March 2027

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian
* H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | ME - Middle Eastern | NP - Not Provided (Voluntary Information)



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103

415-522-4800

info@sfcta.org

www.sfcta.org

San Francisco County Transportation Authority

Application for Membership on the Community Advisory Committee

Sean	Kim	Male	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
East Asian		No	
ETHNICITY (OPTIONAL)		IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)	
District 1		[redacted]	[redacted]
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
[redacted]	[redacted]	[redacted]	[redacted]
STREET ADDRESS OF HOME	CITY	STATE	ZIP

Statement of qualifications:

My name is Sean Kim, owner of Joe's Ice Cream located at 18th Avenue and Geary Boulevard, and Vice President of the Geary Boulevard Merchants Association. I have been a proud resident and small business owner in the Central Richmond District since 2012. As a father of three children who have all relied on MUNI for commuting to school, I understand firsthand the critical role of public transportation in supporting families and the broader community. I personally enjoy using MUNI to attend meetings and participate in local events and entertainment.

Originally from Seoul, South Korea, I come from a culture where public transportation is an essential and highly valued part of daily life. Since November 2021, I have had the privilege of serving as a member of the Geary Improvement Project Community Advisory Committee (CAC). More recently, I joined the San Francisco Public Utilities Commission (SFPUC) Working Group in January 2025. Through these roles, I have remained deeply engaged in district matters related to transportation, public safety, infrastructure, and the impact of city construction on small businesses.

I am committed to continuing my advocacy for small business owners, families, seniors, and immigrants, ensuring that our community's voice is heard in the shaping of San Francisco's future.

Statement of objectives:

If appointed, I am committed to representing the voices of families with children, seniors, and small business owners. San Francisco is one of the major metropolitan areas with the lowest percentage of residents under the age of 18. It is essential that the City make a concerted effort to include the perspectives of families and seniors in its planning and decision-making processes.

I believe that the City's transportation system is one of the most critical tools to help families and seniors not only navigate San Francisco, but also to grow, thrive, and remain a part of our vibrant community. As a small business owner, I also recognize the need for businesses to be better informed and prepared to adapt to City policies, and I am dedicated to serving as a bridge between small businesses and City agencies.

Furthermore, I am particularly eager to amplify the voices of the Asian community, which has historically been underrepresented within the CTA CAC. I believe their experiences, needs, and contributions must be more fully reflected in the City's transportation planning and policies.

San Francisco County Transportation Authority
Application for Membership on the Community Advisory Committee

Please select all categories of affiliation or interest that apply to you:

Business; Neighborhood; Public policy

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Sean Kim

NAME OF APPLICANT

4/28/2025

DATE



**San Francisco
County Transportation
Authority**

BD051325

RESOLUTION NO. 25-44

RESOLUTION REAPPOINTING SEAN KIM AS THE DISTRICT 1 REPRESENTATIVE TO
THE COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of 11 members; and

WHEREAS, There is an upcoming vacancy on May 22, 2025 that will result from the term expiration for the District 1 representative (Sean Kim); and

WHEREAS, At the May 13, 2025 meeting, Commissioner Chan nominated Sean Kim as the District 1 CAC representative for another two-year term; and

WHEREAS, Sean Kim spoke to his interest and qualifications for serving on the CAC at the May 13, 2025 Transportation Authority meeting; and

WHEREAS, The Transportation Authority Board reviewed and considered the applicant's qualifications and experience and recommended reappointing Sean Kim to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Transportation Authority hereby reappoints Sean Kim as the District 1 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.

[this page intentionally left blank]



San Francisco
County Transportation
Authority



AGENDA ITEM 6

STATE LEGISLATION - MAY 2025

(Updated May 8, 2025)

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

Staff is recommending approval of two new support positions on Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Assembly Communications and Conveyance Committee), as shown in **Table 1**.

Table 2 provides an update on SB 63 (Wiener), on which the Transportation Authority has a Support position.

Table 3 shows the status of active bills on which the Board has already taken a position or that staff have been monitoring as part of the Watch list.

Table 1. Recommended New Positions

Recommen ded Positions	Bill # Author	Title and Summary
Support	AB 1085 Stefani D	<p>License plates: obstruction or alteration.</p> <p>AB 1085 aims to address the supply side of toll evasion by disincentivizing both the manufacturing and sale of license plate covers, tints, and other products intended to shield license plates from detection. Specifically, it prescribes a tenfold increase in the penalty for selling such a device (from a \$250 base fine to \$2,500) and adds manufacturing to the prohibition. It also clarifies that license plate tints or shades that obstruct or impair the reading of plates by electronic devices, including those used on toll facilities, are prohibited.</p> <p>We recommend supporting this bill to aid with enforcement of camera-based tolls and violations, including on Bay Area bridges and speed safety cameras in San Francisco. The Metropolitan Transportation Commission (MTC) adopted a support position on this bill in April.</p>



Support	<p><u>AB 1532</u></p> <p>Communications and Conveyance Committee</p>	<p>Public Utilities Commission.</p> <p>This Committee bill would, among other things, extend the expiration date of the California Public Utilities Commission's (CPUC's) Transportation Network Company (TNC) Access for All Fund program from January 1, 2026 to January 1, 2032. The TNC Access for All program requires each TNC, such as Uber and Lyft, to collect a \$0.10 fee for each TNC trip completed. Revenues are deposited in the CPUC's TNC Access for All Fund and distributed either to TNCs to offset the cost of providing wheelchair accessible rides, or to local Access Fund Administrators that in turn fund the provision of local on-demand wheelchair accessible vehicle services.</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) serves as the local Access Fund Administrator in San Francisco and distributes funds to wheelchair accessible vehicle service providers through a competitive grant process. The awards aim to increase vehicle availability and ensure 15-minute response times during off-peak hours and in outlying areas of San Francisco. SFMTA has received a total of \$5.7 million in Local Access Funds from the CPUC for San Francisco's program. To date it has awarded \$3.4 million to three providers -Tower, Green Cab, and Nomad, and it will release a new Request for Proposals (RFP) later this spring.</p> <p>We are recommending a support position on this bill. While in the longer term we are seeking other amendments to the program, given the January 1, 2026 expiration of the program we see this as a critical first step to ensure the program continues. San Francisco's State Legislation Committee took a support position on the bill in April at the request of SFMTA.</p>
---------	--	--



Table 2. Notable Updates on Bills in the 2025-2026 Session

Current Position	Bill # Author	Title and Update
Support	SB 63 Wiener D, Arreguín D	<p>San Francisco Bay area: local revenue measure: transportation funding.</p> <p>Amendments to the bill were introduced on April 29 to clarify that the bill's provisions are only applicable to counties that participate in the regional measure and to remove references to the Transit Operations Financial Responsibility and Implementation Plan (T-FRIP) given that T-FRIP work is already underway through a working group staffed by the County Transportation Agencies and Congestion Management Agencies representing the counties of Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara. The bill passed out of the Senate Transportation and Revenue and Taxation Committees in April and is expected to be heard in the Senate Appropriations Committee in the coming weeks before heading to the Senate Floor.</p> <p>We are continuing our engagement with the Senators, MTC Commissioners and staff, and the other four counties on the development of T-FRIP by July 31 as requested by the bill authors.</p>



Table 3. Bill Status for Positions Taken in the 2023-24 Session

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status ¹ (as of 05/08/2025)
Support	<u>AB 891 Zbur D</u>	San Francisco Bay area toll bridges: tolls: transit operating expenses. Establish a state Quick-Build Project Pilot Program within Caltrans's maintenance program.	<i>Assembly Appropriations</i>
	<u>SB 63 Wiener D, Arreguín D</u>	San Francisco Bay area: local revenue measure: transportation funding. Authorizes MTC to pursue a regional revenue measure for transit.	<i>Senate Appropriations</i>
	<u>SB 71 Wiener D</u>	California Environmental Quality Act: exemptions: transit projects. Makes permanent the existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Senate Appropriations</i>
Watch	<u>AB 939 Schultz D</u>	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. Places a \$20 billion state transportation bond measure on the November 2026 ballot.	Assembly Transportation

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee, and "Two Year Bill" means the bill didn't meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.



RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 1085 (STEFANI) AND ASSEMBLY BILL 152 (ASSEMBLY COMMUNICATIONS AND CONVEYANCE COMMITTEE)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted advocacy principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting support positions on Assembly Bill (AB) 1085 (Stefani) and AB 1532 (Assembly Communications and Conveyance Committee), as shown in Attachment 1; and

WHEREAS, At its May 13, 2025 meeting, the Board reviewed and discussed AB 1085 and AB 1532; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 1085 and AB 1532; and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - May 2025

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: April 24, 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.	
--	--

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 considered this item at its April 23, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocation Summaries - FY 2024/25
- Attachment 5 - Allocation Request Forms (2)
- Attachment 6 - Proposed SGA Amendment for Ortega Street Improvements
- Attachment 7 - Resolution

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
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
TOTAL				\$ 861,500	\$ 861,500				

Footnotes

- ¹ "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).
- ² Acronym: 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 Descriptions¹

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.
TOTAL			\$861,500	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
18	SFMTA	Northern Embarcadero and Jefferson Quick-Builds	\$ 744,000	Special Condition: The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5-Year Prioritization Program (5YPP) 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	Special Condition: The recommended allocation is contingent upon amendment of the Neighborhood Transportation Program 5YPP to add the subject project with funds from the Neighborhood Program (NTP) Project Placeholder. See attached 5YPP amendment for details.
TOTAL			\$ 861,500	

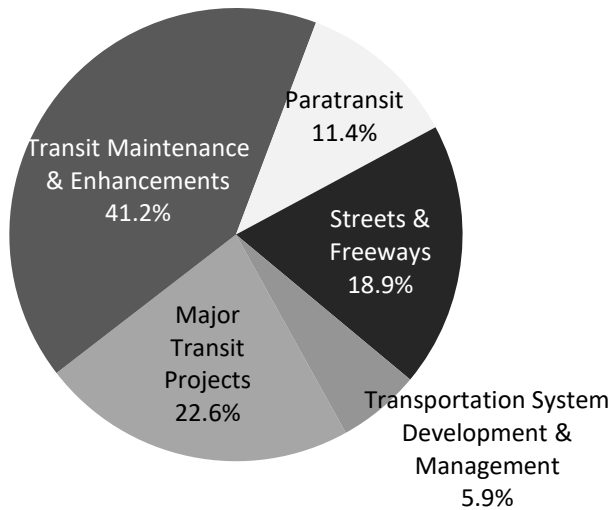
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

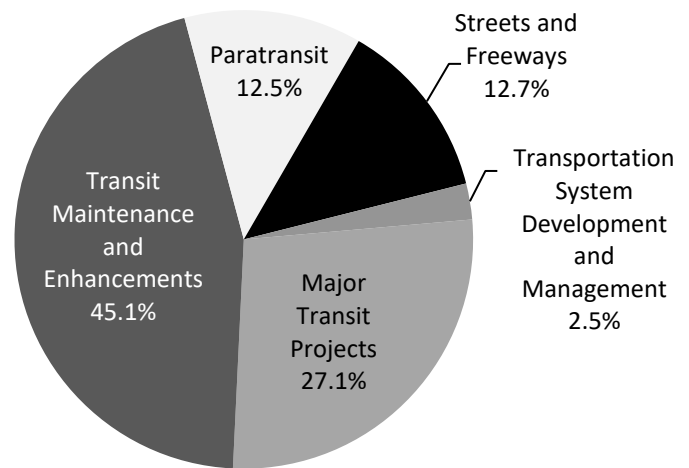
PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 101,696,672	\$ 28,365,072	\$ 44,413,282	\$ 21,513,318	\$ 7,405,000	\$ -
Current Request(s)	\$ 861,500	\$ -	\$ 479,500	\$ 324,000	\$ 58,000	\$ -
New Total Allocations	\$ 102,558,172	\$ 28,365,072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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$744,000
Supervisory District	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

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

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	\$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

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

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	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

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

FUNDING PLAN - FOR CURRENT REQUEST

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

% Complete of Design:	0.0%
As of Date:	03/20/2025
Expected Useful Life:	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

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$744,000	Total PROP L Recommended	\$744,000

SGA Project Number:		Name:	Northern Embarcadero and Jefferson Quick-Builds Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027
Phase:	Design Engineering	Fundshare:	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
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. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of work order).

Special Conditions
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.

SGA Project Number:		Name:	Northern Embarcadero and Jefferson Quick-Builds Construction
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	FY2027/28	Total
PROP L EP-218	\$172,000	\$230,000	\$58,000	\$460,000
Deliverables				
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.				
Special Conditions				
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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$744,000
--------------------------------	-----------

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

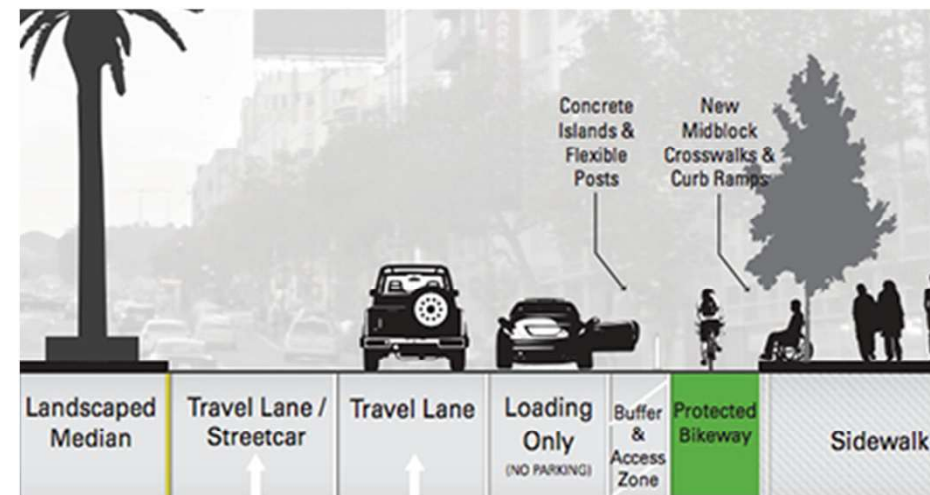
Initials of sponsor staff member verifying the above statement:
ML

CONTACT INFORMATION

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

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)



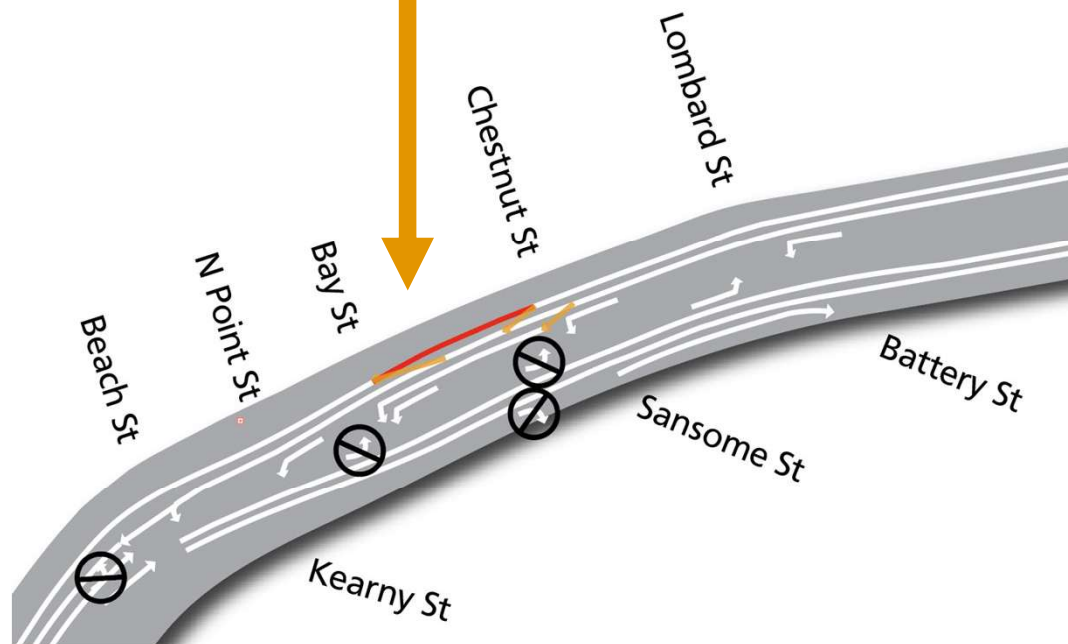
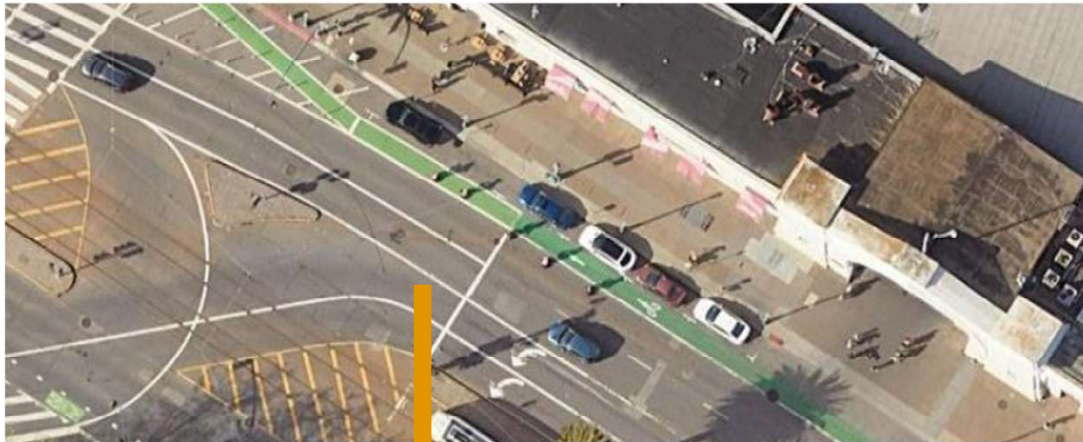
Proposed Conditions

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)

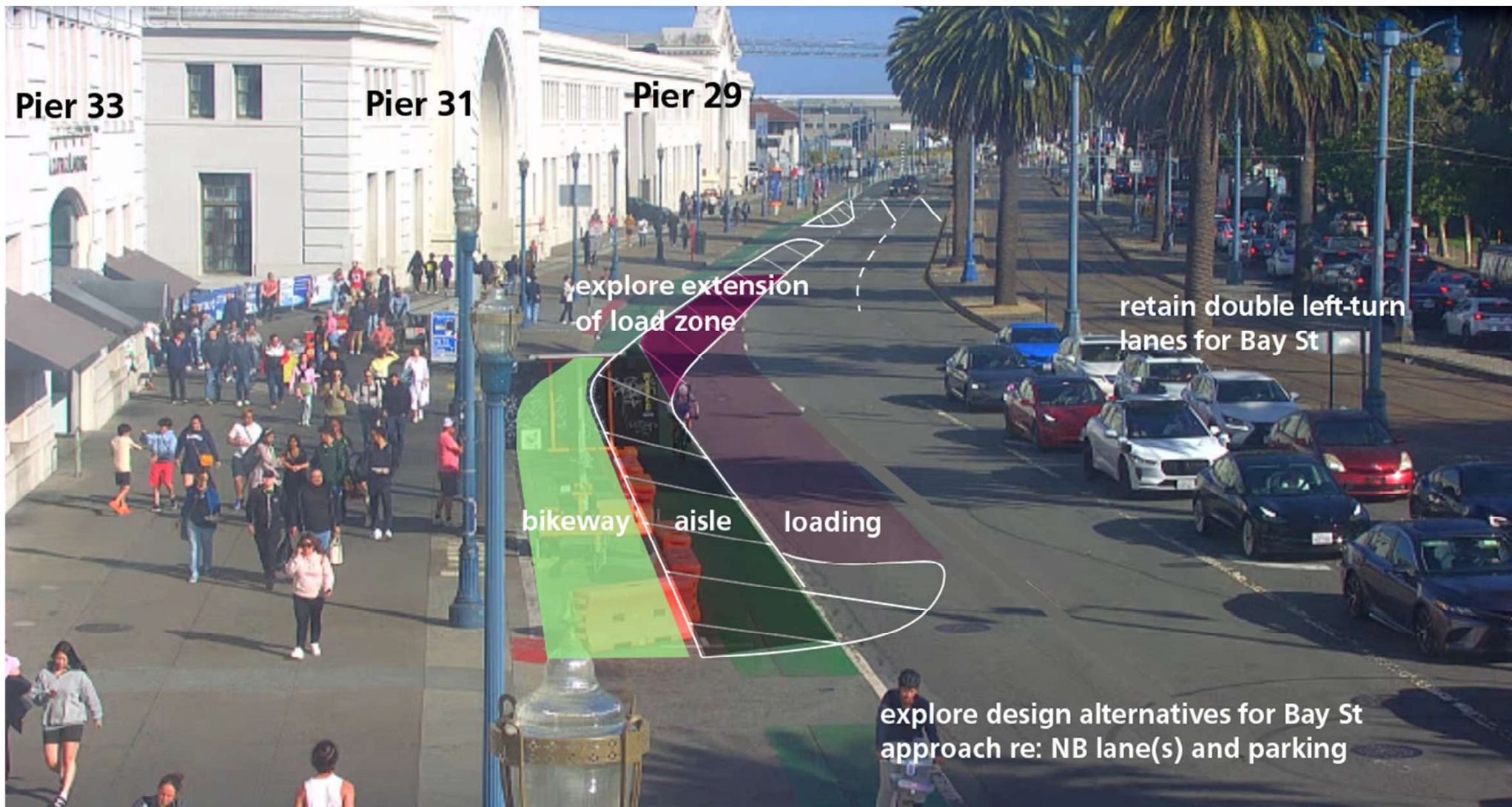
Proposed Conditions (NB)

- 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 ^{4,5}	TBD	Programmed		\$1,256,000				\$1,256,000
SFMTA	Active Communities Plan Implementation ⁵	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 ⁴	CON	Allocated		\$2,350,000				\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	PS&E	Pending		\$284,000				\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	CON	Pending		\$460,000				\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements ³	CON	Programmed	\$268,000					\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street ³	CON	Allocated		\$352,000				\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue ³	PS&E	Allocated		\$80,000				\$80,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	PS&E	Allocated	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	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 ²	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 ²	PLAN	Allocated	\$220,000					\$220,000
SFMTA	School Traffic Calming Program ²	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 ¹	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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
Subprogram: New Traffic Signals									
SFMTA	Contract 66 New Traffic Signals ⁵	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals	PS&E	Programmed		\$1,100,000				\$1,100,000
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
Total Programmed in 2023 5YPP				\$7,488,000	\$16,185,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$4,212,000	\$0	\$0	\$0	\$8,132,000
Total Unallocated				\$3,568,000	\$11,973,000	\$9,136,000	\$8,001,000	\$6,508,000	\$39,186,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$592,000	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

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:

- ¹ 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.

- ² 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.

- ³ 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

- ⁴ 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.

- ⁵ 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 ^{4,5}	TBD			\$0	\$0	\$0	\$256,000	\$1,000,000				\$1,256,000
Active Communities Plan Implementation ⁵	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 ⁴	CON					\$2,350,000						\$2,350,000
Northern Embarcadero and Jefferson Quick-Builds ⁵	PS&E			\$190,000	\$94,000							\$284,000
Northern Embarcadero and Jefferson Quick-Builds ⁵	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 ³	CON		\$134,000	\$134,000								\$268,000
District 4 Street Improvements - Kirkham Street ³	CON		\$176,000	\$176,000								\$352,000
District 4 Street Improvements - 41st Avenue ³	PS&E		\$40,000	\$40,000								\$80,000
Golden Gate Greenway (Tenderloin) ¹	PS&E		\$140,000									\$140,000
Golden Gate Greenway (Tenderloin) ¹	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 ²	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 ²	PLAN		\$70,000	\$100,000	\$50,000							\$220,000
School Traffic Calming Program ²	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 ¹	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

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Neighborhood Transportation Program
Current PROP L Request:	\$117,500
Supervisory District	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

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

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
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

FY of Allocation Action:	FY2024/25
Project Name:	District 5 Daylighting [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	\$0	\$117,500	\$0	\$117,500
Phases In Current Request Total:	\$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	

% Complete of Design:	100.0%
As of Date:	03/14/2025
Expected Useful Life:	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	\$ -
TOTAL CONSTRUCTION PHASE	\$ 117,500		\$ -	\$ 117,500	\$ -

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

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$117,500	Total PROP L Recommended	\$117,500

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
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.

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:	District 5 Daylighting [NTP]
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

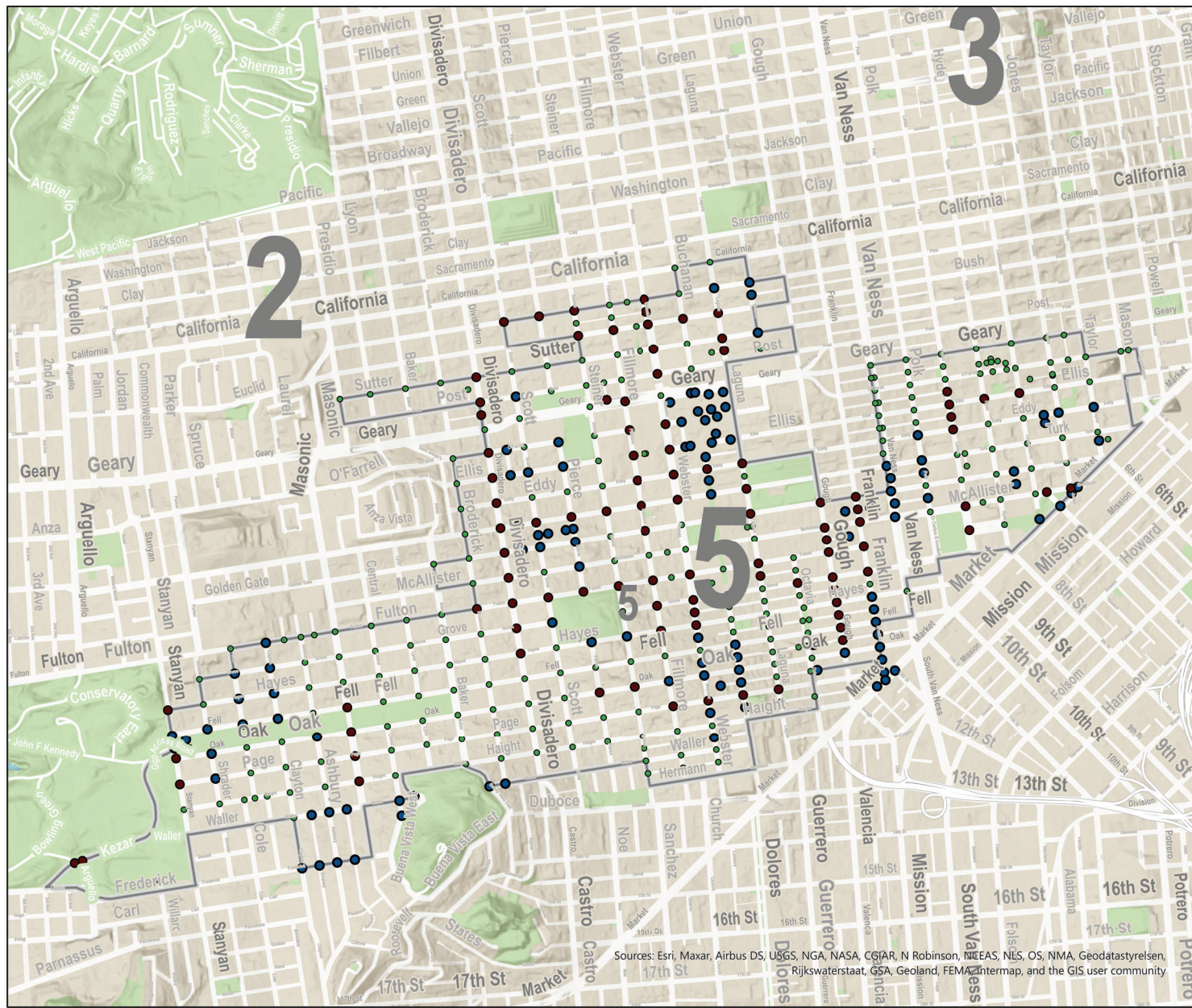
Current PROP L Request:	\$117,500
-------------------------	-----------

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:	Shannon Hake	Michael Lee
Title:	Team Leader/Project Manager	1823 - Senior Administrative Analyst
Phone:	(415) 646-2238	(415) 646-2175
Email:	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."



Sources: Esri, Maxar, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

D5 Intersections NTP
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 ^{1,2,3,4,5,6,7}	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] 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	Allocated		\$500,000				\$500,000
SFMTA	Duboce Triangle Slow Streets Study [NTP] ⁵	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 ⁶ [NTP]	PS&E	Allocated		\$60,000				\$60,000
SFMTA	Monterey Boulevard Pedestrian Safety Improvement ⁶ [NTP]	CON	Allocated		\$290,000				\$290,000
SFMTA	District 5 Daylighting [NTP] ⁷	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:

- 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 2025-038, 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.
- ⁷ 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>Special Conditions:</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

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	N/A
Current Request:	\$280,000 (Amendment to prior allocation)
Supervisory District	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?	
--	--

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

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

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	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

FY of Allocation Action:	FY2022/23
Project Name:	Ortega Street Improvements [NTIP Capital] (Amendment)
Primary Sponsor:	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
Phases In Current Request Total:	\$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
Funding Plan for Entire Project Total:	\$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	

% Complete of Design:	100.0%
As of Date:	06/21/2024
Expected Useful Life:	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
TOTAL CONSTRUCTION PHASE	\$ 280,000		\$ 124,782.00	\$ 155,218.00

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$280,000	Total PROP L Recommended	\$280,000

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

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	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

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

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$280,000
--------------------------------	-----------

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

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

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



Approved Ortega Street Neighborway Design

Ortega Street between 23rd Avenue and 19th Avenue



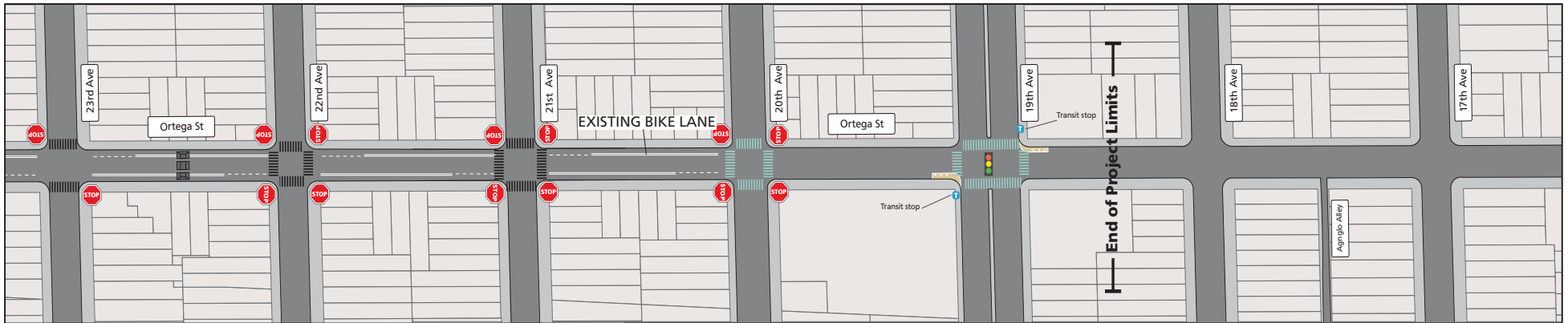
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

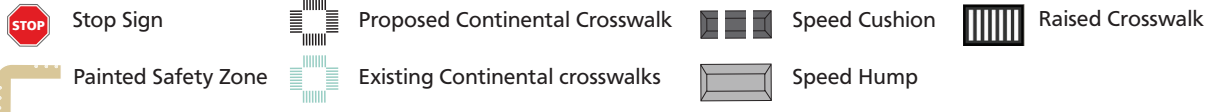
Existing



Proposed



Legend





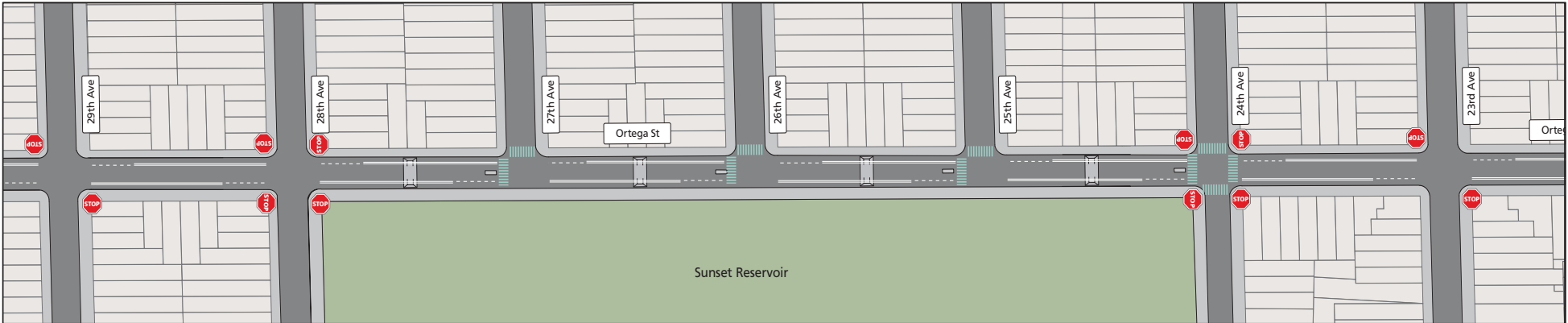
Approved Ortega Street Neighborway Design

Ortega Street between 29th Avenue and 23rd Avenue

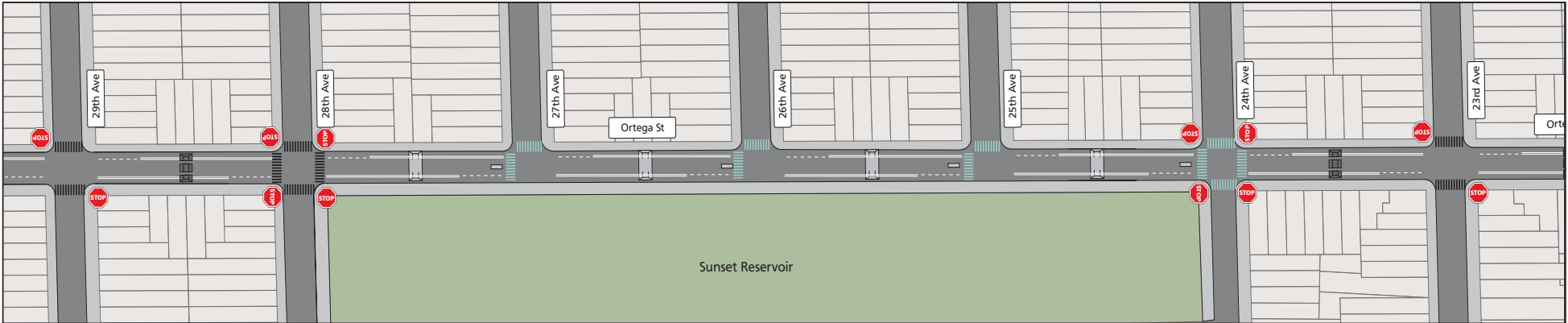


← Westbound towards Great Highway Eastbound towards 19th Avenue →








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

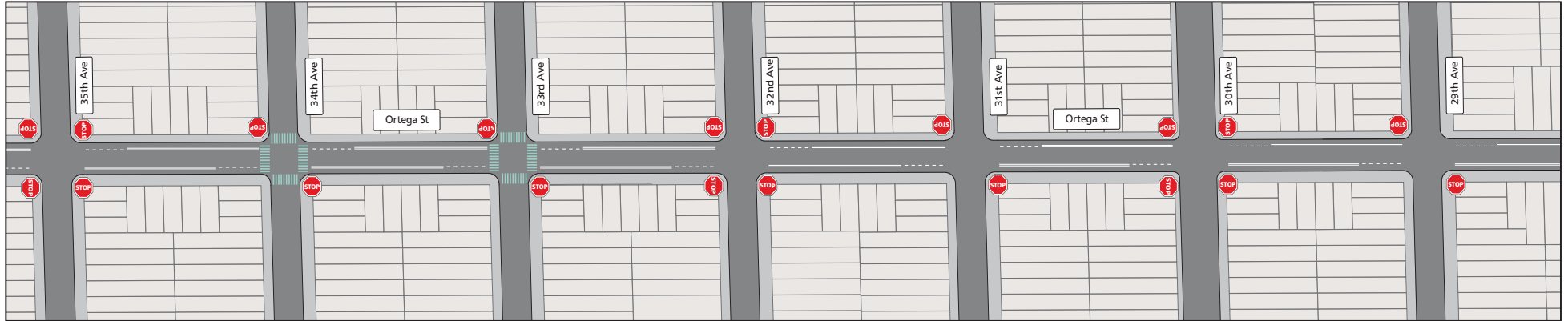
Ortega Street between 35th Avenue and 29th Avenue



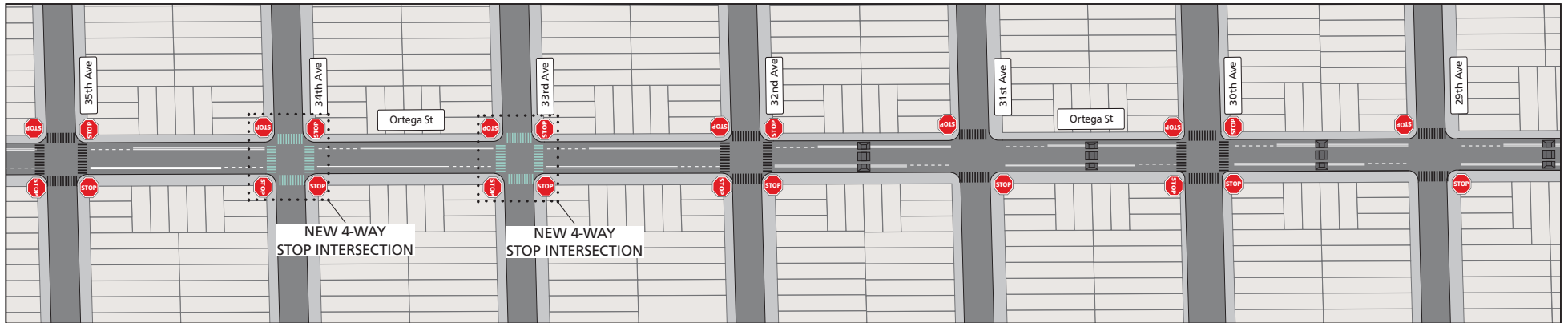
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

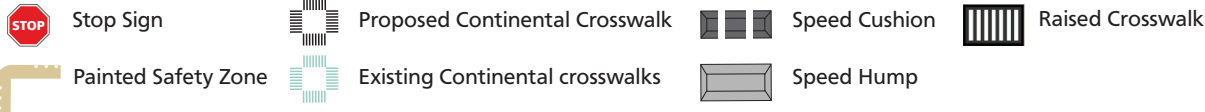
Existing



Proposed



Legend



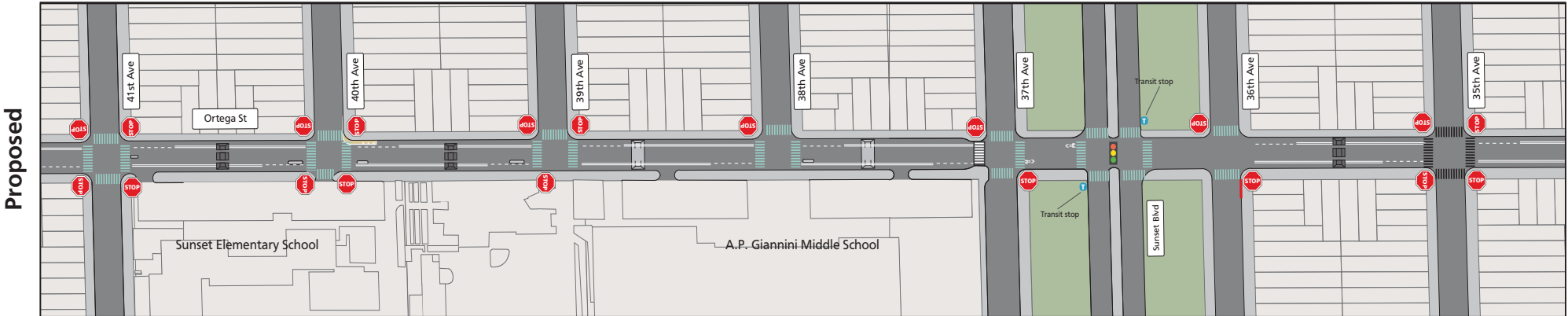
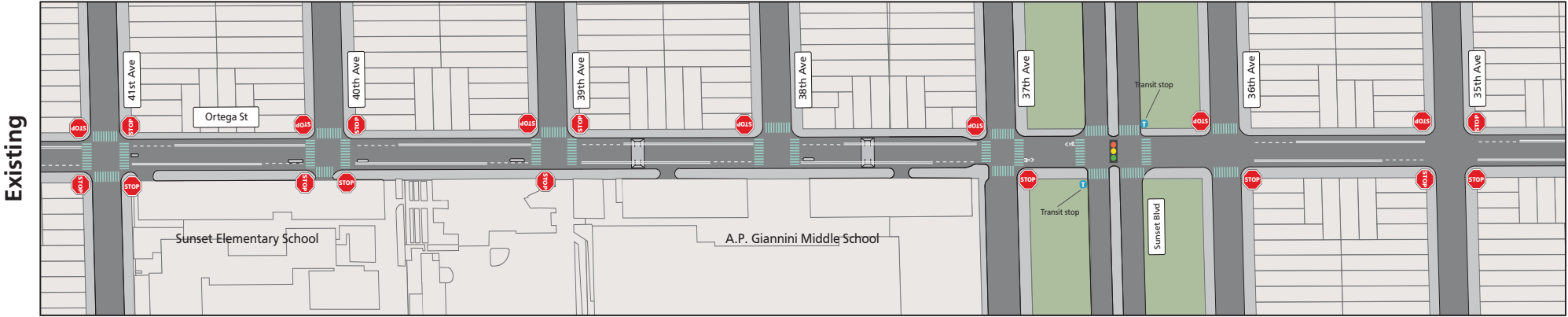


Approved Ortega Street Neighborway Design

Ortega Street between 41st Avenue and 35th Avenue



← Westbound towards Great Highway Eastbound towards 19th Avenue →



Legend

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



Approved Ortega Street Neighborway Design

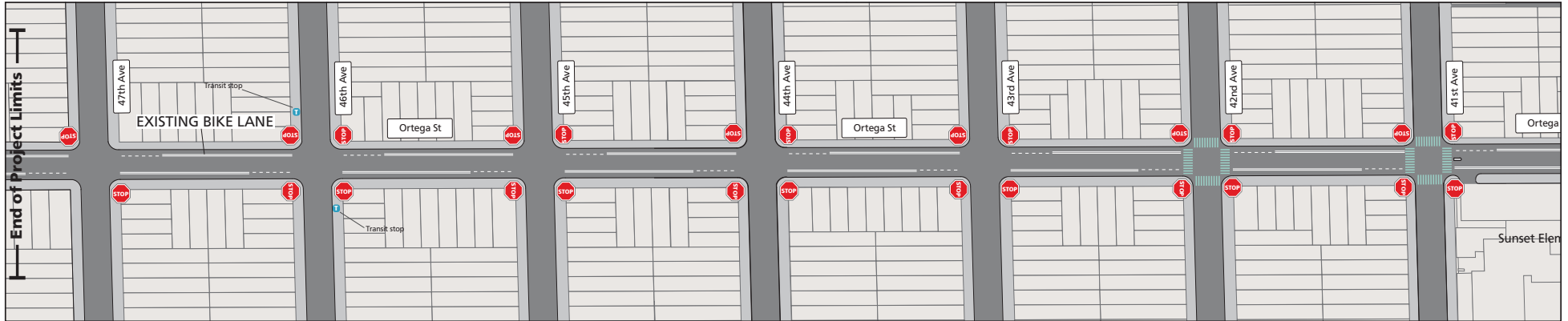
Ortega Street between 47th Avenue and 41st Avenue



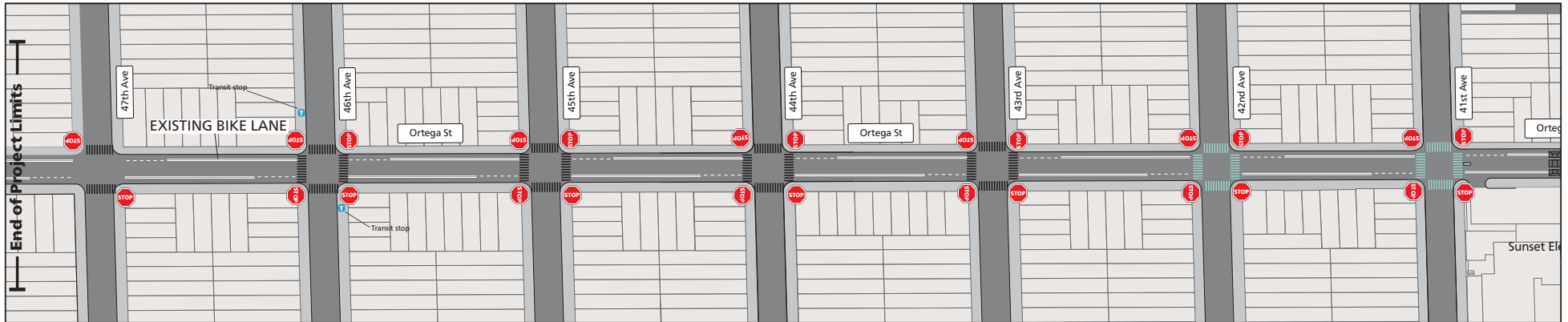
← Westbound towards Great Highway

Eastbound towards 19th Avenue →

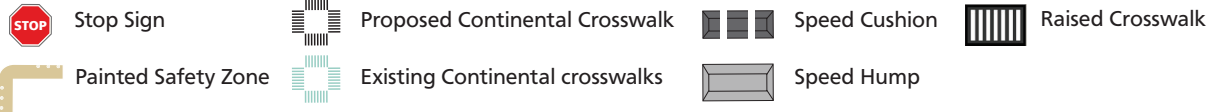
Existing



Proposed



Legend





**San Francisco
County Transportation
Authority**

BD051325

RESOLUTION NO. 25-46

RESOLUTION ALLOCATING \$861,500 IN PROP L FUNDS, WITH CONDITIONS, FOR TWO REQUESTS AND AMENDING THE PROP K STANDARD GRANT AGREEMENT FOR THE ORTEGA STREET IMPROVEMENTS [NTIP CAPITAL] PROJECT (PROJECT) AND RELEASING \$280,000 IN FUNDS HELD IN RESERVE, FOR THE PROJECT'S CONSTRUCTION, WITH CONDITIONS

WHEREAS, The Transportation Authority received two requests for a total of \$861,500 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2; and

WHEREAS, The allocation requests seek funds from the following Prop L Expenditure Plan programs: Neighborhood Transportation Program and Safer and Complete Streets; 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, The SFMTA's Northern Embarcadero and Jefferson Quick-Builds request requires amendment of the Prop L Safer and Complete Streets 5YPP to add this project with funding from the Active Communities Plan Implementation placeholder and the SFMTA's District 5 Daylighting [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 relevant allocation request forms included in Attachment 5; and

WHEREAS, After reviewing the allocation requests, Transportation Authority staff recommended allocating \$861,500 in Prop L funds, with conditions, for two requests, as described in Attachment 3 and detailed in Attachment 5, 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, The Transportation Authority also received a request from the SFTMA to amend the Prop K Standard Grant Agreement (SGA) for the Ortega Street Improvements [NTIP Capital] Project and release \$280,000 in funds held in reserve for the construction phase; and

WHEREAS, The SFMTA submitted a revised allocation request form for the Ortega Street Improvements [NTIP Capital] Project which updates the scope, schedule, budget and funding plan to reflect completion of design and adds construction phase details; and

WHEREAS, After reviewing the SFMTA's amendment request, Transportation Authority staff recommended amending the Prop K SGA for the Ortega Street Improvements [NTIP Capital] Project to incorporate the revised allocation request form (which also includes updated deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedules) and releasing \$280,000 in Prop K funds held in reserve for the construction phase, as described in Attachment 6; 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

WHEREAS, At its April 23, 2025 meeting, the Community Advisory Committee was briefed on the subject allocation requests and SGA amendment request 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 Prop L Safer and Complete Streets 5YPP and Neighborhood Transportation Program 5YPP, as detailed in the attached allocation request forms (Attachment 5); and be it further



RESOLVED, That the Transportation Authority hereby allocates \$861,500 in Prop L funds, with conditions, for two requests, as summarized in Attachment 3 and detailed in Attachment 5; 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 Final Prop L Strategic Plan and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the Ortega Street Improvements [NTIP Capital] Project and releases \$280,000 in funds held in reserve for the construction phase as detailed in Attachment 6; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; 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 Attachments 5 and 6; 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 SGAs to that effect; and be it further

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



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 (2)
6. Proposed SGA Amendment for Ortega Street Improvements [NTIP Capital]

[this page intentionally left blank]



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: April 24, 2025

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 05/13/2025 Board Meeting: Amend the Adopted Fiscal Year 2024/25 Budget to Decrease Revenues by \$3,517,851 and Decrease Expenditures by \$8,877,808 for a Total Net Increase in Fund Balance of \$5,359,957

RECOMMENDATION ☐ Information ☒ Action

Amend the adopted Fiscal Year (FY) 2024/25 budget to decrease revenues by \$3,517,851 and decrease expenditures by \$8,877,808 for a total net increase in fund balance of \$5,359,957.

SUMMARY

Every year, we present the Board with any adjustments to the adopted annual budget. This revision is an opportunity to take stock of significant changes in revenue trends, recognize large grant amounts spent or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for material unforeseen expenditures. In June 2024, through Resolution 24-47, the Board adopted the FY 2024/25 Annual Budget and Work Program.

The effect of the proposed amendment on the adopted FY 2024/25 Budget in the aggregate line item format specified in the Fiscal Policy is shown in Attachments 1 and 3. A comparison of revenues and expenditures to prior year actual and adopted budgeted numbers is presented in Attachment 2.

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

BACKGROUND

The budget revision is an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the



months elapsed since the adoption of the annual budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

DISCUSSION

The proposed budget amendment reflects a decrease of \$3.5 million in revenues and a decrease of \$8.9 million in expenditures for a total net increase of \$5.4 million in fund balance. Detailed budget revisions for the Treasure Island Mobility Management Agency (TIMMA) will be presented as a separate item at future TIMMA Committee and TIMMA Board meetings.

Revenue and expenditure revisions are mainly related to the decrease in federal, state and other program revenues and expenditures in the TIMMA program, and the decrease in the Prop D Traffic Congestion Mitigation (TNC) Tax capital expenditures.

TIMMA. Budgeted revenues for the federal Ferry Boat Discretionary grant funds with matching funds from the state Affordability Housing and Sustainable Communities grant funds are projected to decrease by \$3.1 million, from \$3.3 million to \$191,819, due to the postponement of corresponding capital project costs for the Treasure Island Ferry Terminal Enhancements project from FY 2024/25 to FY 2025/26. The original budget assumed construction activities for the project would begin in FY 2024/25, which will be deferred to FY 2025/26 due to finalizing the construction cost estimates, drawings and Buy America compliance requirements for federal bid process. We advertised for construction services on May 1, 2025 and anticipate awarding a contract in July 2025. Construction is planned to start Fall 2025.

In addition, budgeted revenues for federal Advanced Transportation and Congestion Management Technologies Deployment grant funds with matching funds from Treasure Island Community Development LLC will be deferred to FY 2025/26 and are projected to decrease in FY 2024/25 by \$443,976, from \$641,118 to \$180,142, for work related to the toll and affordability program. Budgeted expenditures for capital project costs for this effort are also projected to decrease by the same amount. In FY 2024/25, staff will continue work to update the project's National Environmental Policy Act clearance; however, work on the toll and affordability program will resume in FY 2025/26.



TNC Tax. Capital Project Costs for the TNC Tax Program in FY 2024/25 are expected to decrease by \$5.4 million, or 54.4%, as compared to the adopted budget. The funds have been allocated to two San Francisco Municipal Transportation Agency (SFMTA) projects that have been slow to seek reimbursement requests: SFMTA's FY 2023/24 and FY 2024/25 Application Based Residential Traffic Calming Program, which is having significant project delivery issues, and SFMTA's Vision Zero Quick-Build Program, which is progressing; however, SFMTA has been slow to submit reimbursement requests.

FINANCIAL IMPACT

The proposed amendment to the FY 2024/25 budget would decrease revenues by \$3,517,851 and decrease expenditures by \$8,877,808 for a total net increase in fund balance of \$5,359,957, as described above. The proposed amendment will result in an ending budgetary negative fund balance of \$8,768,347.

CAC POSITION

The CAC considered this item at its April 23, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Budget Amendment
- Attachment 2 - Proposed Budget Amendment - Comparison of Revenues and Expenditures
- Attachment 3 - Proposed Budget Amendment - Line Item Detail
- Attachment 4 - Resolution



**San Francisco
County Transportation
Authority**

**Attachment 1
Proposed Fiscal Year 2024/25 Budget Amendment**

	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2024/25 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 108,308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,308,000
Vehicle Registration Fee	-	-	-	4,545,508	-	-	4,545,508
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	622,416	-	760	26,491	-	835,978	1,485,645
Program Revenues	-	65,918,659	681,176	-	371,961	-	66,971,796
Total Revenues	108,930,416	65,918,659	681,936	4,571,999	371,961	9,335,978	189,810,949
Expenditures							
Capital Project Costs	135,265,000	68,260,379	764,583	10,341,345	217,723	4,575,000	219,424,030
Administrative Operating Costs	7,826,196	4,917,804	47,445	227,275	368,926	180,000	13,567,646
Debt Service Costs	24,983,500	-	-	-	-	-	24,983,500
Total Expenditures	168,074,696	73,178,183	812,028	10,568,620	586,649	4,755,000	257,975,176
Other Financing Sources (Uses):	57,525,788	7,259,524	-	-	214,688	-	65,000,000
Net change in Fund Balance	\$ (1,618,492)	\$ -	\$ (130,092)	\$ (5,996,621)	\$ -	\$ 4,580,978	\$ (3,164,227)
Budgetary Fund Balance, as of July 1	\$ (42,865,093)	\$ -	\$ 922,951	\$ 15,244,055	\$ -	\$ 21,093,967	\$ (5,604,120)
Budgetary Fund Balance, as of June 30	<u>\$ (44,483,585)</u>	<u>\$ -</u>	<u>\$ 792,859</u>	<u>\$ 9,247,434</u>	<u>\$ -</u>	<u>\$ 25,674,945</u>	<u>\$ (8,768,347)</u>



**San Francisco
County Transportation
Authority**

**Attachment 2
Proposed Fiscal Year 2024/25 Budget Amendment
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2024/25 Adopted Budget	Proposed Fiscal Year 2024/25 Budget Amendment	Variance from Fiscal Year 2024/25 Adopted Budget	% Variance
Sales Tax Revenues	\$ 108,308,000	\$ 108,308,000	\$ -	0.0%
Vehicle Registration Fee	4,545,508	4,545,508	-	0.0%
Traffic Congestion Mitigation Tax	8,500,000	8,500,000	-	0.0%
Interest Income	1,485,645	1,485,645	-	0.0%
Program Revenues				
Federal	34,084,667	31,403,579	(2,681,088)	-7.9%
State	24,891,514	24,276,739	(614,775)	-2.5%
Regional and other	11,513,466	11,291,478	(221,988)	-1.9%
Total Revenues	193,328,800	189,810,949	(3,517,851)	-1.8%
Capital Project Costs	228,301,838	219,424,030	(8,877,808)	-3.9%
Administrative Operating Costs				
Personnel expenditures	10,231,638	10,231,638	-	0.0%
Non-Personnel expenditures	3,336,008	3,336,008	-	0.0%
Debt Service Costs	24,983,500	24,983,500	-	0.0%
Total Expenditures	266,852,984	257,975,176	(8,877,808)	-3.3%
Other Financing Sources (Uses)	65,000,000	65,000,000	-	0.0%
Net change in Fund Balance	\$ (8,524,184)	\$ (3,164,227)	\$ 5,359,957	
Budgetary Fund Balance, as of July 1	\$ (5,604,120)	\$ (5,604,120)		
Budgetary Fund Balance, as of June 30	\$ (14,128,304)	\$ (8,768,347)		



	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2024/25 Budget Amendment
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 108,308,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,308,000
Vehicle Registration Fee	-	-	-	4,545,508	-	-	4,545,508
Traffic Congestion Mitigation Tax	-	-	-	-	-	8,500,000	8,500,000
Interest Income	622,416	-	760	26,491	-	835,978	1,485,645
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	90,071	-	90,071
Congestion Mitigation and Air Quality Improvement Program - YBI Multi-Use Pathway Project	-	2,250,000	-	-	-	-	2,250,000
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	153,455	-	153,455
Highway Bridge Program - Yerba Buena Island (YBI) Westside Bridges	-	20,000,000	-	-	-	-	20,000,000
Priority Conservation Area Program - YBI Multi-Use Path	-	239,718	-	-	-	-	239,718
Reconnecting Communities & Neighborhoods Program - Geary-Fillmore Underpass Study	-	697,076	-	-	-	-	697,076
Rebuilding American Infrastructure with Sustainability and Equity - YBI Westside Bridges	-	6,039,663	-	-	-	-	6,039,663
Safe Streets and Roads for All - Vision Zero Ramps Intersection Study Phase 3	-	183,762	-	-	-	-	183,762
Surface Transportation Program 3% Revenue and Augmentation	-	1,749,834	-	-	-	-	1,749,834
State							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	38,364	-	38,364
Active Transportation Program - YBI Multi-Use Path	-	516,630	-	-	-	-	516,630
Planning, Programming & Monitoring SB45 Funds	-	199,000	-	-	-	-	199,000
Infill Infrastructure Grant Program - Hillcrest Road Improvement Project	-	15,615,423	-	-	-	-	15,615,423
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	582,716	-	-	-	-	582,716
Senate Bill 1 Local Partnership Program - YBI Hillcrest Road Improvement Project	-	1,214,434	-	-	-	-	1,214,434
Senate Bill 1 Local Partnership Program - YBI Multi-Use Path	-	240,718	-	-	-	-	240,718
Senate Bill 1 Local Partnership Program - YBI Westside Bridges	-	3,038,436	-	-	-	-	3,038,436
Seismic Retrofit Proposition 1B - YBI Westside Bridges	-	2,591,212	-	-	-	-	2,591,212
Sustainable Communities - Brotherhood Way Safety and Circulation Plan	-	239,806	-	-	-	-	239,806
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	7,860,680	-	-	-	-	7,860,680
BATA - YBI Westside Bridges	-	162,698	-	-	-	-	162,698
CNCA - Decarbonizing Downtown Business Deliveries Study	-	7,497	-	-	-	-	7,497
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
SFPLN - In-Kind (Geary-Fillmore Underpass Study)	-	27,000	-	-	-	-	27,000
Treasure Island Community Development LLC - Ferry Exchange	-	-	-	-	90,071	-	90,071
TIDA - YBI Westside Bridges	-	2,387,356	-	-	-	-	2,387,356
Vehicle Registration Fee Revenues (TFCA)	-	-	681,176	-	-	-	681,176
Total Revenues	\$ 108,930,416	\$ 65,918,659	\$ 681,936	\$ 4,571,999	\$ 371,961	\$ 9,335,978	\$ 189,810,949



**San Francisco
County Transportation
Authority**

**Attachment 3
Proposed Fiscal Year 2024/25 Budget Amendment
Line Item Detail**

	Proposed Budget Amendment by Fund						Proposed Fiscal Year 2024/25 Budget Amendment	
		Congestion Management	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program		
	Sales Tax Program	Agency Programs						
Expenditures:								
Capital Project Costs								
Individual Project Grants, Programs & Initiatives	\$ 133,000,000	\$ -	\$ 764,583	\$ 10,341,345	\$ -	\$ 4,500,000	\$ 148,605,928	
Technical Professional Services	2,265,000	68,260,379	-	-	217,723	75,000	70,818,102	
Administrative Operating Costs								
Personnel Expenditures								
Salaries	2,859,997	3,280,512	31,778	152,227	216,896	120,563	6,661,973	
Fringe Benefits	1,409,978	1,617,292	15,667	75,048	106,930	59,437	3,284,352	
Pay for Performance	285,313	-	-	-	-	-	285,313	
Non-personnel Expenditures								
Administrative Operations	2,989,008	20,000	-	-	42,000	-	3,051,008	
Equipment, Furniture & Fixtures	221,900	-	-	-	-	-	221,900	
Commissioner-Related Expenses	60,000	-	-	-	3,100	-	63,100	
Debt Service Costs								
Fiscal Charges	255,000	-	-	-	-	-	255,000	
Interest Expenses	9,603,500	-	-	-	-	-	9,603,500	
Bond Principal Payment	15,125,000	-	-	-	-	-	15,125,000	
Total Expenditures	\$ 168,074,696	\$ 73,178,183	\$ 812,028	\$ 10,568,620	\$ 586,649	\$ 4,755,000	\$ 257,975,176	
Other Financing Sources (Uses):								
Transfers in - Prop K Match to Grant Funding	-	7,259,524	-	-	214,688	-	7,474,212	
Transfers out - Prop K Match to Grant Funding	(7,474,212)	-	-	-	-	-	(7,474,212)	
Draw on Revolving Credit Agreement	65,000,000	-	-	-	-	-	65,000,000	
Total Other Financing Sources (Uses)	57,525,788	7,259,524	-	-	214,688	-	65,000,000	
Net change in Fund Balance	\$ (1,618,492)	\$ -	\$ (130,092)	\$ (5,996,621)	\$ -	\$ 4,580,978	\$ (3,164,227)	
Budgetary Fund Balance, as of July 1	\$ (42,865,093)	\$ -	\$ 922,951	\$ 15,244,055	\$ -	\$ 21,093,967	\$ (5,604,120)	
Budgetary Fund Balance, as of June 30	\$ (44,483,585)	\$ -	\$ 792,859	\$ 9,247,434	\$ -	\$ 25,674,945	\$ (8,768,347)	
Fund Reserved for Program and Operating Contingency	\$ 10,830,800	\$ -	\$ 68,118	\$ 454,551	\$ -	\$ 850,000	\$ 12,203,468	



San Francisco
County Transportation
Authority

BD051325

RESOLUTION NO. 25-47

RESOLUTION AMENDING THE ADOPTED FISCAL YEAR 2024/25 BUDGET TO DECREASE REVENUES BY \$3,517,851, DECREASE EXPENDITURES BY \$8,877,808 FOR A TOTAL NET INCREASE IN FUND BALANCE OF \$5,359,957

WHEREAS, In June 2024, through approval of Resolution 24-47, the Transportation Authority adopted the Fiscal Year (FY) 2024/25 Annual Budget and Work Program; and

WHEREAS, The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred; and

WHEREAS, Revenue and expenditure revisions are mainly related to the decrease in federal, state and other program revenues and expenditures in the TIMMA program, and the decrease in the Prop D Traffic Congestion Mitigation (TNC) Tax capital expenditures; and

WHEREAS, The budgeted revenues for the federal Ferry Boat Discretionary grant funds with matching funds from the state Affordability Housing and Sustainable Communities grant funds are projected to decrease due to the postponement of corresponding capital project costs for the Treasure Island Ferry Terminal Enhancements project from FY 2024/25 to FY 2025/26; and

WHEREAS, Budgeted revenues for federal Advanced Transportation and Congestion Management Technologies Deployment grant funds with matching funds from Treasure Island Community Development LLC will be deferred to FY 2025/26 for work related to the toll and affordability program; and

WHEREAS, Capital project costs for the TNC Tax Program are expected to decrease as two San Francisco Municipal Transportation Agency (SFMTA) projects have been slow to seek reimbursement requests: FY 2023/24 and FY 2024/25



Application Based Residential Traffic Calming Program and the Vizion Zero Quick-Build Program; and

WHEREAS, At its April 23, 2025, meeting, the Community Advisory Committee was briefed on the proposed budget amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority's adopted FY 2024/25 budget is hereby amended to decreased revenues by \$3,517,851, and decrease expenditures by \$8,877,808, for a total net increase in fund balance of \$5,359,957 as shown in Attachment 1.

Attachment:

1. Proposed Fiscal Year 2024/25 Budget Amendment

[this page intentionally left blank]



San Francisco
County Transportation
Authority

San Francisco Transportation Plan 2050+



San Francisco
County Transportation
Authority

Transportation Authority Board - Agenda Item 9
May 20, 2025

Agenda

- Plan Purpose
- Travel Trends and Needs
- Transportation Investment Strategy
- Public Input:
What are your priorities?

Purpose

What is the San Francisco Transportation Plan?



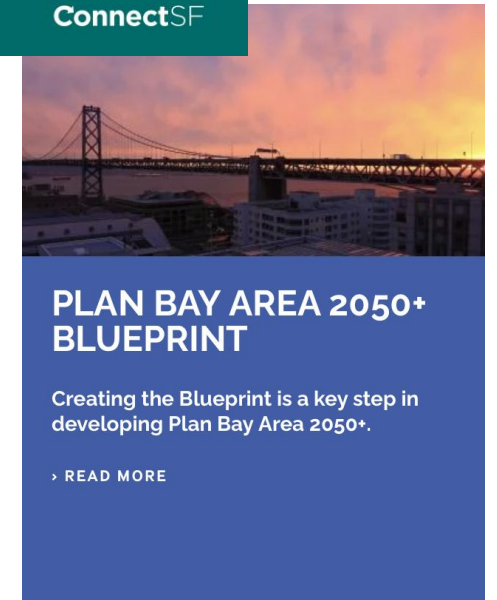
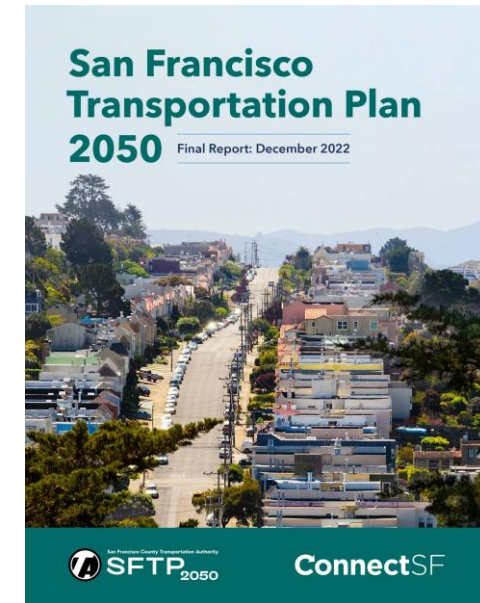
San Francisco
County Transportation
Authority

San Francisco Transportation Plan 2050+

What is the SFTP?

The San Francisco Transportation Plan (SFTP) is the countywide 30-year blueprint for transportation system development and investments.

- The Investment Plan is based on the expected transportation revenue for 30 years
- The Vision Plan considers potential new revenues
- Encompasses all modes and all transit operators
- Coordinated with updates to regional plans (Plan Bay Area) every 4 years



Goals and Measuring Progress



Equity



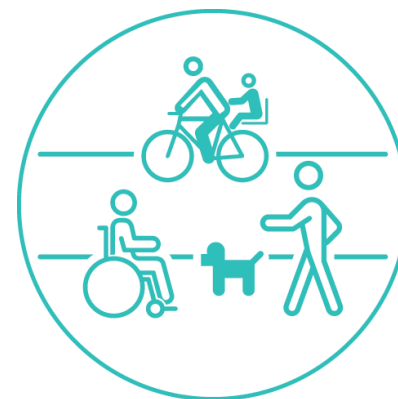
**Environmental
Sustainability**



**Accountability
and Engagement**



**Economic
Vitality**



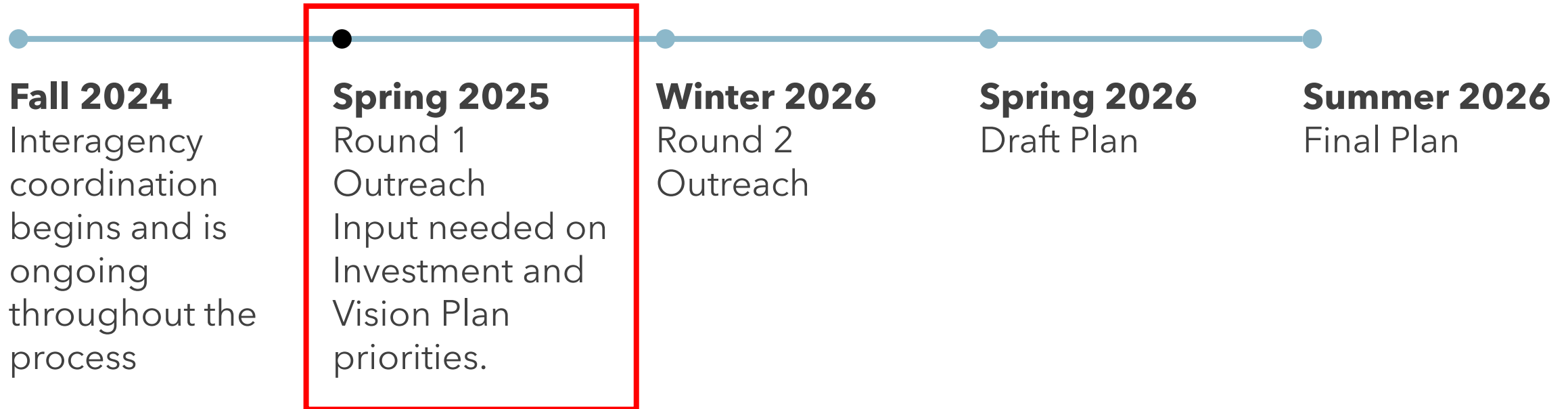
**Safety and
Livability**

What is the SFTP 2050+?

SFTP 2050+, or "SFTP+" is an update to the countywide plan incorporating post-pandemic travel data and revenue estimates



Timeline



Travel Trends and Needs

- Changes in Population
- Changes in Travel Behavior
- Transit Operating Shortfalls
- Anticipating Future Travel

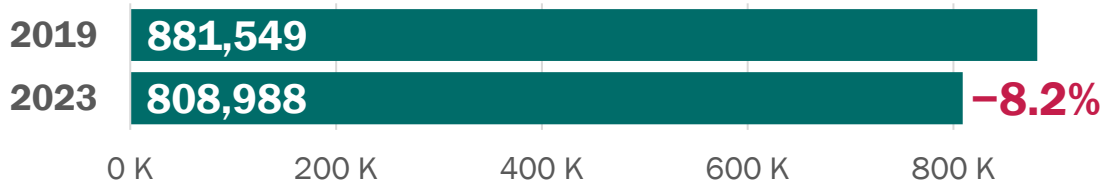


San Francisco
County Transportation
Authority

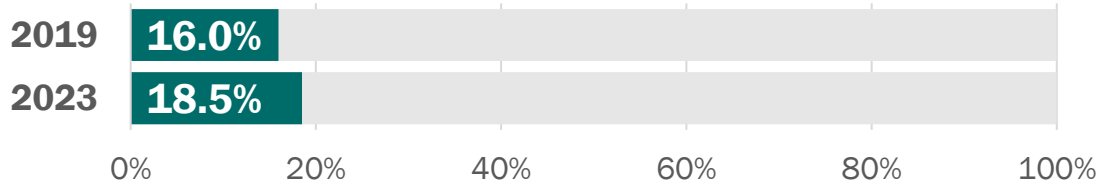
San Francisco Transportation Plan 2050+

San Francisco at a Glance – What’s Changed?

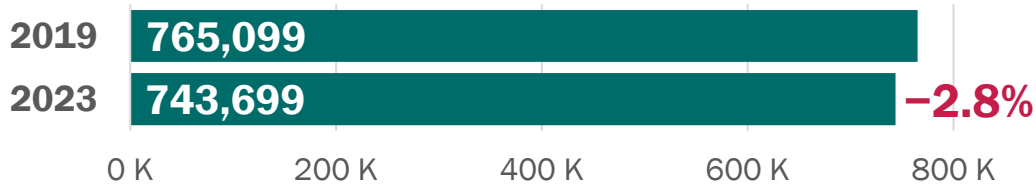
Population



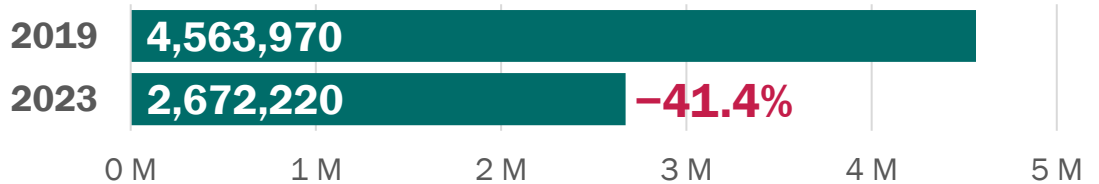
Older Adults (65+)



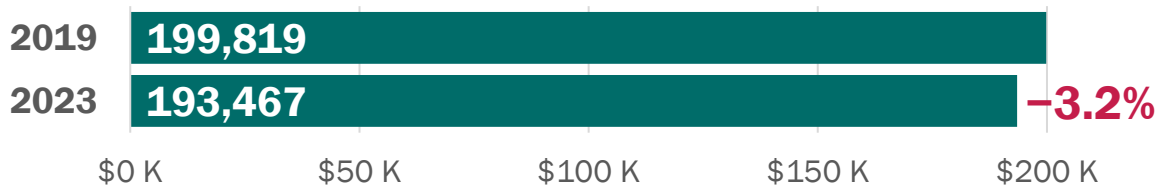
Jobs



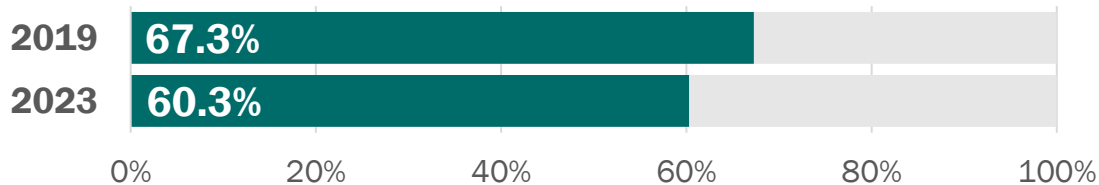
Weekday Trips to/from/within SF



Average Income (2023 dollars)



SF share of regional weekday transit trips



Many People Work from Home

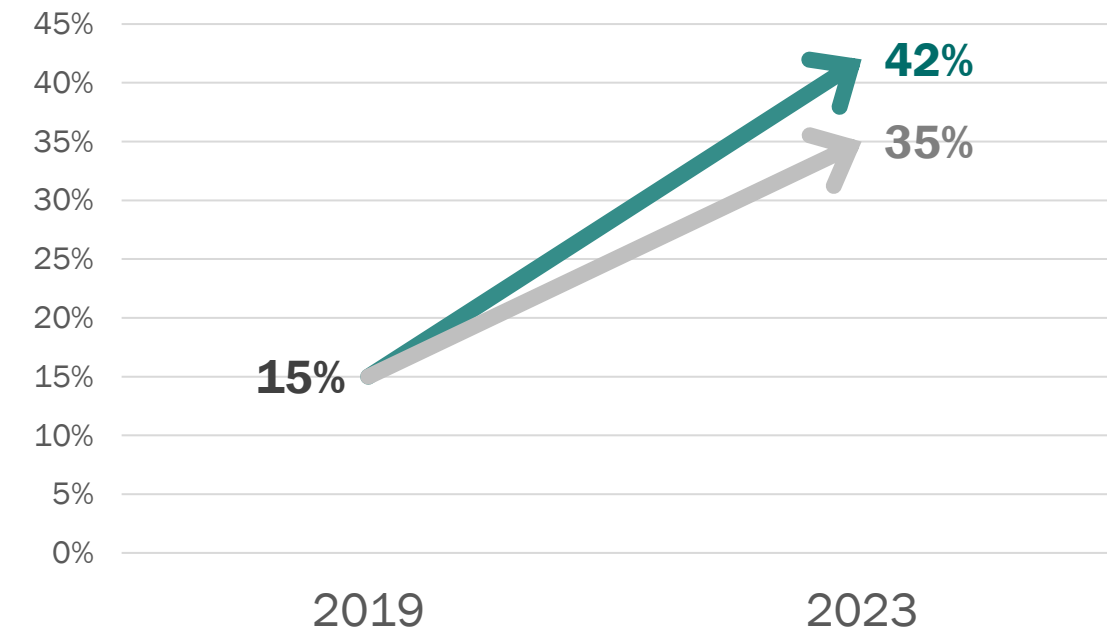
One of the most dramatic post-pandemic changes is where people work:

- 42% of San Francisco workers work from home on a typical workday – up from 15% in 2019
- 24% of employed SF residents work fully from home
- Work from home trends continue to evolve

Typical Weekday Work from Home Rates

➔ SAN FRANCISCO EMPLOYED RESIDENTS

➔ OTHER BAY AREA EMPLOYED RESIDENTS



The Rise in e-Commerce Deliveries

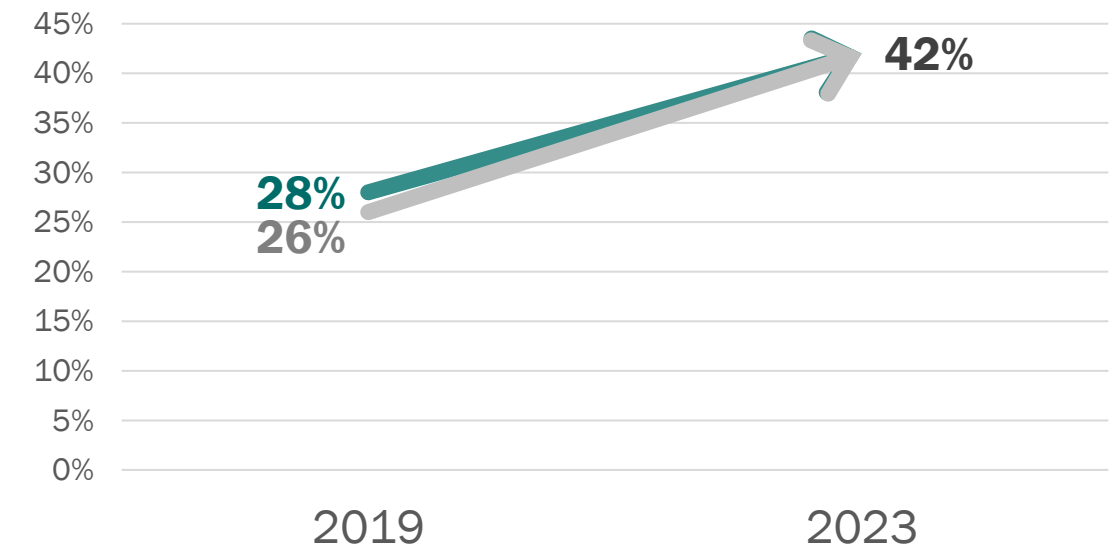
42% of SF residents received a package or food delivery on an average weekday in 2023 – a 50% increase since 2019



Share of Population Who Received a Delivery on a Typical Weekday

→ SAN FRANCISCO EMPLOYED RESIDENTS

→ OTHER BAY AREA EMPLOYED RESIDENTS



Work is no longer the main reason people leave home

31% fewer journeys* overall

- Journeys to work –61%
- Journeys to dine out –44%

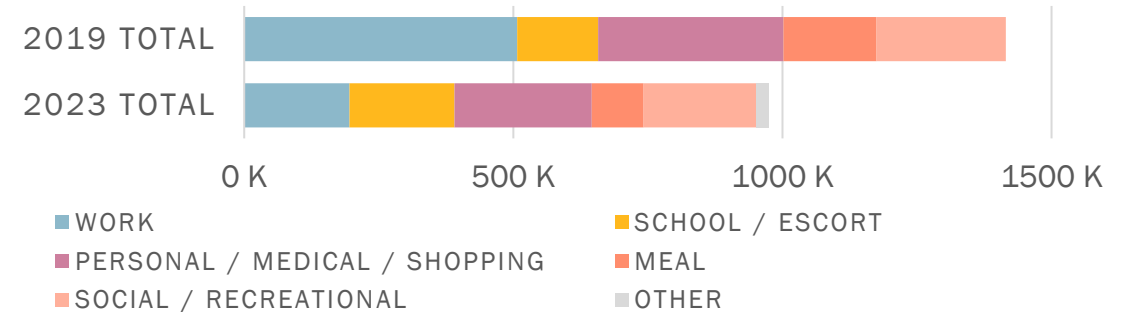
People use transit for a variety of journeys

- Journeys for work by transit -51%

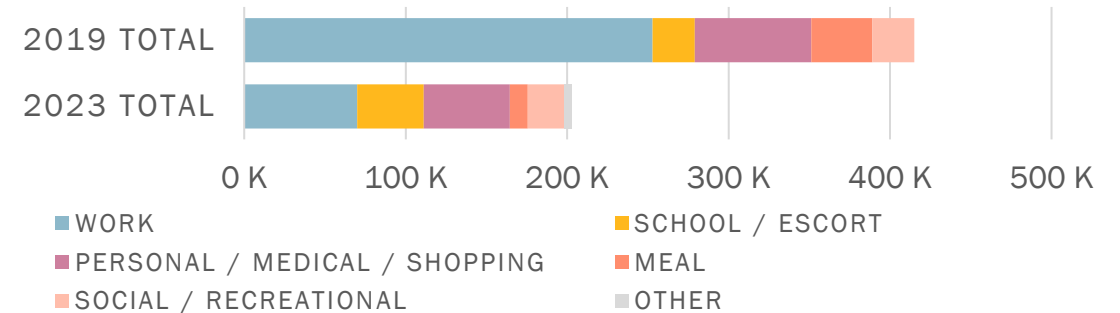
*Journeys start and end at home and include multiple stops

Source: 2023 MTC / SFCTA / SCVTA Travel Survey

All SF Journeys



Journeys by Transit

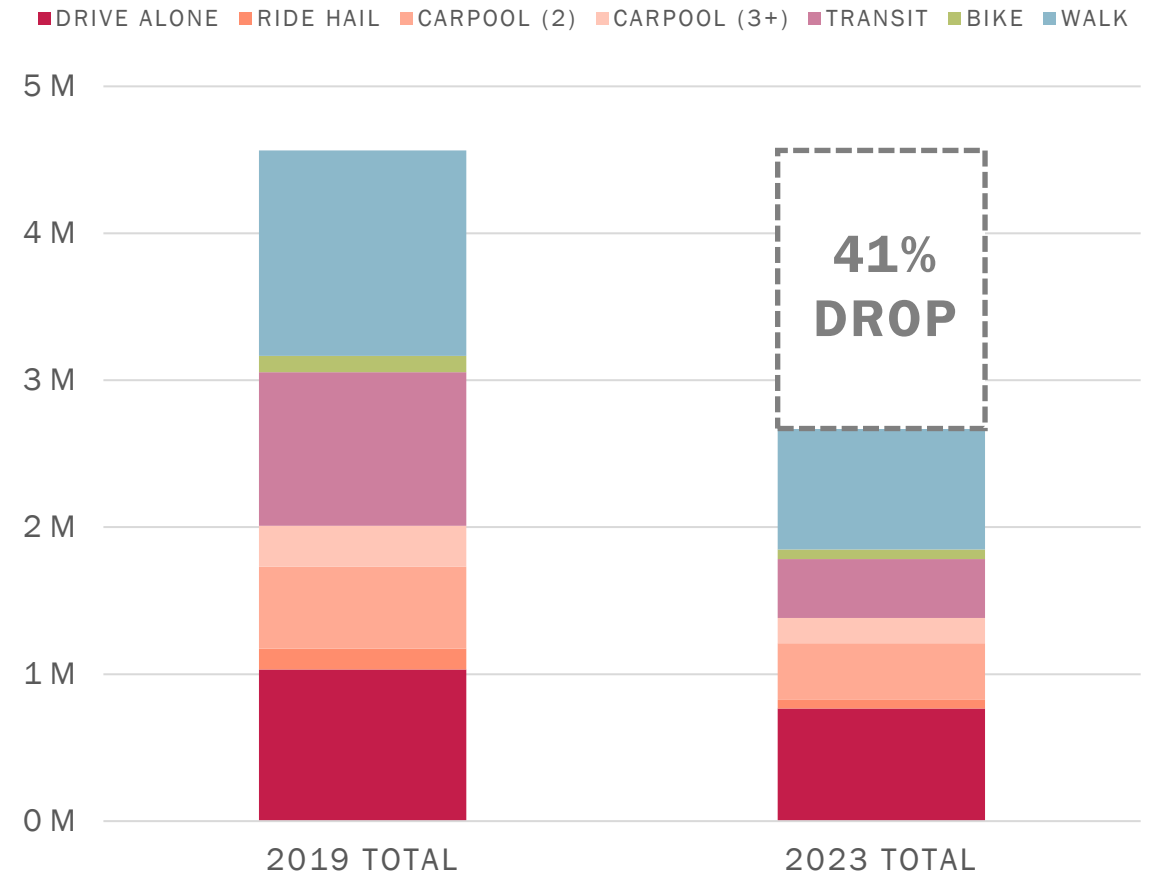


Average daily journeys to/from/within SF by Bay Area residents
(excludes goods delivery, commercial, freight, visitor travel)

People Travel Less, Are More Likely to Drive

- In 2023, there were 41% fewer trips to/from/within SF and a greater share of trips are drive trips
- 600,000 fewer transit trips on a typical weekday
- Significant reduction in all trips between SF and East Bay / South Bay
- More trips are shorter
- There was less transit service in 2023

Average daily trips to/from/ within SF by Bay Area residents
(excludes goods delivery, commercial, freight, visitor travel)

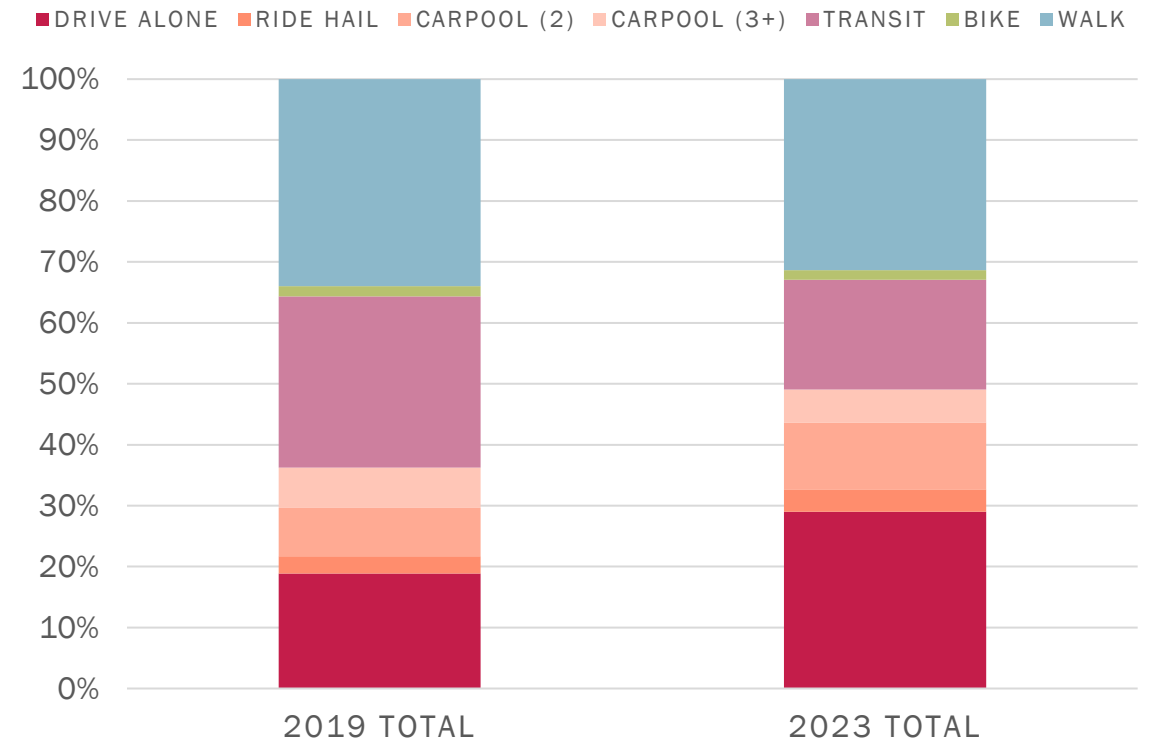


Source: 2023 MTC / SFCTA / SCVTA Travel Survey

Travel Trends by Very Low-Income People Have Changed

- Significantly more likely to drive alone
- Increased use of ride-hail services
- Biggest drop is in transit use

Driving Increases for People Earning <\$75,000

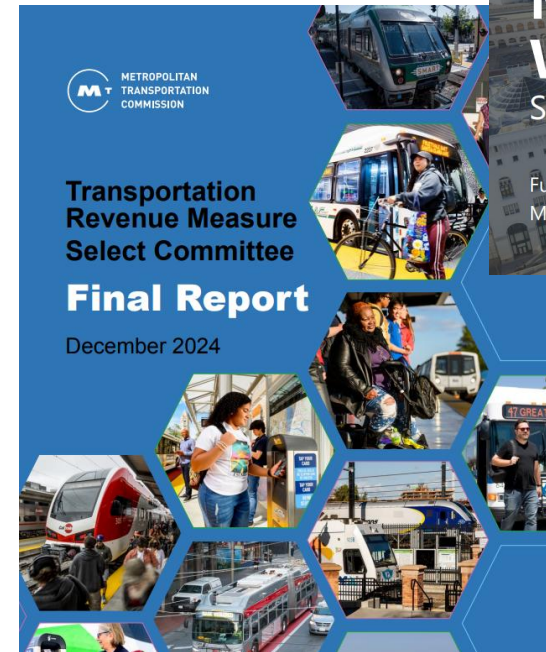


Source: 2023 MTC / SFCTA / SCVTA Travel Survey

Daily trips by SF residents earning less than \$75,000 annually only

Transit Faces Major Operating Shortfalls

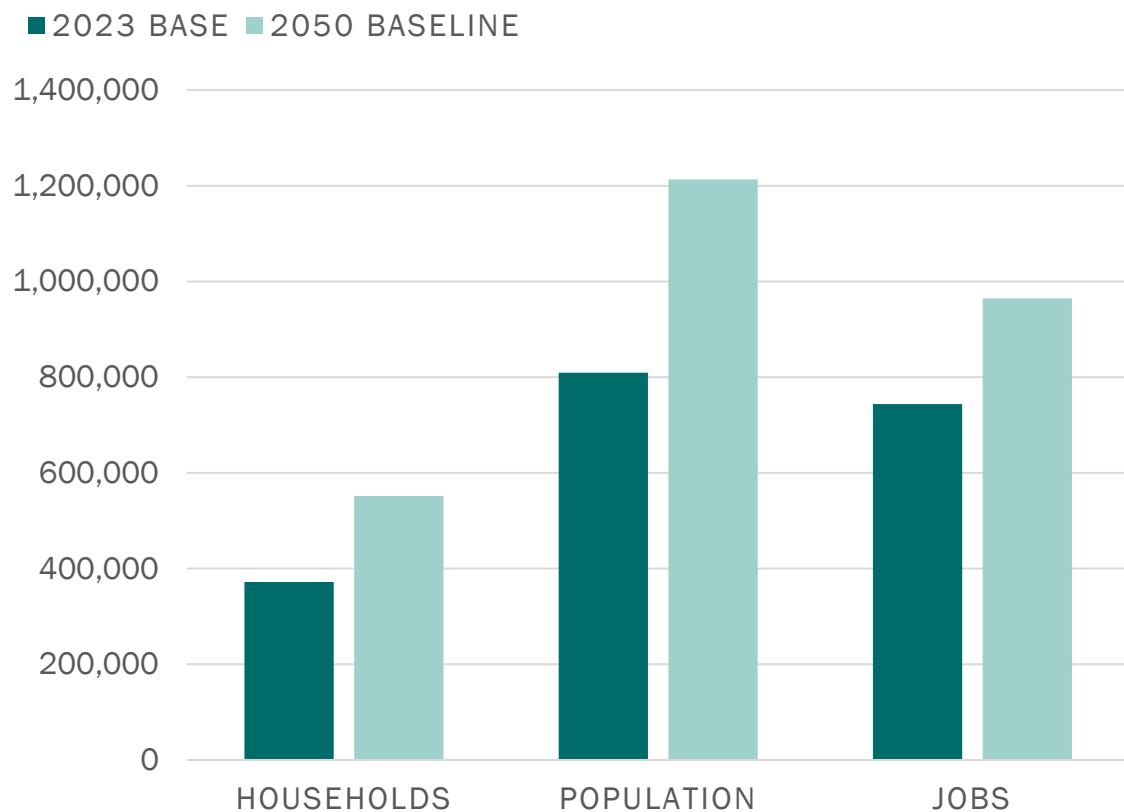
- Major Bay Area transit agencies including Muni, AC Transit, BART and Caltrain, are anticipating annual operating shortfalls over \$800 million beginning fiscal year 2027
- Work from home and slower economic recovery in San Francisco contribute to lower fares, parking revenues, and General Fund support.



The Future of San Francisco

- Regional projections show that San Francisco is expected to grow with 29% more jobs and 50% more residents by 2050
- We assume that we will maintain 2023 transit service levels and complete infrastructure projects that are already funded
- Growth levels and patterns are consistent with Plan Bay Area 2050+ and SFTP 2050 (2022 update)

San Francisco Jobs and Population Increase

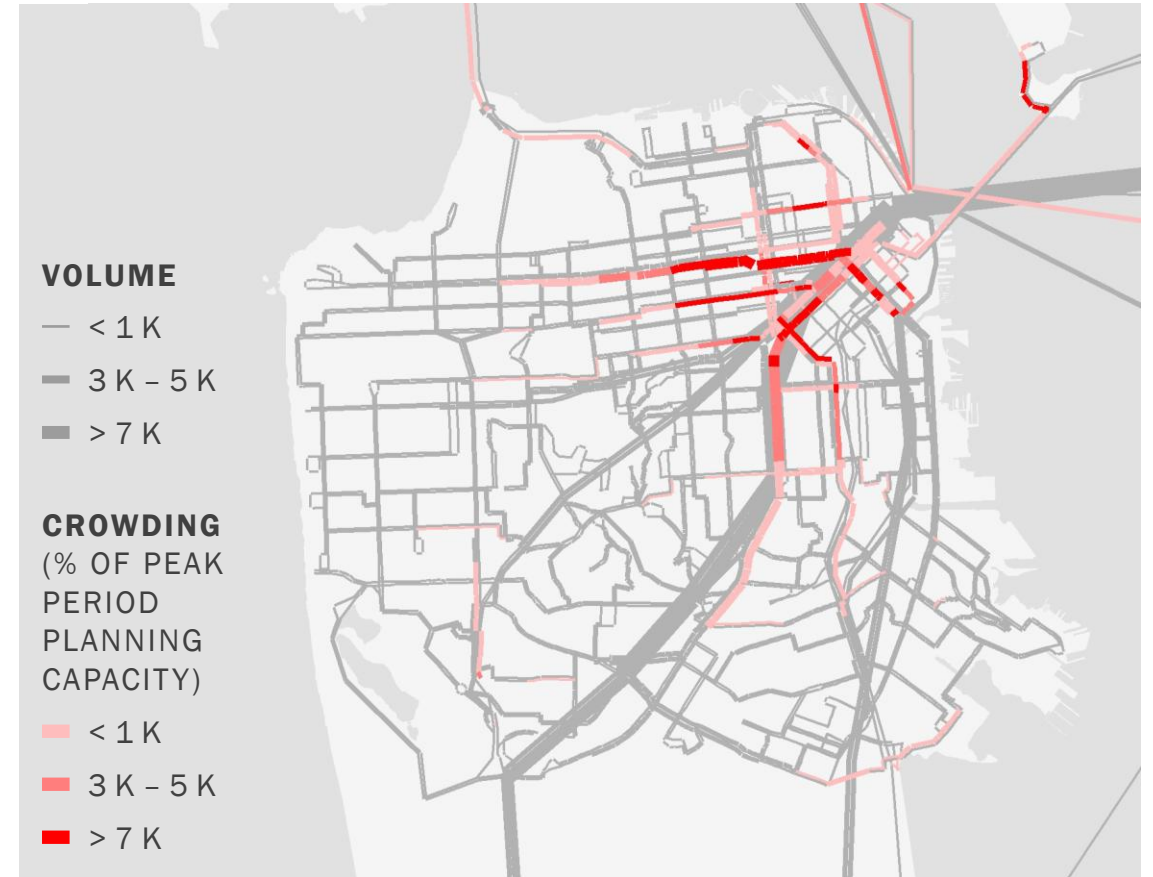


30-Year Outlook: Transit Crowding

2023 AM Transit Crowding

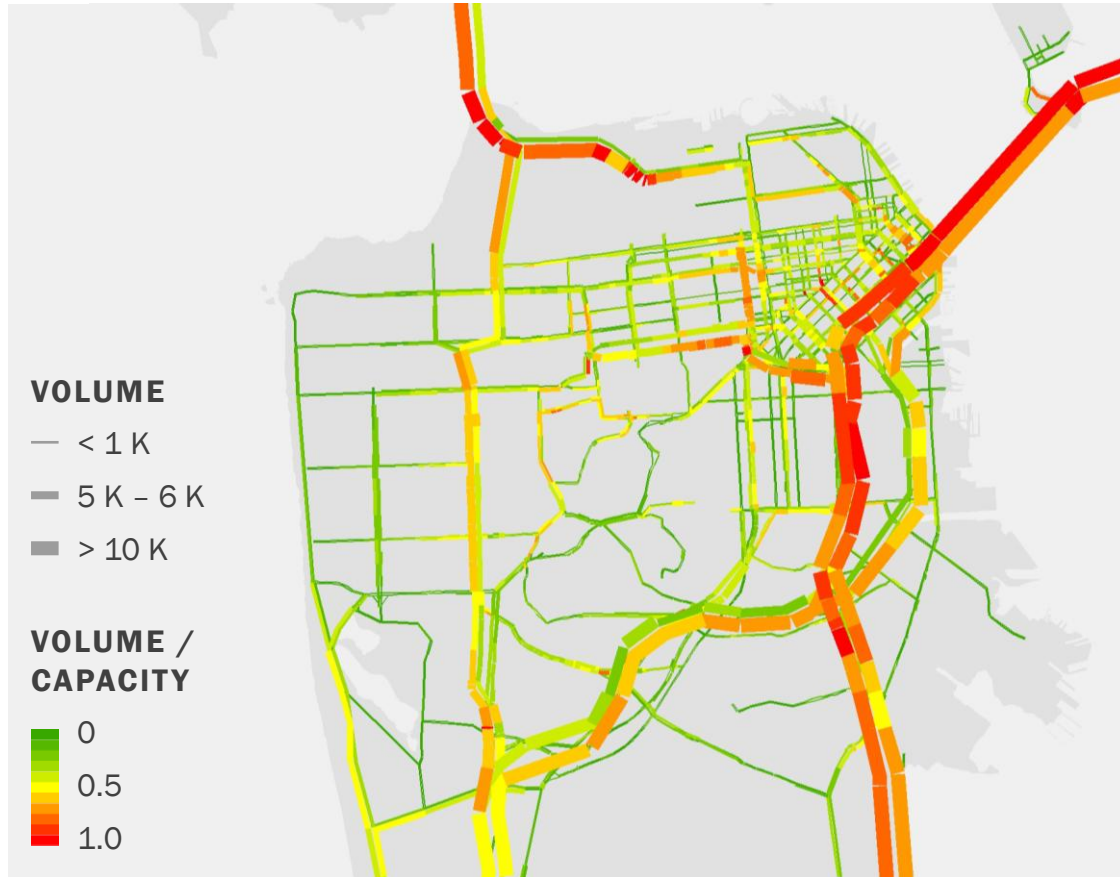


2050 AM Transit Crowding

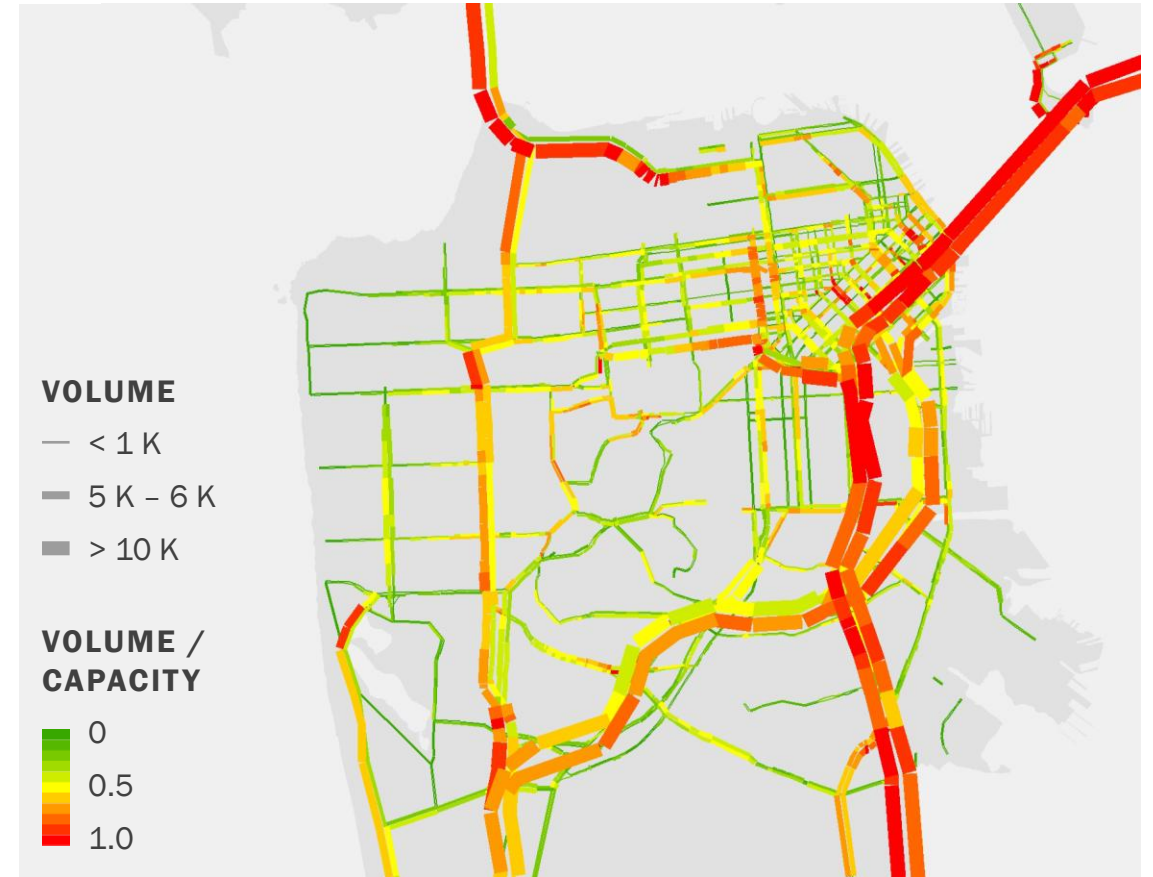


30-Year Outlook: Traffic Congestion

2023 AM Volume-to-Capacity



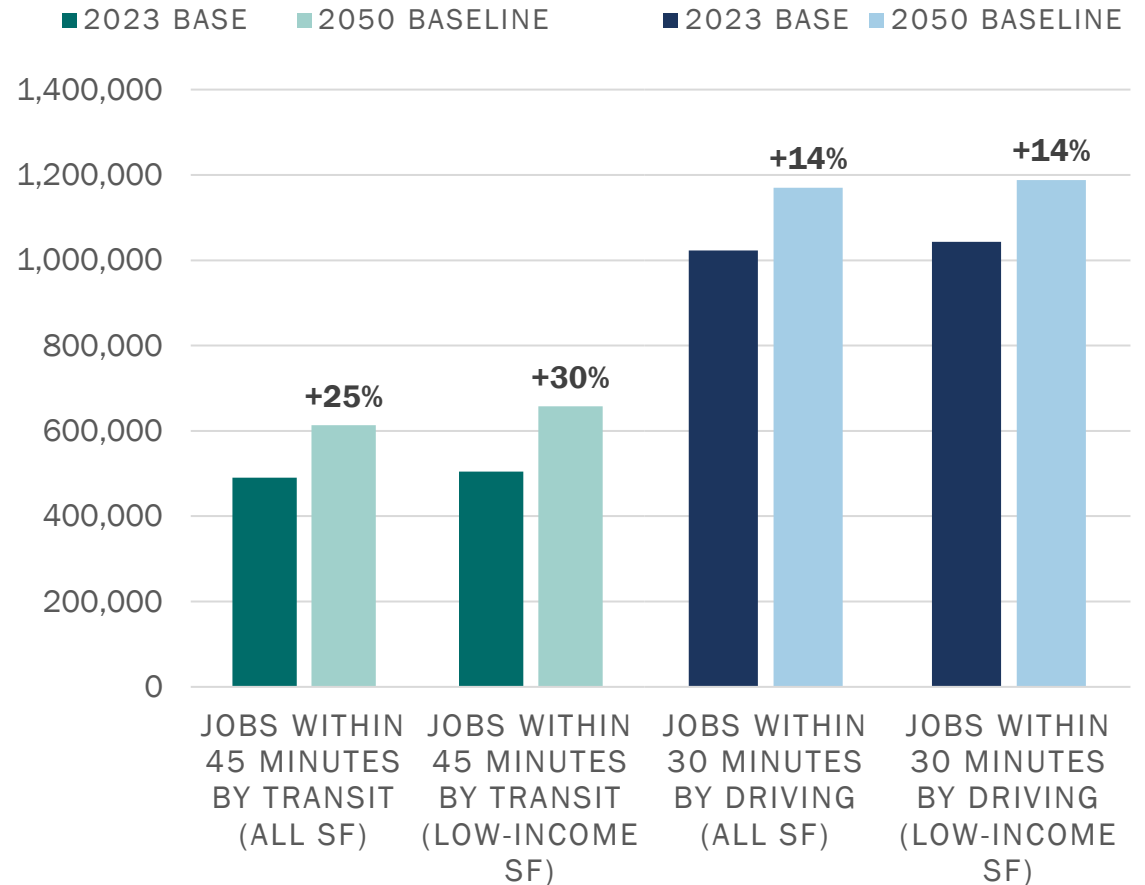
2050 AM Volume-to-Capacity



30-Year Outlook: Mixed Results on Job Access

- Job access is projected to increase for all commuters – due to land use projections and expected transportation investments
- People with vehicles have access to twice as many jobs compared with commuting by transit
- Higher growth in jobs accessible by transit than by driving

Job Access



30-Year Outlook: We Fall Further From Our Goals

- While job access improves, increasing congestion affects Economic Vitality and a healthy recovery
- Continued reliance on driving keeps us from meeting our goals of Safety & Livability, Equity, and Environmental Sustainability
- We face challenges in keeping up with maintenance needs as well as climate change risks



Transportation Investment Strategy

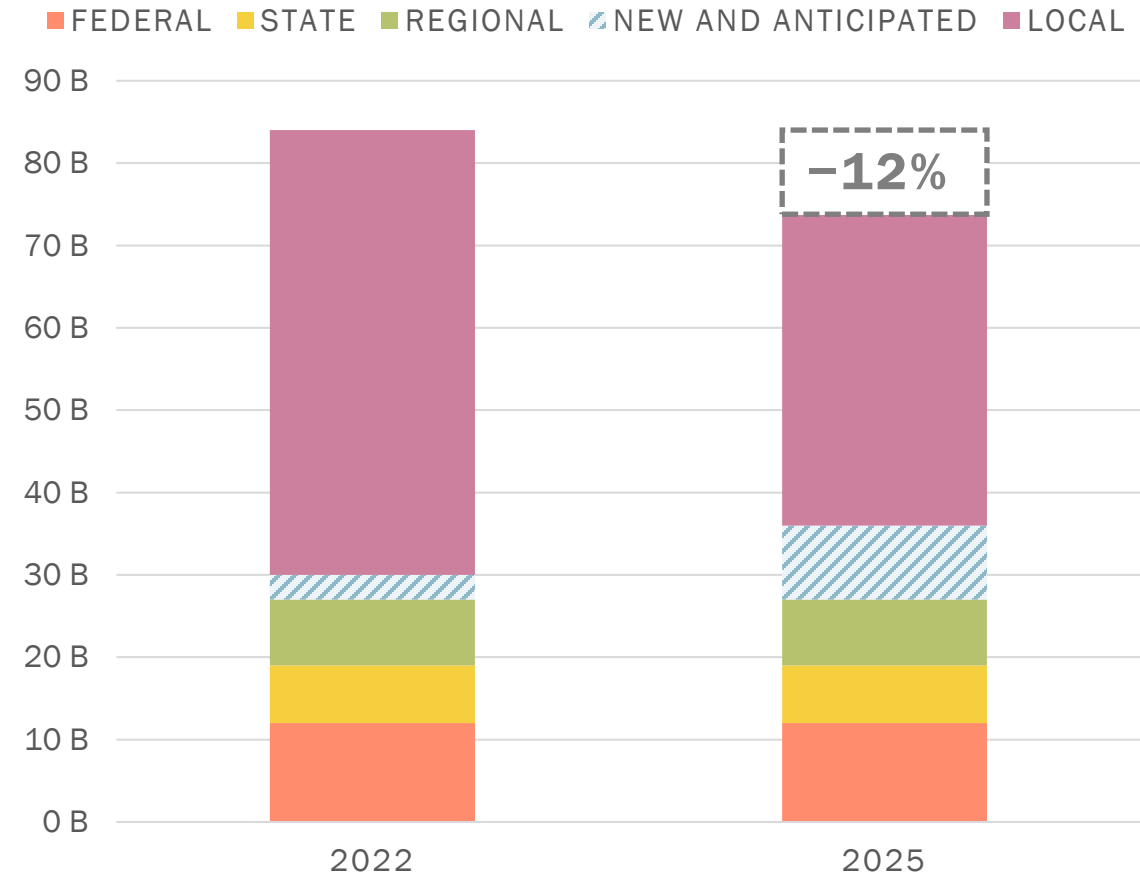
- Reduced Transportation Revenues
- Approach to Transportation Investment and Vision Plans
- Strategic Choices Before Us



Transportation Revenues Projected to be Lower

- Federal, State, and Regional funding projections are about the same as SFTP 2050
- However, we expect significant revenue reductions in Local sources
 - Transit fare revenues
 - SFMTA parking and General Fund Support
 - Sales tax (e.g. BART, Prop L)
- New and Anticipated sources increase, based on regional estimates

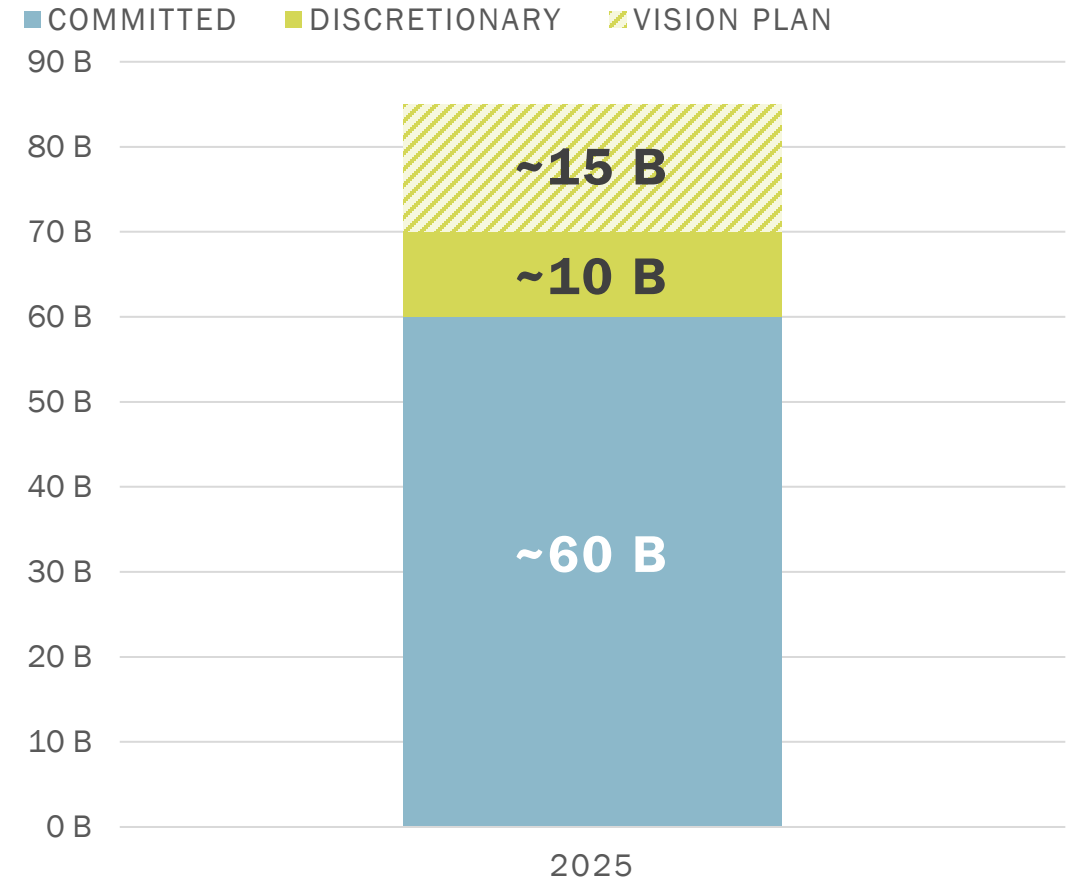
Projected Revenues



SFTP 2050 Investment & Vision Plans

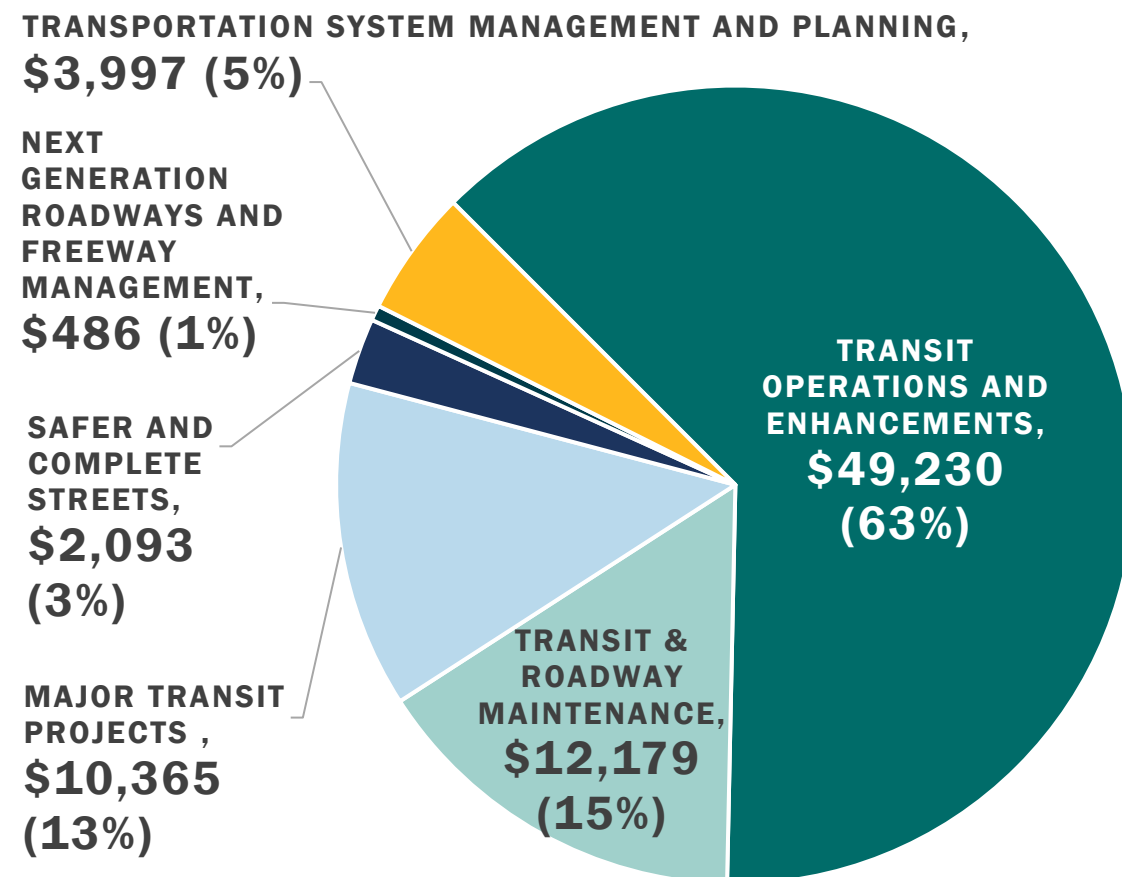
- The SFTP's Investment Plan must fit within the expected transportation revenues over the next 30 years
- Most of the funds are committed to specific projects or uses
- ~\$10B of the Investment Plan is discretionary and can be determined locally through the SFTP
- Vision Plan assumes an additional ~\$15B in potential new revenues to get us closer to our goals

Investment Plan and Vision Plan



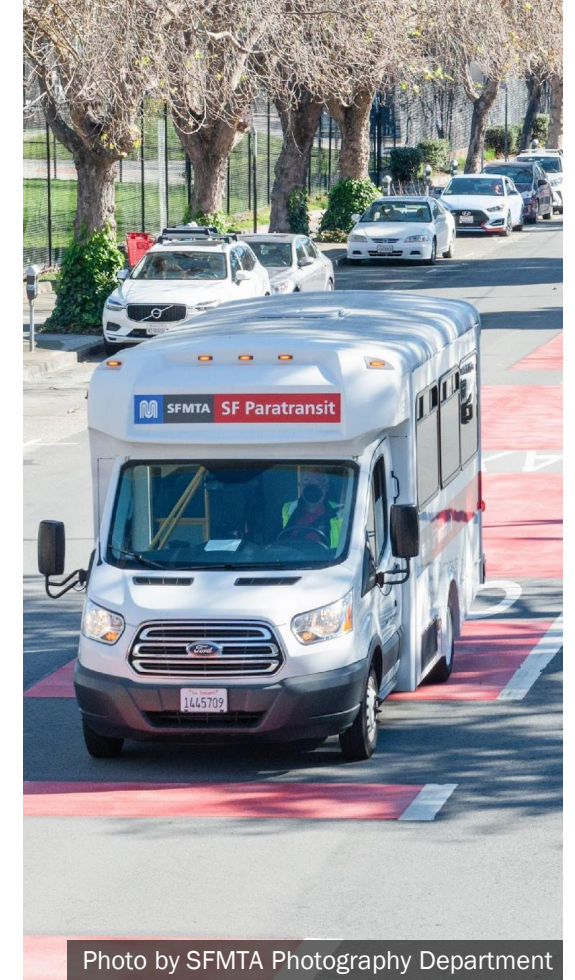
SFTP 2050 Investment Plan

- Transit Operations and Enhancements
- Transit & Roadway Maintenance
- Major Transit Projects
- Safer and Complete Streets
- Next Generation Roadways and Freeway Management
- Transportation System Management and Planning



Approach to Investment Plan with Lower Revenues

1. Fund **transit operations** to 2023 service levels at a minimum
2. Fund **transit and roadway maintenance** to maintain roadways and assets, such as vehicles (State of Good Repair)
3. Prioritize remaining discretionary funds for other categories



Safer and Complete Streets

- Traffic Calming
- Traffic Signs & Signals
- Pedestrian and Bicycle Improvements
- Safe Routes to School
- Curb Ramps
- Tree Planting



Photo by SFMTA Photography Department



Photo by SFMTA Photography Department

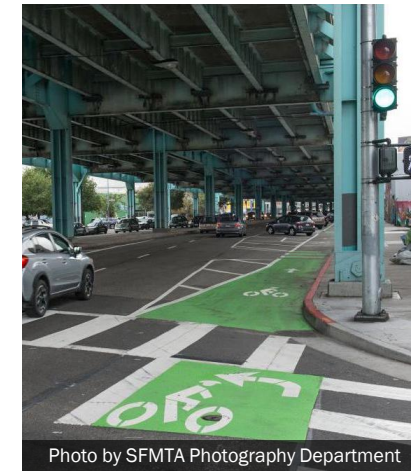
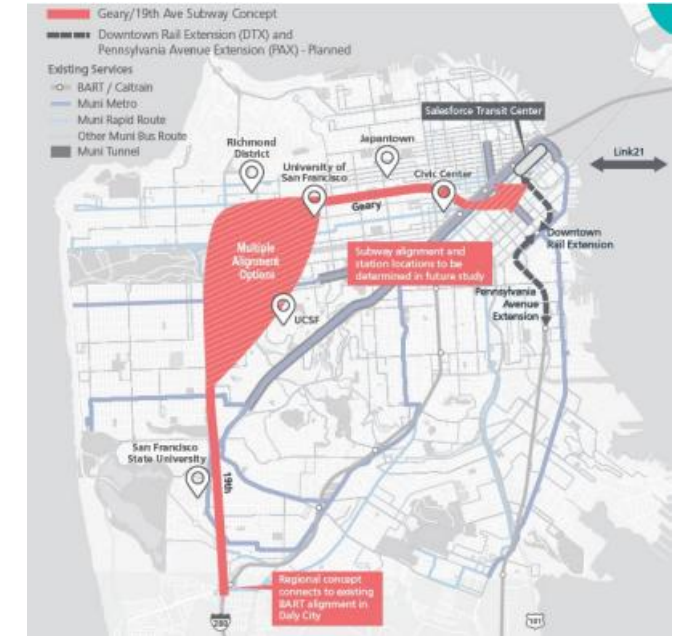


Photo by SFMTA Photography Department



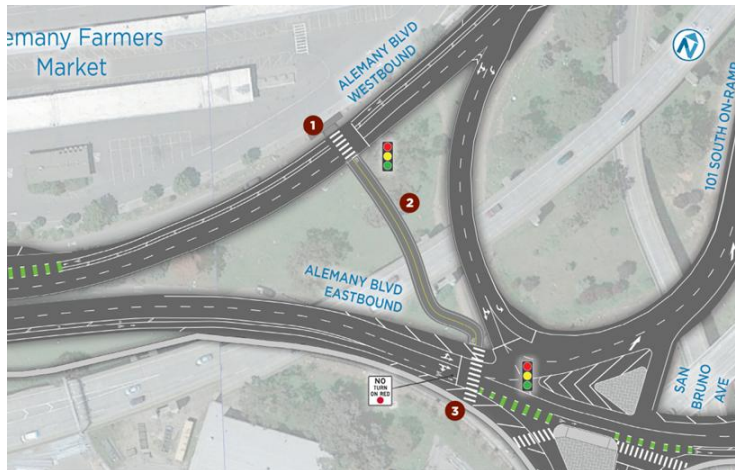
Major Transit Projects

- The Portal (Downtown Rail Extension)
- BART/Muni Core Capacity Improvements
- Muni Reliability and Efficiency Improvements
- Geary/19th Subway, Central Subway Extension



Next Generation Roadways and Freeway Management

- Major Roadway Re-Designs (Geary/Fillmore, Brotherhood Way, Embarcadero)
- Freeway Management (Planning and Design for Express/Managed Lanes)



Transportation System Management and Planning

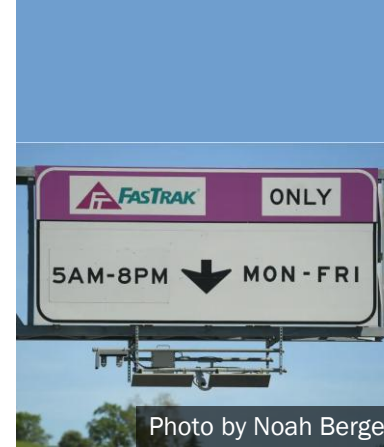


Neighborhood Planning:

Planning and Capital funds for safety and access improvements

Citywide Planning

Shared Mobility Pilots



System Management Technologies:

Affordability Initiatives

Regional Payment/ Mobility Wallet Pilot



Climate Programs: Electrification

Resilience Planning

Capital Projects/Pilots



Education and Travel Incentive Programs:

Road Use Management

Parking Management

Bikeshare

Transit Pass Programs



San Francisco
County Transportation
Authority

How do you want to invest San Francisco's transportation funding?



San Francisco
County Transportation
Authority

San Francisco Transportation Plan 2050+

Question 1

Do you agree with the approach to prioritize funds first for transit operations at 2023 service levels and for transit and roadway maintenance?

- 1.** Yes
- 2.** No
- 3.** Unsure

Optional: tell us your thoughts

Question 2

Given what you've heard about reduced revenues in the Investment Plan, please indicate your priorities to preserve funding.

(Rank all seven: 1=highest priority to preserve funding, 7=lowest priority to preserve funding)

1. Invest in new major transit projects
2. Make our streets safer for all
3. Reduce delays on freeways and major streets
4. Partner with communities to plan better transportation
5. Protect our transportation system from climate change
6. Incentivize use of transit, biking, and walking
7. Use technology to make transportation more user-friendly

Optional: tell us your thoughts

Question 3

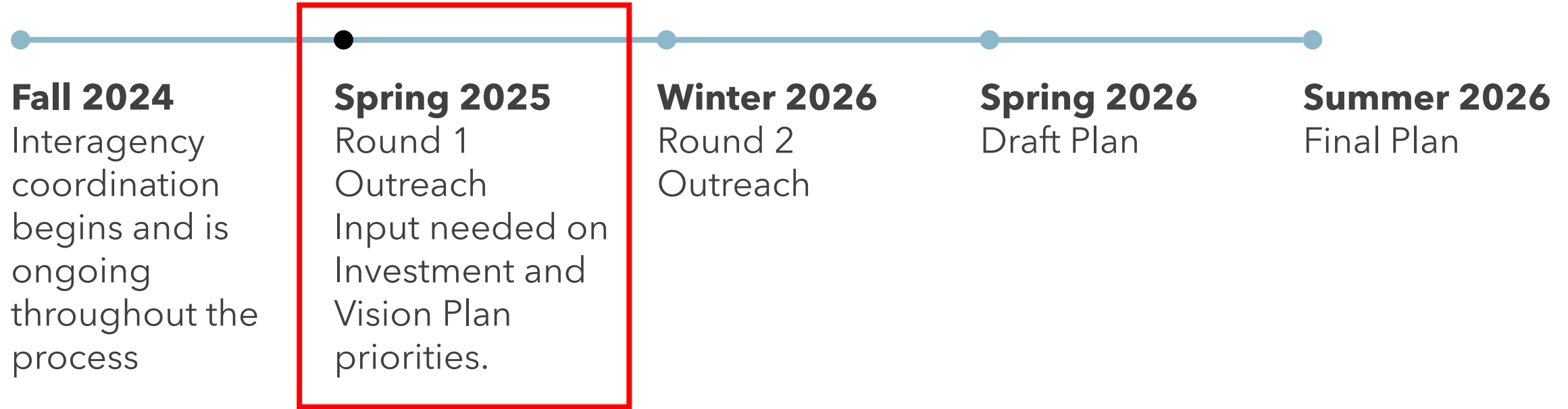
What are your highest priorities for potential new funds?

(Rank from 1=highest priority to 10=lowest priority)

1. Make transit more frequent & reliable, safer & cleaner
2. Improve street pavement, traffic signals & signs
3. Modernize transit vehicles and equipment
4. Invest in new major transit projects
5. Make our streets safer for all
6. Reduce delays on freeways and major streets
7. Partner with communities to plan better transportation
8. Protect our transportation system from climate change
9. Incentivize use of transit, biking, and walking
10. Use technology to make transportation more user-friendly

Optional: tell us your thoughts

Next Steps / Timeline



- **Online Survey Live Starting May 20**
- **Virtual Town Halls**
 - Wednesday, June 4 at 6pm
 - Saturday, June 7 at 10am

Thank you.

sfcta.org/sftp

Email us at sftp@sfcta.org

Suany Chough

Assistant Deputy Director
for Planning

suany.chough@sfcta.org

Amy Thomson

Transportation Planner,
Planning Division

amy.thomson@sfcta.org



San Francisco
County Transportation
Authority



sfcta.org/stay-connected

Westside Network Study



San Francisco
County Transportation
Authority

May 2025

Westside Area

Intent of Westside Focus:

- Understand how Westsiders travel today and in the future considering planned transportation projects and anticipated growth
- Propose ways to improve Westside transportation options in the 10 - 15 year range which advance our SFTP+ goals



How we approached the study

Review of previously identified needs

- + Inventory of ongoing projects
- + Future-year modeling

→ Westside Specific Needs

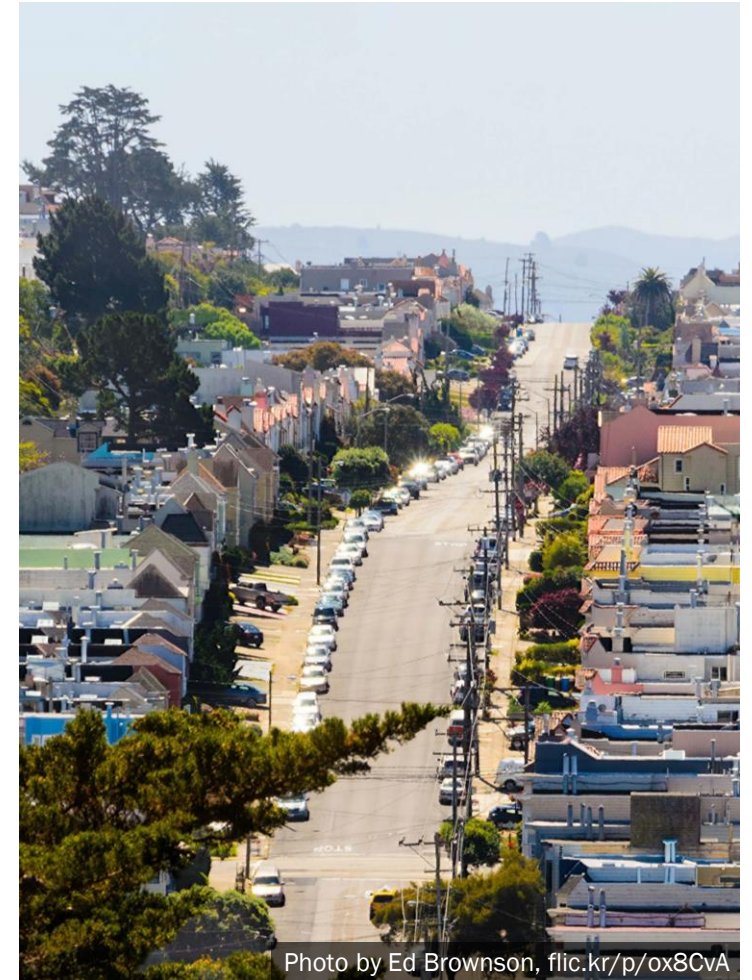


Photo by Ed Brownson, [flic.kr/p/ox8CvA](https://www.flickr.com/photos/ox8CvA/)

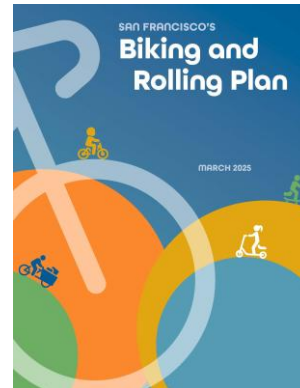
More than 15 Existing and Ongoing Plans



District 1 Multimodal Transportation Study



Final Report: November 2024



District 4 Mobility Study



Final Report: September 2021



SLOAT/SKYLINE INTERSECTION ANALYSIS

PROJECT BACKGROUND AND GOALS

The Sloat Skyline Intersection Alternatives Analysis seeks to improve overall safety at the intersection of Sloat Boulevard/HWY 35 with Skyline Boulevard and 39th Avenue. Sloat serves as an east-west connector from West Portal to Ocean Beach and is the unofficial southern border of the Outer Sunset. Primary project goals include:

- Improving safety for all road users
- Increasing visibility of pedestrians and reducing intersection conflict points
- Improving or maintaining transit and vehicle circulation at the intersection
- Considering options to introduce landscaping improvements, storm water management features, or other community benefits to the project area

This project will identify options to make the intersection a more inviting, safe and comfortable experience for all users. The Sloat Skyline Intersection Alternative Analysis made possible by the San Francisco County Transportation Authority through a grant of position K Local Transportation Sales Tax Funds.



PROJECT INFO SHEET

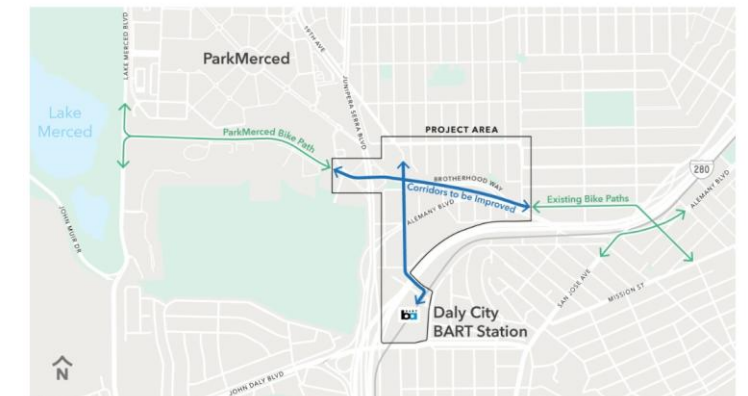


The Sloat and Skyline Intersection Alternatives Study will evaluate different intersection configurations and traffic control options including stop control, yield control, and signalization.



Brotherhood Way Safety and Circulation Plan

Overview Background Public engagement



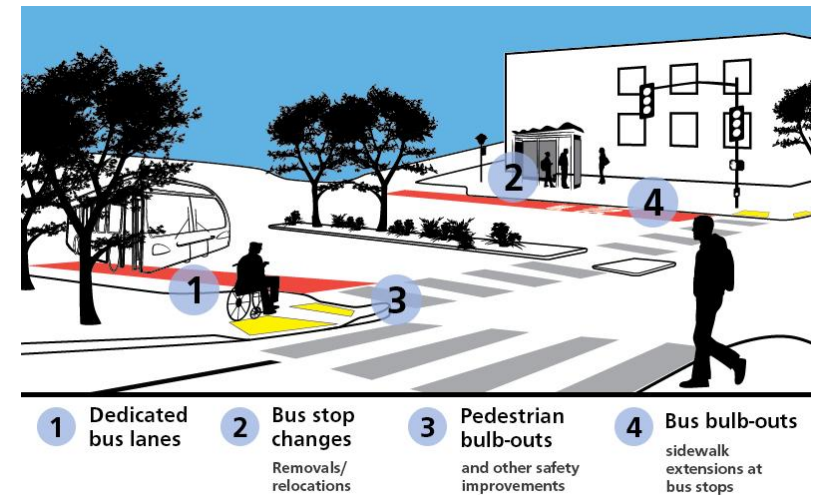
More than 30 Completed and Ongoing Projects



LAKE MERCED TRAIL IMPROVEMENTS LOCATION & PHASING



Geary Rapid Improvement Project



The Westside in 2050

- Less driving per adult
- Increased driving trips overall
- No Westside corridor is expected to experience transit crowding
- Portions of some westside arterials could have increased congestion

2050 Transit Crowding



2050 Roadway Volume-to-Capacity



★ Westside Needs – Improve Travel Choices

- East-west travel options
- Access to transit
- Safe routes to school
- Programs to make walking, biking, and transit more attractive and affordable
- Programs or services to improve job and school access



★ Westside Needs – Transit

- New Westside/Southbay transit routes
- Transit reliability



★ Westside Needs – Walking, Rolling, Cycling

- Safety improvements, including on the High Injury Network
- Address motorist speeding
- Bike connections to transit hubs and major destinations
- Safe routes to school



Photo by SFMTA Photography Department

★ Westside Needs – Vehicular Circulation

- Address double parking
- Traffic management
- Speed management on arterials
- Public charging facilities for electric vehicles



Questions for Westsiders in Round 1 Outreach

1. What are your top priorities for improving the transportation system?
2. Did we miss any major needs?
3. Within the westside, how would you prioritize locations for improvements?

Next Steps / Timeline

- **Summer 2025:** Concept Development
- **Winter 2026:** Round 2 Engagement
 - Gather feedback on proposals to improve Westside transportation options in the 10 - 15 year range
- **Spring 2026:** Final Report and Recommendations

Questions?

sfcta.org/sftp

Email us at sftp@sfcta.org

David Long

Senior Transportation
Planner

david.long@sfcta.org



San Francisco
County Transportation
Authority



sfcta.org/stay-connected