San Francisco
County Transportation
Authority

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Memorandum

AGENDA ITEM 11

DATE: June 20, 2025

TO: Transportation Authority Board

FROM: Anna LaFore – Deputy Director of Policy and Programming

SUBJECT: 07/08/2025 Board Meeting: Program $5,672,505 in TNC Tax Funds to the San Francisco Municipal Transportation Agency for Three Application-Based Residential Traffic Calming Projects, with Conditions

RECOMMENDATION ☐ Information ☒ Action

Program $5,672,505 in TNC Tax funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for three projects:

1. Application-Based Residential Traffic Calming Program – FY 21 Cycle Additional Funds ($56,569 for design, $199,333 for construction)
2. Application-Based Residential Traffic Calming – FY 22 Cycle ($5,141,670 for construction)
3. Application-Based Residential Traffic Calming – FY 23 Cycle ($274,933 for design)

SUMMARY

The Transportation Authority receives 50% of the Prop D TNC Tax revenues for capital improvements that promote users' safety in the public right-of-way. Since the program's inception in January 2020, the Board has programmed over $29 million in TNC Tax funds primarily to the SFMTA's Quick-Build Program as well as a smaller amount to SFMTA's Application-Based Residential Traffic Calming Program. The SFMTA is requesting concurrent programming and allocation of $5,672,505 in funds available from Fiscal Year (FY) 2024/25 TNC Tax revenues to help address the backlog of traffic calming measures on 216 residential blocks across the city. These locations were identified through the FY21, FY22, and

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

FY23 application cycles. SFMTA's allocation request for these funds, plus $1,215,000 in TNC Tax funds already programmed for the FY22 cycle construction phase, is the subject of a separate item on this agenda. Attachment 7 includes the list of locations (blocks), sorted by supervisor district, where SFMTA will design and construct traffic calming devices with proposed TNC Tax funds. Prior to advancing this programming recommendation to the Board, we have spent the last couple of months working with SFMTA to understand the project delivery challenges facing the traffic calming program, which primarily have been driven by the surge in applications since the COVID pandemic and cost increases. We have developed an Enhanced Monitoring, Reporting, and Oversight Reporting Protocol (Attachment 5) in consultation with SFMTA that would be a condition of programming and of any allocations of the subject funds. At the Board meeting, SFMTA staff will present on the current status of the application-based program, lessons learned, and next steps including pausing applications after June 30, 2025 as it clears the backlog of accepted applications and evaluates the future of the program (Attachment 4).	

BACKGROUND

The Proposition D Traffic Congestion Mitigation Tax was passed by San Francisco voters in November 2019. Proposition D, also referred to as the TNC Tax, established a surcharge on commercial ride-hail trips that originate in San Francisco, for the portion of the trip within the city. The tax also applies to private transit companies and rides given by autonomous vehicles commercially. Beginning January 1, 2020, single occupant trips are taxed at 3.25% and shared rides are taxed at 1.5%, with electric vehicle trips receiving a discount of 1.5% through 2024. The tax is in effect until November 2045.

Prop D directs a 2% set aside from revenues for administration by the City and County of San Francisco. For all remaining funds, 50% of the revenues are directed to the SFMTA for transit service and affordability, system reliability and capacity, and transit infrastructure state of good repair projects, and 50% of the revenues are directed to the Transportation Authority for planning, design, and construction of safety projects in the public right-of-way including pedestrian and bicycle

improvements, traffic calming, traffic signals, and maintenance of existing safety infrastructure.

TNC Tax Policies. In October 2020, the Transportation Authority adopted policies to guide the day-to-day administration of the Transportation Authority's share of funds (Attachment 2). The policies address the allocation and administration of funds and clarify the Transportation Authority's expectations of sponsors to deliver their projects.

The adopted policies set aside 3% of the Transportation Authority's share of annual TNC Tax revenues for program administration, and data collection and analysis of TNC trips in San Francisco, leaving the remainder available to program to projects. From program inception in January 2020 through December 2024, the Transportation Authority has programmed $29,121,426 to projects, with most directed to SFMTA's Quick-Build Program ($23.34 million) and the remainder to SFMTA's Application-Based Residential Traffic Calming Program ($5.78 million). Attachment 1 includes the list of projects funded by the TNC from program since inception and indicates whether the funds have been allocated or not.

DISCUSSION

Funds Available. Given the challenges of accurately forecasting revenues for the (new) TNC Tax which is being administered as a pay-as-you-go-program, the Transportation Authority has thus far generally programmed one year of budgeted revenues at a time. This allows us to reconcile programming amounts with actual revenues in the following year.

Attachment 3 shows the amount of TNC Tax funds available for projects from program inception through FY 2024/25. After reconciling actual revenues plus budgeted for FY 2024/25 with Board-approved programming, there is $7,130,181 in FY 2024/25 TNC Tax funds available to program to projects.

SFMTA is requesting $5,672,505 to address the backlog of traffic calming applications accepted through the FY21, FY22, and FY23 program cycles. Before recommending programming of additional funds for traffic calming, we worked with SFMTA to review project delivery challenges with the program and develop a road map to support more timely, reliable, and effective project delivery.

Project Delivery Challenges for SFMTA's Application-Based Residential Traffic Calming Program. The SFMTA's Application-Based Residential Traffic Calming Program has struggled with timely project delivery, with the application to installation

process taking years for simple measures. In recognition of this issue, in Spring 2023, the Board programmed and allocated $4,270,000 in TNC Tax funds to a new rolling application program that was intended to significantly reduce the timeline from application submission to improvements on the ground. SFMTA planned to evaluate applications as they were submitted rather than waiting until the end of a cycle (i.e., end of a fiscal year) to start evaluating them, and to advance accepted applications immediately to the design and construction phases. The Board conditioned the programming and allocation of these funds on SFMTA reporting back to the Board with an update on the new, rolling application-based program, including the number of applications received and accepted, locations designed and constructed, recommended device by locations, and a summary of the project delivery challenges and successes.

As SFMTA was transitioning to the rolling program for the FY24 and FY25 cycles, it was also responding to a surge in applications for the FY21 and FY22 cycles following the COVID pandemic when SFMTA removed the requirement that applications come with signatures from residents on the block. This led to the SFMTA receiving and subsequently accepting a record number of applications for traffic calming, given the prevalence of speeding on residential streets. For the FY23 cycle, the SFMTA had intended to pause accepting applications while shifting to a rolling program. However, it continued to accept applications for the FY23 cycle without funds identified for the work. This volume of applications for the FY21, FY22 and FY23 cycles has led to a backlog of measures that SFMTA needs funds to implement.

We have been working with SFMTA over the last couple of months to understand the project delivery issues, to develop a road map to address them, and to report out to the Board. Attachment 4 contains the SFMTA's Application-Based Traffic Calming Program Update presentation, which shows statistics on the number of applications received and accepted by program cycle and describes schedule delays primarily driven by the surge in applications since the COVID pandemic. The presentation also describes cost increases for labor, construction, inflation, and inaccurate cost estimates; highlights lessons learned; and outlines the plan for addressing the backlog. Of note, the SFMTA will halt accepting new applications after June 30, 2025, as it clears the backlog of accepted applications and evaluates the future of the residential traffic calming program.

Enhanced Oversight Protocol. Our recommendation to program additional TNC Tax funds to the application-based traffic calming program, as well as allocation of

funds, is conditioned on the SFMTA's compliance with the attached Enhanced Monitoring, Reporting, and Oversight Protocol (Attachment 5).

Recommended TNC Tax Programming. We recommend programming $5,672,505 in TNC Tax funds, as shown below and in Attachment 6 as requested by SFMTA and conditioned upon SFMTA compliance with the aforementioned enhanced oversight protocol. The requested programming will fund SFMTA to deliver on its commitments to the public to design and install traffic calming safety measures for applications that it has already accepted into the traffic calming program.

PROJECT	AMOUNT	PHASE
FY21 Application-Based Residential Traffic Calming Additional Funds	$255,902	Design, Construction
FY22 Application-Based Residential Traffic Calming	$5,141,670	Construction
FY23 Application-Based Residential Traffic Calming	$274,933	Design
Total	**$5,672,505**	

Approval of the recommended programming would leave $1,457,215 in FY 2024/25 revenue available for future projects.

Attachment 7 provides a brief project summary and staff recommendations along with a list of locations (blocks), sorted by supervisorial district, where SFMTA will design and construct traffic calming devices with proposed TNC Tax funds. A Project Information Form for each project is included in Attachment 8, with detailed information on scope, schedule, budget, funding, and special conditions

Next Steps. By December 2025, staff anticipate presenting project recommendations to the Board for an estimated $10,957,215 in TNC Tax funds available for future projects, including $1,457,215 in remaining capacity and $9,506,000 in funds anticipated in the FY 2025/26 budget.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's FY 2025/26 budget associated with the recommended actions. Allocation of funds are subject to separate approval actions by the Board.

CAC POSITION

The CAC will consider this item at its June 25, 2025, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Approved Project List FY 2020/21 – FY 2024/25
- Attachment 2 – Policies (adopted October 2020)
- Attachment 3 – Funds Available for Programming to Projects
- Attachment 4 – SFMTA's Application-Based Traffic Calming Program Update Presentation
- Attachment 5 – Enhanced Monitoring, Reporting, and Oversight Protocol
- Attachment 6 – Recommended Programming of FY 2024/25 TNC Tax Funds
- Attachment 7 – Summary of Recommendations with List of Locations
- Attachment 8 – Project Information Forms (3)

Attachment 1. Prop D TNC Tax Project List (FYs 2020/21 - 2024/25)

Programming and Allocations

Approved December 17, 2024 Board

Agency	Project Name	Phase	Status	Fiscal Year	Total
SFMTA	Vision Zero Quick-Build Program FY21	PS&E	Allocated	2020/21	$410,000
SFMTA	Vision Zero Quick-Build Program FY21	CON	Allocated	2020/21	$2,095,686
SFMTA	FY22 Vision Zero Quick Build Program Implementation	PS&E	Allocated	2021/22	$1,340,000
SFMTA	FY22 Vision Zero Quick Build Program Implementation	CON	Allocated	2021/22	$1,660,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 1)	PS&E	Allocated	2022/23	$1,495,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 1)	CON	Allocated	2022/23	$505,000
SFMTA	FY23 Vision Zero Quick Build Program Implementation (Part 2)	CON	Allocated	2022/23	$2,451,857
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	PLAN/ CER	Allocated	2022/23	$200,000
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	PS&E	Allocated	2022/23	$225,000
SFMTA	FY24 & FY25 Application-Based Residential Traffic Calming Program	CON	Allocated	2022/23	$3,845,000
SFMTA	FY24 Vision Zero Quick-Build Program	TBD	Programmed	2022/23	$883
SFMTA	Vision Zero Quick-Build Program Implementation FY24	PS&E	Allocated	2023/24	$700,000
SFMTA	Vision Zero Quick-Build Program Implementation FY24	CON	Allocated	2023/24	$5,300,000
SFMTA	FY22 Application-Based Residential Traffic Calming Program [1]	CON	Programmed	2023/24	$1,215,000
SFMTA	Vision Zero Quick-Build Implementation FY25	PS&E	Allocated	2024/25	$295,000
SFMTA	Vision Zero Quick-Build Implementation FY25	CON	Allocated	2024/25	$3,198,000
SFMTA	FY25 Vision Zero Quick-Build Program [1]	PS&E	Allocated	2024/25	$1,237,000
SFMTA	FY25 Vision Zero Quick-Build Program [1]	CON	Allocated	2024/25	$2,948,000
			Total Programmed		$29,121,426
			Total Allocated		$27,905,543
			Total Programmed and Unallocated		$1,215,883

Pending Allocation

Board Approved Allocation

FOOTNOTES:

1 Amendment to reprogram $4,185,000 from the FY22 Application-Based Residential Traffic Calming Program to the FY25 Vision Zero Quick-Build Program, with concurrent allocation of funds (Resolution 2025-025, 12/17/24).

FY22 Application-Based Residential Traffic Calming Program: Reduced from $5,400,000 to $1,215,000 in FY23/24

FY25 Vision Zero Quick-Build Program: Added project with $1,237,000 for design and $2,948,000 for construction in FY24/25

Traffic Congestion Mitigation Tax (TNC Tax) Policies

San Francisco
County Transportation
Authority

June 2025

Policies

Policies provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the TNC Tax program. The policies address the allocation and administration of funds and clarify the Transportation Authority's expectations of sponsors to deliver their projects.

1.1 | ALLOCATION

- Prior to allocation of any TNC Tax funds, projects must be programmed by the Transportation Authority Board.
- Allocations of TNC Tax funds will be based on an application package prepared and submitted by the project sponsor in the SFCTA Portal (https://portal.sfcta.org/) for Transportation Authority review and approval. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Fiscal Year Cash Flow Distribution Schedules will be adopted as part of the allocation approval. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original allocation or as amended.
- Funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, lack of a full funding plan for the requested phase(s), failure to provide evidence of necessary inter- and/or intra-agency coordination, evidence of a lack of community support or consensus, or any pending or threatened litigation.
- The project sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or entity with the authority to program (or commit) the funds and recognized by the Transportation Authority as available for the phase at the time the funds are needed.
- In establishing priorities, the Transportation Authority will take into consideration the need for TNC Tax funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.

- To support cost-effective project delivery, transparency, and prudent management of this pay-as-you-go-program, TNC Tax funds will be allocated to one project phase at a time. The Transportation Authority will grant an exception to this policy and recommend multi-phase allocations for the SFMTA's Vision Zero Quick-Build Program and the Application-Based Residential Traffic Calming Program given overlapping planning, design and construction phases as work is conducted on multiple corridors.
- Allocations of TNC Tax funds for specific project phases will be contingent on the prerequisite milestones shown below. The Transportation Authority will grant an exception to this policy for the SFMTA's Vision Zero Quick-Build Program and the Application-Based Residential Traffic Calming Program. Allocation requests will be made prior to advertising for services or initiating procurements for projects funded with TNC Tax funds.
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PHASE	PREREQUISITE MILESTONE(S) FOR ALLOCATION
Planning	• Funds programmed by the Board
Design Studies (PS&E)	• Funds programmed by the Board • Approved environmental document • Capital construction phase included in programming document, such as Capital Improvement Program
Construction	• Funds programmed by the Board • Approved environmental document • Right of way certification (if appropriate) • 95% PS&E or substantial completion of design • All applicable permits

Project phases for which TNC Tax funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 demonstrates the products expected to accompany allocations. Requests for allocations that are expected to result in a work product/deliverable other than that shown in Table 2 for a specific phase shall include a description of the expected work product/deliverable, and are subject to approval by the Transportation Authority. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in the table below for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost-effective approach to delivering the project as required in the Expenditure Plan. The Transportation Authority may require additional deliverables for a specific allocation that will be reflected in the allocation request form approved by the Transportation Authority Board. TNC Tax funds will be allocated prior to the advertising for any equipment or services necessitating the expenditure of TNC Tax funds.

PHASE	EXPECTED WORK PRODUCT/DELIVERABLE
• Planning	• Final report or memorandum including set of recommendations identified through the planning process
• Design Studies (PS&E)	• Evidence of completion of design (e.g. copy of design certifications page and/or work authorization)
• Construction	• Constructed improvement

- It is imperative to the success of the TNC Tax program that project sponsors of TNC Tax-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.
- At the time of allocation, priority will be given to projects that:
  - **Benefit disadvantaged populations.** Projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
  - **Improve safety for vulnerable populations.** Projects that improve safety for vulnerable populations, including but not limited to projects near schools, senior centers, community centers that improve safety for pedestrians, people on bicycles, children and seniors.
  - **Located on the High Injury Network.** Projects that improve safety on the Vision Zero High Injury Network.
  - **Demonstrate community engagement and support.** Projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).
  - **Time sensitive.** Projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
  - **Leverage other funding.** Projects that can demonstrate leveraging of TNC Tax funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.

- **High priority for project sponsor.** For project sponsors that submit multiple TNC Tax programming requests, the Transportation Authority will consider the project sponsor's relative priority for its requests.
- **Consider project delivery track record.** The Transportation Authority will consider the project sponsors' past project delivery track record of prior Transportation Authority-programmed funds when prioritizing potential TNC Tax-funded projects. For sponsors that have not previously received Transportation Authority funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.
- **Demonstrate geographic equity.** TNC Tax programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.

1.2 | TIMELY USE OF FUNDS REQUIREMENTS

- Timely-use-of-funds requirements will be applied to all TNC Tax allocations to help avoid situations where funds sit unused for prolonged periods of time. Any programmed project that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding reprogrammed to other projects.
- The intent of the TNC Tax program is to expedite delivery of safety improvements. Therefore, implementation of the project phase must commence within 6 months of the date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 6 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority.
- TNC Tax final reimbursement requests and project closeout requests shall be submitted within 12 months of project completion.

1.3 | ADMINISTRATION

- This is a reimbursement-based program.
- TNC Tax funds will be spent down at a rate proportional to the TNC Tax share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project

sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.

- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement. Exceptions to this policy may be made, including:
  - Where the Transportation Authority has previously approved the scope of a project and that scope has incurred increased costs.
  - Capital costs of a multi-year project to which the Transportation Authority has made a formal commitment in a resolution for out-year costs, although the funds have not been allocated.

While these costs shall be eligible for reimbursement in the situations cited above, the timing and amount of reimbursement will be subject to a Transportation Authority allocation.

- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project receiving a TNC Tax allocation.

Attachment 3.

TNC Tax Funds Available to Program to Projects[1]

Fiscal Year (FY)	Status	Amount Available for Projects[1]
January 2020- June 2020	Actual	$ 2,505,687
FY 2020/21	Actual	$ 2,953,417
FY 2021/22	Actual	$ 5,936,655
FY 2022/23	Actual	$ 8,120,399
FY 2023/24	Actual	$ 8,235,449
FY 2024/25	Budgeted	$ 8,500,000
Total Revenues (Inception - FY 24/25)		**$ 36,251,607**
Funds Programmed to Date		**$ 29,121,426**
Funds Available for Programming to Projects[2]		**$ 7,130,181**

[1] Amounts shown reflect the Transportation Authority's share of TNC Tax revenues, which is 50% of collections, less 2% to the City and County of San Francisco for administration and are net of 3% for Transportation Authority program administration and TNC data collection and analysis.

[2] Funds available is net of reconciliation of previously approved programming with actual revenues received. We program to budgeted revenues and reconcile amounts once actuals are determined.

SFMTA

Application-Based Traffic Calming Program Update

SFCTA – Community Advisory Committee
06 | 25 | 2025

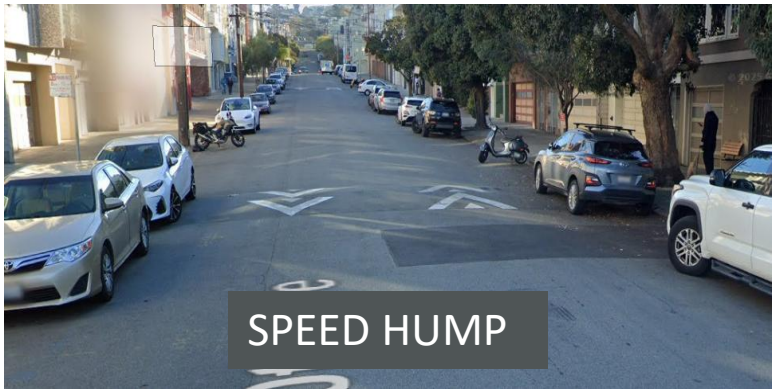
Overview

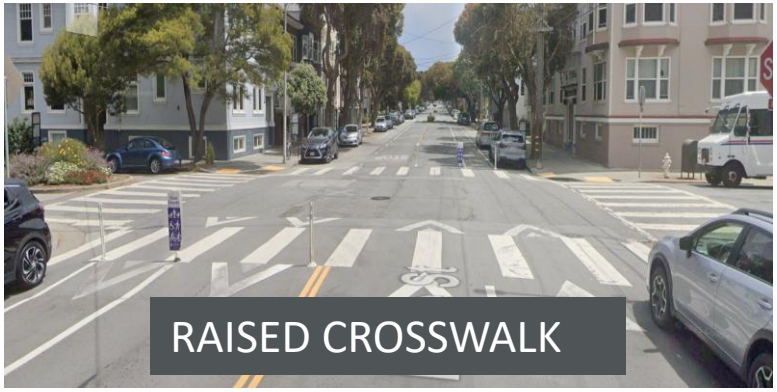
- What is traffic calming?
- Program timeline
- Budget changes
- Current allocation requests for FY21, FY22, and FY23 annual cycles
- Update on FY24 and FY25 quarterly evaluation
- Lessons learned and next steps

What is Traffic Calming?

- Traffic calming measures are designed to lower vehicle speeds, thereby improving safety for all road users, and enhancing the overall quality of life on residential streets.
- The SFMTA Traffic Calming Program focuses on mid-block speeding and speed-related pedestrian safety at uncontrolled legal crossings.
- STOP signs and traffic signals are not traffic calming devices.

Traffic Calming Toolbox





Proactive Projects & Programs

In addition to the application-based program, proactive projects and programs account for a significant percentage of all traffic calming devices installed each fiscal year.

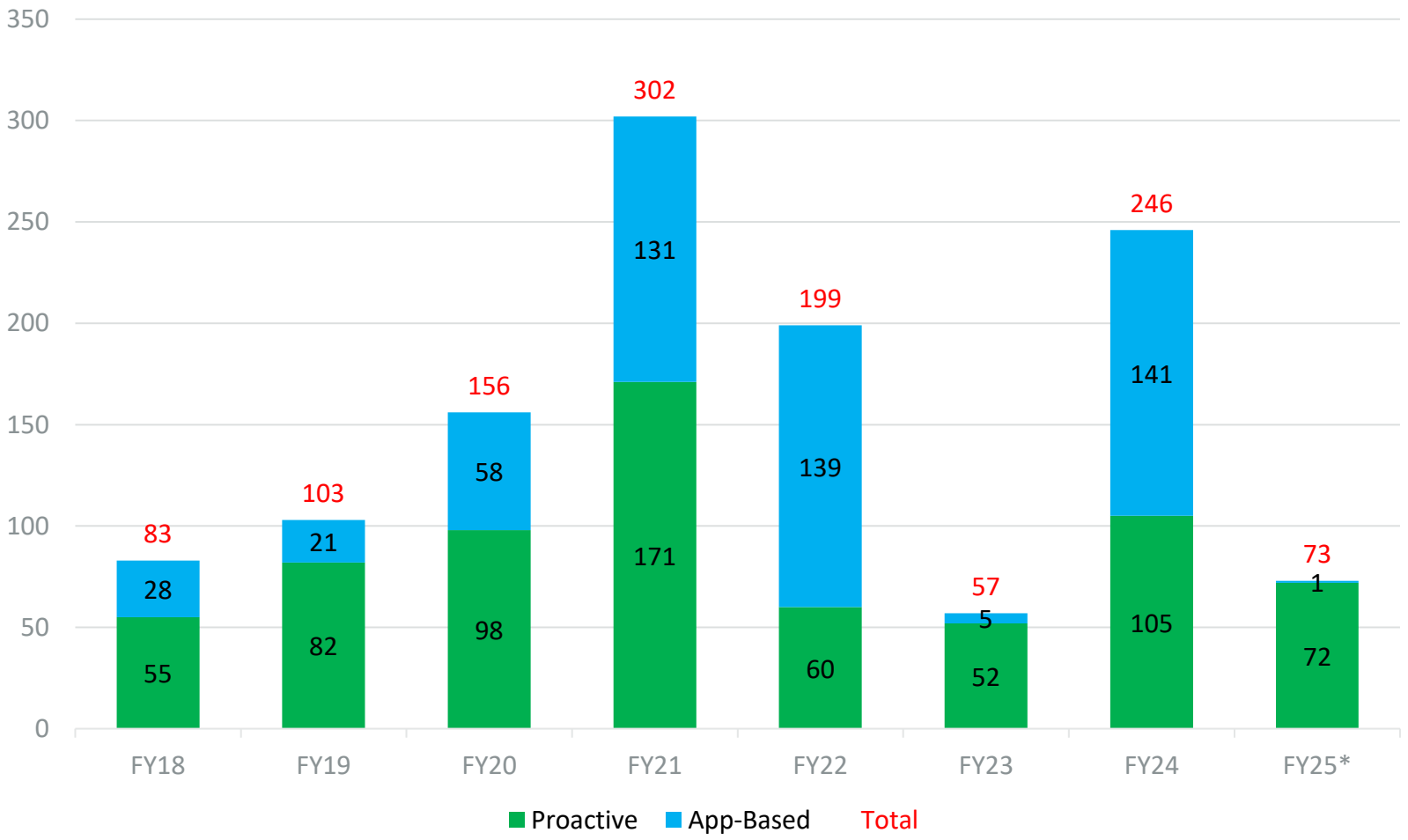
- Muni Forward
- Quick-Builds
- Slow Streets
- School Walk Audits
- Neighborhood Program (NTIP)
- Community-Based Transportation Plans
- Vision Zero
- Miscellaneous

Resident Requests

Three stages of a traffic calming request:

- Evaluation (planning phase)
  - When an application is submitted by a resident we collect data to determine if it meets the criteria for acceptance
- Design (design phase)
  - For accepted applications, engineers determine the appropriate type, quantity and location of traffic calming measures and take that proposal through our review and approval processes
- Implementation (construction phase)
  - After a proposal is approved, we work with our partners at public works to coordinate construction by city forces or as-needed contractors

Traffic Calming Devices Installed



Data shows fiscal year of delivery, not traffic calming program cycle.

Traffic Calming Program Timeline

2000: Traffic Calming Guidelines Developed and Formal Traffic Calming Program Established with Half-cent Sales Tax funding

2001: Areawide program

July 2013: Annual application-based, block-specific program

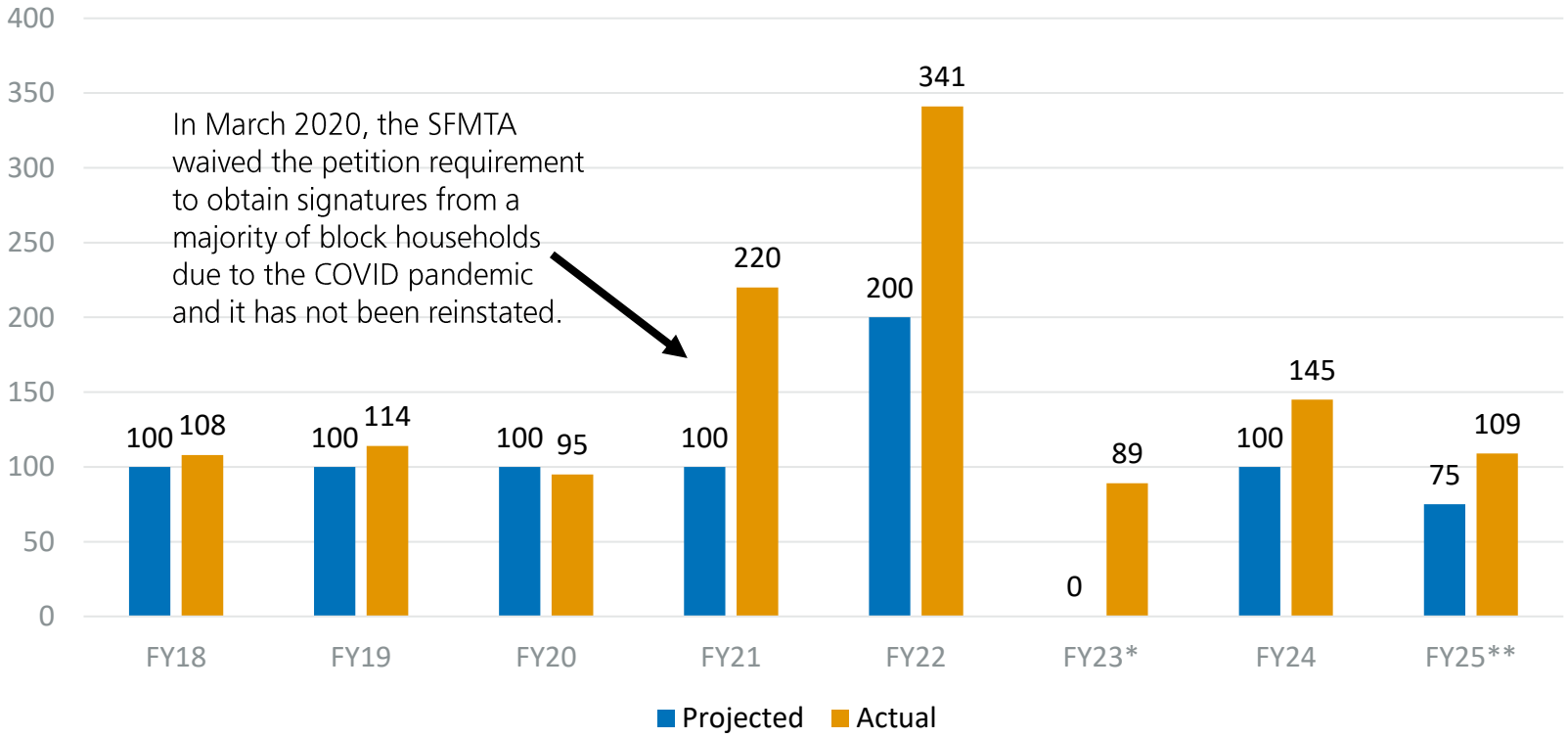
July 2023: Rolling program with quarterly evaluations

July 2025: Pause and reevaluate

Program Challenges since COVID

- Starting in March 2020, the SFMTA **waived the petition requirements** to obtain signatures from a majority of block households due to the COVID pandemic, resulting in over two times more applications received.
- Due to the prevalence of speeding on residential streets, **more than 50% of applications were accepted** into the program, and SFMTA notified residents of their accepted applications.
- The FY23 cycle was intended to be a transition period when no applications would be considered while the program shifted to a quarterly evaluation structure (i.e., rolling program). However, SFMTA chose to evaluate applications in response to continued public demand.

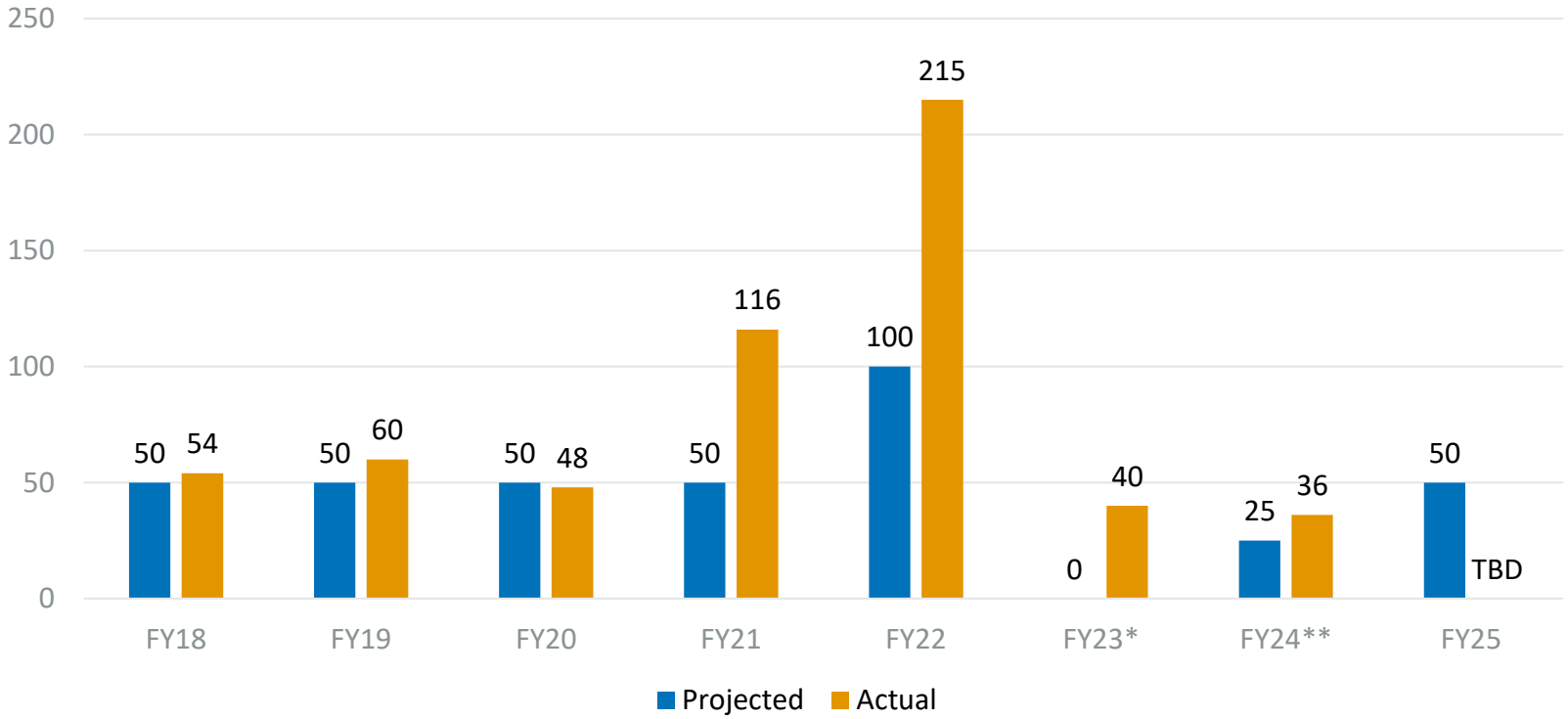
Traffic Calming Applications Received (July 2017-June 2025)



* FY23 cycle was intended to be a transition period when no applications would be considered while the program shifted to a quarterly evaluation structure (i.e., rolling program). Instead, SFMTA continued to receive, evaluate, and accept applications without secured funding.

** Q1 - Q3 only

Traffic Calming Applications Accepted (July 2017-June 2025)



* FY23 cycle was intended to be a transition period when no applications would be considered while the program shifted to a quarterly evaluation structure (i.e., rolling program). Instead, SFMTA continued to receive, evaluate, and accept applications without secured funding.

** Q1 and Q2 only

Budget Changes

1. Increased Demand
    - Public participation in the application-based traffic calming far exceeded the amount of available SFCTA funding
    - SFMTA supplemented SFCTA funding with one-time sources that no longer exist
2. Cost Estimation
    - Program budgets provided with prior allocation requests did not include supplemental funds contributed by SFMTA
    - Budgets also did not include cost escalation or contingency, which is typically standard practice for multi-year capital projects
3. Inflation
    - Construction costs have increased ~30% since 2020 (2025 Annual Infrastructure Construction Cost Inflation Estimate (AICCIE) by the San Francisco Office of Resilience and Capital Planning)
    - Staff labor rates have increased ~23% since 2020 and will increase another ~10% by 2027 (SFDHR MOUs and Labor Agreements)

FY21 Cycle

Planning phase (complete)

- Total Cost: $1,469,600; Prior Funding: $1,469,600 ($220,387 Prop K, $1,249,213 SFMTA Sources)
- Work Completed: 220 applications received; 116 applications accepted

Design phase

- Total Cost: $764,409; Prior Funding: $707,840 ($175,777 Prop K, $532,063 SFMTA Sources)
- Work Completed: 113 of 121 locations (93%)
- Work Remaining: 8 of 121 locations (7%)
- Cost to Complete: **$56,569 (current request)**

Construction phase

- Total Cost: $3,284,252; Prior Funding: $3,084,919 ($2,762,000 Prop K, $322,919 SFMTA Sources)
- Work Completed: 168 of 196 devices (86%) at 104 of 121 locations (86%)
- Work Remaining: 28 of 196 devices (14%) at 17 of 121 locations (14%)
- Cost to complete: **$199,333 (current request)**

FY22 Cycle

Planning phase (complete)

- Total Cost: $2,496,120; Prior Funding: $2,496,120 ($250,000 Prop K, $1,514,120 SFMTA Sources)
- Work Completed: 341 applications received; 215 applications accepted

Design phase (complete)

- Total Cost: $1,182,960; Prior Funding: $1,182,960 ($312,000 Prop K, $870,960 SFMTA Sources)
- Work Completed: 159 of 159 locations (100%)

Construction phase

- Total Cost: $6,356,670; Prior Funding: $0
- Work Completed: 0 of 270 devices (0%)
- Work Remaining: 270 of 270 devices (100%)
- Cost to complete: **$6,356,670 (current request)**

FY23 Cycle

Planning phase (complete)

- Total Cost: $658,600; Prior Funding: $658,600 ($658,600 SFMTA Sources)
- Work Completed: 89 applications received; 40 applications accepted

Design phase

- Total Cost: $366,577; Prior Funding: $91,644 ($91,644 SFMTA Sources)
- Work Completed: 10 of 40 locations (25%)
- Work Remaining: 30 of 40 locations (75%)
- Cost to complete: **$274,933 (current request)**

Construction phase

- Total Cost (est.) : $1,818,647; Prior Funding: $0
- Work Completed (est.): 0 of 80 devices (0%)
- Work Remaining (est.): 80 of 80 devices (100%)
- Cost to complete (est.) : $1,818,647 (future request)

Quarterly Evaluation Program

- The goal of shifting from an annual program to a quarterly evaluation program in FY24 was to implement traffic calming safety measures more quickly
- Challenges:
    - Assumption that quarterly evaluations could happen concurrently with the delivery of previous cycles was too ambitious
    - The time between submitting an application and receiving a decision was initially shortened by several months, but those efficiencies could not be sustained
    - The volume of applications is unpredictable and unconstrained, negatively impacting work planning and resource allocation efforts
- Conclusion: An accurate assessment of the quarterly evaluation structure can only be made if we address the backlog from previous cycles first

Lessons Learned and Next Steps

- Right-size the application-based traffic calming program in alignment with available funding
- Include cost escalation and contingency in cost estimates as appropriate
- Work with our partners at Public Works (SFPW) to increase traffic calming construction capacity
- Use Job Order Contracting to supplement SFPW's capacity
- Explore opportunities to improve internal and external processes
- Build on industry best practices, experiment, and innovate to identify new and effective traffic calming tools

Lessons Learned and Next Steps

- Pause application-based program after 6/30/25 to focus on backlog and develop a more balanced, sustainable, and effective traffic calming strategy
- Design and implement FY21 cycle and FY22 cycle improvements; Substantial completion expected 9/30/26
- Finish design phase for FY23 and FY24 Q1-Q2 cycles; Substantial completion expected 12/31/26
- Progress Updates
  - SFCTA CAC in September 2025
  - SFCTA Board in December 2025

Questions?

https://sfmta.com/trafficcalming

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Attachment 5.

Enhanced Monitoring, Reporting, and Oversight Protocol for
SFMTA's Application-Based Residential Traffic Calming Program

1. SFCTA staff shall be invited to all critical meetings, including regular project delivery (i.e. planning, design and construction) meetings, SFMTA Board meetings, etc. to stay abreast of all project activities and when warranted, may also attend as observers partnering sessions and progress meetings with the relevant contractor(s).
2. SFCTA will hold monthly meetings with SFMTA funding and project staff. In advance of the monthly meetings, SFMTA shall provide monthly progress reports on the FY21, FY22, FY23, FY24, and FY25 program cycles due on the 1st of each month submitted through SFCTA's grants Portal. Monthly progress reports shall demonstrate project delivery progress for each location, with details such as original schedule and cost, current schedule and cost, explanation for any changes, and expenditures to date. Reports shall include an update on the status of securing resources to implement traffic calming devices (i.e. SFPW crews and Job Order Contractors) and any challenges that may or are impacting project delivery. Prior to the July 8, 2025 Board meeting, SFMTA and SFCTA staff shall agree upon a monthly progress reporting format. Monthly meetings shall commence in August 2025.
3. SFCTA reserves the right to audit expenditures and billings as allowed by the Standard Grant Agreements for funds allocated by the SFCTA.
4. SFMTA will participate in quarterly updates to the SFCTA Community Advisory Committee.
5. By December 2025, SFMTA shall provide an update to the Board on the future of the residential traffic calming program, including the possible shift from an application-based program to a proactive program where locations are identified by the SFMTA.
6. SFCTA oversight procedures will be refined, as appropriate and in consultation with the SFMTA project team, with the intent of clearing the backlog and implementing a reliable and efficient project delivery timeline (from start to finish). We expect to update the protocol to reduce the enhanced oversight and reporting requirements as the program makes steady, positive progress in delivering improvements.

Attachment 6: Recommended Programming of FY 2024/25 TNC Tax Funds

Pending July 24, 2025 Board

Agency	Project Name	Phase	Status	Total
SFMTA	Application-Based Traffic Calming Program - FY21 Cycle Additional Funds	PS&E	Planned	$56,569
SFMTA	Application-Based Traffic Calming Program - FY21 Cycle Additional Funds	CON	Planned	$199,333
SFMTA	Application-Based Traffic Calming - FY22 Cycle	CON	Planned	$5,141,670
SFMTA	Application-Based Traffic Calming - FY23 Cycle	PS&E	Planned	$274,933
			Total Programmed	$5,672,505
			Funds Available for Programming	$7,130,181
			Remaining Programming Capacity	$1,457,676

Attachment 7. Summary of Recommendations

Project Type	Project Sponsor	Project Name	TNC Tax Funds Recommended for Programming	Project Description	Phase	Recommendations
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming Program – FY21 Cycle Additional Funds	$ 255,902	Requested funds will be used to complete the design phase ($56,569) and construction phase ($199,333) for the Application-Based Traffic Calming Program FY21 Cycle. This project is intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents. This request will fund 28 measures at 17 locations (blocks) included in the original scope of work from Prop K grants for the design and construction phases approved in 2021 and 2022, respectively. In total, the project consists of 193 measures at 120 locations, including speed humps, speed cushions, speed tables, raised crosswalks and traffic islands. The cost for the FY21 cycle is higher than originally projected due to unforseen design complexities at remaining locations, as well as labor and construction cost increases. All work is expected to be done by June 2026. See attached list of locations.	Design, Construction	**Special Condition:** 1. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for SFMTA's Application-Based Residential Traffic Calming Program. See attached protocol for details.
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming – FY22 Cycle	$ 5,141,670	Requested funds will supplement the $1,215,000 in programmed but unallocated TNC Tax funds to provide $6,356,670 to construct 270 individual traffic calming devices at 159 locations (blocks) that were identified through the FY22 traffic calming application cycle. This project is intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents. The scope includes speed humps, speed cushions, speed tables, and raised crosswalks. All work is expected to be done by June 2026. See attached list of locations.	Construction	
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming – FY23 Cycle	$ 274,933	Requested funds will be used to design approximately 80 individual traffic calming devices at 40 locations (blocks) that were identified through the FY23 traffic calming application cycle. This project is intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents. The scope includes speed humps, speed cushions, speed tables, and raised crosswalks. The design phase is expected to be done by June 2026, followed by the construction phase which is expected to be done by June 2027, subject to funding availability. See the attached list of locations.	Design	
Total Funds Recommended for Programming			**$5,672,505**			

[1] See Attachment 1 for footnotes.

Combined List of Locations for FY 21, 22, and 23 Application-Based Traffic Calming Program Cycles

05.14.2025

Project Details

TNC Tax

NO.	FY	LOCATION	BLOCK	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT
FY 21 List of Locations:							
1	FY21	03rd Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1
2	FY21	10th Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1
3	FY21	19th Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1
4	FY21	21st Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1
5	FY21	27th Ave, Cabrillo St to Fulton St	800	Speed Cushion	3-lump	2	1
6	FY21	30th Ave, Cabrillo St to Fulton St	800	Speed Cushion	3-lump	2	1
7	FY21	34th Ave, Anza St to Balboa St	600	Speed Cushion	3-lump	2	1
8	FY21	34th Ave, Balboa St to Cabrillo St	700	Speed Cushion	3-lump	2	1
9	FY21	34th Ave, Cabrillo St to Fulton St	800	Speed Cushion	3-lump	2	1
10	FY21	Clement St, 28th Ave to 29th Ave	2700	Speed Cushion	3-lump	1	1
11	FY21	Anza St, Blake St to Cook St	400	Speed Cushion	3-lump	1	2
12	FY21	Anza St, Cook St to Spruce St	500	Speed Cushion	3-lump	1	2
13	FY21	Anza St, Spruce St to Parker Ave	600	Speed Cushion	3-lump	1	2
14	FY21*	Filbert St, Leavenworth St to Hyde St (one-way EB)	1100	Speed Hump	n/a	1	3
15	FY21	22nd Ave, Taraval St to Ulloa St	2400	Speed Hump	n/a	2	4
16	FY21	34th Ave, Quintara St to Rivera St	2100	Speed Hump	n/a	2	4
17	FY21	35th Ave, Lincoln Way to Irving St	1200	Speed Cushion	3-lump	2	4
18	FY21	35th Ave, Kirkham St to Lawton St	1500	Speed Cushion	3-lump	2	4
19	FY21	35th Ave, Ortega St to Pacheco St	1900	Speed Cushion	3-lump	2	4
20	FY21	42nd Ave, Lincoln Way to Irving St	1200	Speed Cushion	3-lump	2	4
21	FY21	45th Ave, Pacheco St to Quintara St	2000	Speed Cushion	3-lump	2	4
22	FY21	47th Ave, Taraval St to Ulloa St	2400	Speed Cushion	3-lump	2	4
23	FY21	Clearfield Dr, Sloat Blvd/Morningside Dr to Ocean Ave	Unit	Speed Cushion	3-lump	2	4
24	FY21	09th Ave, Judah St to Kirkham St	1400	Speed Cushion	5-lump	2	5
25	FY21	Linden St, Octavia St to Laguna St	400	Speed Hump	n/a	2	5
26	FY21	Oak St, Shrader St to Stanyan St (one-way EB)	2000	Speed Cushion	3-lump	2	5
27	FY21	Harriet St, Folsom St to Harrison St (one-way SB)	100	Speed Cushion	3-lump	2	6
28	FY21*	Hawthorne St, Folsom St to Harrison St (one-way SB)	100	Speed Cushion	3-lump	2	6
29	FY21	Shipley St, 4th St to 5th St (one-way WB)	100	Speed Cushion	3-lump	3	6
30	FY21	Shipley St, 5th St to 6th St (one-way WB)	200	Speed Cushion	3-lump	2	6
31	FY21	14th Ave, Ulloa St to Vicente St	2500	Speed Cushion	3-lump	2	7
32	FY21	15th Ave, Santiago St to Rivera St (one-way NB)	2200	Speed Cushion	3-lump	2	7
33	FY21	15th Ave, Ulloa St to Vicente St	2500	Speed Cushion	3-lump	2	7
34	FY21	16th Ave, Santiago St to Rivera St (one-way NB)	2200	Speed Cushion	3-lump	2	7
35	FY21	Palmetto Ave, Alemany Blvd/St Charles Ave to Chester Ave (one-way WB)	600	Speed Cushion	3-lump	1	7
36	FY21	Rockridge Dr, Funston Ave to Radio Terrace	Unit	Speed Cushion	3-lump	1	7
37	FY21	Vasquez Ave, Hernandez Ave to Pacheco St	100	Speed Cushion	3-lump	1	7
38	FY21	Vasquez Ave, Pacheco St to Garcia Ave	100	Speed Cushion	3-lump	1	7
39	FY21	Westgate Dr, Kenwood Way to Upland Dr	100	Speed Cushion	3-lump	2	7
40	FY21	Yerba Buena Ave, Ravenwood Dr to Hazelwood Ave	200	Speed Cushion	4-lump	1	7
41	FY21	Yerba Buena Ave at Brentwood Ave	Intersection	Raised Crosswalk	south leg	1	7
42	FY21	Yerba Buena Ave, Brentwood Ave to Plymouth Ave	300	Speed Cushion	4-lump	1	7
43	FY21	Yerba Buena Ave, Plymouth Ave to Monterey Blvd	400	Speed Cushion	4-lump	1	7
44	FY21	18th St, Danvers St to Market St	4700	Speed Cushion	5-lump	2	8
45	FY21	22nd St, Dolores St to Chattanooga St	3500	Speed Hump	n/a	1	8
46	FY21	23rd St, Noe St to Castro St	4000	Speed Cushion	3-lump	2	8
47	FY21	Day St, Dolores St to Church St	100	Speed Cushion	3-lump	2	8
48	FY21	Elizabeth St, Castro St to Diamond St	600	Speed Cushion	3-lump	2	8
49	FY21	Joost Ave, Acadia St to Baden St	100	Speed Cushion	3-lump	2	8
50	FY21	Merritt St, Market St to Danvers St	3000	Speed Cushion	3-lump	1	8
51	FY21*	Richland Ave, Arlington St to Mission St	Unit	Speed Cushion	3-lump	2	8
52	FY21	Pond St, 16th St to 17th St (one-way SB)	Unit	Speed Hump	n/a	2	8
53	FY21	Sharon St, 15th St to 16th St	Unit	Speed Cushion	3-lump	2	8
54	FY21	Felton St, Bowdoin St to Dartmouth St	700	Speed Cushion	3-lump	1	9
55	FY21	Felton St, Dartmouth St to Colby St	800	Speed Cushion	3-lump	1	9
56	FY21	Florida St, 25th St to 26th St	1300	Speed Hump	n/a	2	9
57	FY21	Folsom St, Powhattan Ave to Eugenia Ave	3600	Speed Cushion	3-lump	2	9
58	FY21	Hampshire St, 22nd St to 23rd St	1000	Speed Cushion	3-lump	2	9
59	FY21	San Carlos St, 18th St to 19th St (one-way NB)	100	Speed Cushion	3-lump	2	9
60	FY21	Shotwell St, 25th St to 26th St	1100	Speed Cushion	3-lump	2	9
61	FY21	Woodward St, Duboce Ave to 14th St (one-way NB)	Unit	Speed Hump	n/a	2	9
62	FY21	York St, 23rd St to 24th St	1100	Speed Cushion	3-lump	2	9
63	FY21	Arelious Walker Dr, Carroll Ave to Donner Ave	2500	Speed Cushion	3-lump	1	10
64	FY21	Bayview St, Latona St to Pomona St	Unit	Speed Cushion	3-lump	1	10
65	FY21	Bayview St, Pomona St to Flora St	Unit	Speed Cushion	3-lump	1	10
66	FY21	Carroll Ave, Arelious Walker Dr to Giants Dr	1100	Speed Cushion	3-lump	1	10
67	FY21	Donahue St, Galvez Ave to Innes Ave	100	Speed Cushion	3-lump	2	10
68	FY21	Gilman Ave, Bill Walsh Way to Griffith St	900	Speed Cushion	4-lump	2	10
69	FY21	Gilman Ave, Griffith St to Hawes St	1000	Speed Cushion	5-lump	1	10
70	FY21	Gilman Ave, Hawes St to Ingalls St	1100	Speed Cushion	5-lump	2	10
71	FY21	Gilman Ave, Ingalls St to Jennings St	1200	Speed Cushion	5-lump	2	10
72	FY21	Gilman Ave, Jennings St to 3rd St	1300	Speed Cushion	5-lump	2	10
73	FY21	Indiana St, 19th St to 20th St	700	Speed Cushion	3-lump	1	10
74	FY21	Ingerson Ave, Ingalls St to Jennings St	1000	Speed Cushion	3-lump	2	10
75	FY21	Kansas St, 17th St to Mariposa St	400	Speed Cushion	3-lump	1	10
76	FY21*	La Salle Ave, Newcomb Ave to Cashmere St (divided roadway)	1400	Speed Table	n/a	2	10
77	FY21*	La Salle Ave, Cashmere St to Mendell St (divided roadway)	1500	Speed Table	n/a	2	10
78	FY21	Middle Point Rd, Innes Ave to Harbor Rd	200	Speed Cushion	4-lump	1	10
79	FY21	Rhode Island St, 20th St to Southern Heights Ave	800	Speed Cushion	5-lump	2	10
80	FY21	Santa Fe Ave, Silver Ave to Quint St (one-way NB)	Unit	Speed Cushion	3-lump	2	10
81	FY21*	Silver Ave at Elmira St	Intersection	Raised Crosswalk	east leg	1	10
82	FY21*	Silver Ave at Scotia Ave	Intersection	Raised Crosswalk	east leg	1	10
83	FY21*	Silver Ave at Topeka Ave	Intersection	Raised Crosswalk	east leg	1	10
84	FY21*	Silver Ave at Revere Ave	Intersection	Raised Crosswalk	west leg	1	10
85	FY21	Thornton Ave, Neptune St to Venus St	400	Speed Cushion	3-lump	1	10
86	FY21	Underwood Ave, Keith St to Lane St	1500	Speed Cushion	3-lump	2	10
87	FY21	Wallace Ave, Keith St to 3rd St	1600	Speed Cushion	3-lump	2	10

Combined List of Locations for FY 21, 22, and 23 Application-Based Traffic Calming Program Cycles

05.14.2025

Project Details

TNC Tax

NO.	FY	LOCATION	BLOCK	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT
88	FY21	Whitney Young Cir, Mabrey /Richards Lane to Lindsay Cir/Hillview Ct	100	Speed Cushion	3-lump	1	10
89	FY21	Wisconsin St, 22nd St to Madera St	800	Speed Cushion	3-lump	1	10
90	FY21	Wisconsin St, Madera St to 23rd St	900	Speed Cushion	3-lump	1	10
91	FY21	Caine Ave, Lakeview Ave to Lobos Ave (one-way SB)	100	Speed Cushion	3-lump	2	11
92	FY21	Cambridge St, Felton St to Burrows St	400	Speed Cushion	3-lump	2	11
93	FY21	Cambridge St, Burrows St to Bacon St	500	Speed Hump	n/a	1	11
94	FY21	Lobos Ave, Caine Ave to Plymouth Ave (one-way WB)	Unit	Speed Cushion	3-lump	3	11
95	FY21*	Dublin St/LaGrande Ave, Brazil Ave to Persia Ave	300 & Unit	Speed Cushion	3-lump	2	11
96	FY21	Howth St, Geneva Ave to Niagara Ave (one-way SB)	100	Speed Cushion	3-lump	2	11
97	FY21*	Lakeview Ave, Granada Ave to Miramar Ave	600	Speed Cushion	3-lump	1	11
98	FY21*	Louisburg St, Geneva Ave to Niagara Ave (one-way NB)	100	Speed Cushion	3-lump	2	11
99	FY21*	Maynard St, Mission St to Craut St	Unit	Speed Cushion	3-lump	2	11
100	FY21*	Naples St, Peru Ave to Avalon Ave	100	Speed Cushion	3-lump	2	11
101	FY21*	Paris St, Excelsior Ave to Brazil Ave	200	Speed Cushion	3-lump	2	11
102	FY21*	Ralston St, Shields St to Garfield St	300	Speed Cushion	3-lump	2	11
103	FY21*	Vienna St, Excelsior Ave to Brazil Ave	300	Speed Cushion	3-lump	2	11
1	FY21**	Anza St, Wood St to Collins St	200	Speed Cushion	3-lump	1	1,2
2	FY21**	Anza St, Collins St to Blake St	300	Speed Cushion	3-lump	1	1,2
3	FY21**	10th Ave, Irving St to Judah St	1300	Speed Hump	n/a	2	7
4	FY21**	Joost Ave, Gennessee St to Ridgewood Ave	700	Speed Cushion	3-lump	2	7
5	FY21**	San Anselmo Ave, San Benito Way to Santa Clara Ave	Unit	Speed Hump	n/a	1	7
6	FY21**	Cortland Ave, Mission St to Coleridge St	Unit	Speed Cushion	5-lump	1	9
7	FY21**	Cortland Ave, Prospect Ave to Winfield St	100	Speed Cushion	5-lump	1	9
8	FY21**	Cortland Ave, Bronte St to Bradford St	1400	Speed Cushion	5-lump	1	9
9	FY21**	Cortland Ave, Peralta Ave to Hilton St	1600	Speed Cushion	5-lump	1	9
10	FY21**	Crescent Ave, Mission St to Lesse St	Unit	Speed Table	n/a	1	9
11	FY21**	Crescent Ave at Murray St	n/a	Raised Crosswalk	west leg	1	9
12	FY21**	18th St, Arkansas St to Carolina St	1600-1700	Speed Hump	n/a	2	10
13	FY21**	Palou Ave, Silver Ave/Quint St to Rankin St	1900	Speed Cushion	5-lump	2	10
14	FY21**	Jules Ave, Grafton Ave to Holloway Ave	100	Speed Hump	n/a	1	11
15	FY21**	Lakeview Ave, Caine Ave to Majestic Ave	100	Speed Cushion	3-lump	1	11
16	FY21**	London St, France Ave to Italy Ave	600	Speed Cushion	3-lump	2	11
17	FY21**	Maynard St, Craut St to Congdon St	100	Speed Hump	n/a	1	11
18	FY21**	Mt Vernon Ave, Ellington Ave to Del Monte St	Unit	Speed Hump	n/a	1	11
* Current TNC Request							
** Accepted Applications Advanced Outside of App-Based Program							
FY 22 List of Locations:							
1	FY22	11th Ave, Geary Blvd to Anza St (400 block)		Speed Cushion	3-lump	2	1
2	FY22	15th Ave, Cabrillo St to Fulton St (700 block)		Speed Cushion	3-lump	2	1
3	FY22	16th Ave, Geary Blvd to Anza St (400 block)		Speed Cushion	3-lump	2	1
4	FY22	24th Ave, Clement St to Geary Blvd (400 block)		Speed Hump	n/a	2	1
5	FY22	24th Ave, Cabrillo St to Fulton St (800 block)		Speed Cushion	3-lump	2	1
6	FY22	30th Ave, California St to Clement St (300 block)		Speed Cushion	3-lump	2	1
7	FY22	33rd Ave, Cabrillo St to Fulton St (800 block)		Speed Cushion	3-lump	2	1
8	FY22	37th Ave, Geary Blvd to Anza St (500 block)		Speed Cushion	3-lump	2	1
9	FY22	42nd Ave, Balboa St to Cabrillo St (700 block)		Speed Cushion	3-lump	2	1
10	FY22	43rd Ave, Anza St to Balboa St (600 block)		Speed Cushion	3-lump	2	1
11	FY22	Beaumont Ave, Geary Blvd to Anza St (Unit block)		Speed Cushion	3-lump	1	1
12	FY22	Green St, Gough St to Octavia St (1700 block)		Speed Cushion	3-lump	1	2
13	FY22	Washington St, Gough St to Octavia St (2000 block)		Speed Cushion	3-lump	1	2
14	FY22	Washington St, Octavia St to Laguna St (2100 block)		Speed Cushion	3-lump	1	2
15	FY22	Jones St, Greenwich St to Lombard St (2200 block)		Speed Cushion	3-lump	1	3
16	FY22	Victoria St, Urbano Dr South to Urbano Dr North (700 block)		Speed Cushion	3-lump	2	3
17	FY22	17th Ave, Judah St to Kirkham St (1400 block)		Speed Cushion	3-lump	2	4
18	FY22	24th Ave, Lawton St to Moraga St (1600 block)		Speed Cushion	3-lump	2	4
19	FY22	25th Ave, Lincoln Wy to Irving St (1200 block)		Speed Cushion	3-lump	2	4
20	FY22	27th Ave, Ulloa St to Vicente St (2500 block)		Speed Cushion	3-lump	2	4
21	FY22	31st Ave, Lincoln Wy to Irving St (1200 block)		Speed Cushion	3-lump	2	4
22	FY22	34th Ave, Lincoln Wy to Irving St (1200 block)		Speed Cushion	3-lump	2	4
23	FY22	35th Ave, Taraval St to Ulloa St (2400 block)		Speed Cushion	3-lump	2	4
24	FY22	36th Ave, Lincoln Wy to Irving St (1200 block)		Speed Table	n/a	1	4
25	FY22	37th Ave, Judah St to Kirkham St (1400 block)		Speed Cushion	3-lump	2	4
26	FY22	37th Ave, Lawton St to Moraga St (1600 block)		Speed Cushion	3-lump	2	4
27	FY22	38th Ave, Judah St to Kirkham St (1400 block)		Speed Cushion	3-lump	2	4
28	FY22	42nd Ave, Ulloa St to Vicente St (2500 block)		Speed Cushion	3-lump	2	4
29	FY22	43rd Ave, Lawton St to Moraga St (1600 block)		Speed Cushion	3-lump	2	4
30	FY22	44th Ave, Ortega St to Pacheco St (1900 block)		Speed Cushion	3-lump	2	4
31	FY22	45th Ave, Noriega St to Ortega St (1800 block)		Speed Cushion	3-lump	2	4
32	FY22	46th Ave, Irving St to Judah St (1300 block)		Speed Cushion	5-lump	2	4
33	FY22	Buena Vista East, Park Hill Ave to Upper Ter (300-400 block)		Speed Cushion	5-lump	3	5
34	FY22	Golden Gate Ave, Divisadero St to Broderick St (1700 block)		Speed Cushion	3-lump	1	5
35	FY22	Hugo St, 6th Ave to 7th Ave (500 block)		Speed Hump	n/a	1	5
36	FY22	McAllister St, Gough St to Octavia St (700 block)		Speed Cushion	5-lump	2	5
37	FY22	McAllister St, Octavia St to Laguna St (800 block)		Speed Cushion	5-lump	2	5
38	FY22	Parnassus Ave, Willard St to Hillpoint Ave (300 block)		Speed Cushion	7-lump	1	5
39	FY22	Seymour St, Golden Gate Ave to Turk St (Unit block)		Speed Table	n/a	1	5
40	FY22	McCoppin St, Jessie St to Stevenson St (Unit block)		Speed Cushion	3-lump	1	6
41	FY22	Natoma St, 8th St to 7th St (One-Way EB; 600 block)		Speed Table	n/a	2	6
42	FY22	10th Ave, Ortega St to Pacheco St (1900 block)		Speed Cushion	5-lump	2	7
43	FY22	10th Ave, Pacheco St to Quintara St (2000 block)		Speed Cushion	5-lump	2	7
44	FY22	14th Ave, Rivera St to Santiago St (2200 block)		Speed Table	n/a	1	7
45	FY22	16th Ave, Quintara St to Rivera St (2100 block)		Speed Cushion	3-lump	2	7
46	FY22	17th Ave, Noriega St to Ortega St (1800 block)		Speed Cushion	3-lump	2	7
47	FY22	18th Ave, Kirkham St to Lawton St (1500 block)		Speed Cushion	3-lump	2	7
48	FY22	18th Ave , Pacheco St to Quintara St (2000 block)		Speed Cushion	3-lump	2	7
49	FY22	Christopher Dr, Crestmont Dr to Oak Park Dr (200 block)		Speed Table	n/a	2	7
50	FY22	Clearfield Dr, Ocean Ave to Eucalyptus Dr (100 block)		Speed Cushion	3-lump	1	7
51	FY22	Clearfield Dr, Eucalyptus Dr to Gellert Dr (100 block)		Speed Cushion	3-lump	1	7

Combined List of Locations for FY 21, 22, and 23 Application-Based Traffic Calming Program Cycles

05.14.2025

Project Details

TNC Tax

NO.	FY	LOCATION	BLOCK	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT
52	FY22	Diamond St, Surrey St to Chenery St (2700 block)		Speed Table	n/a	2	7
53	FY22	Flood Ave, Edna St to Foerster St (300 block)		Speed Hump	n/a	2	7
54	FY22	Flood Ave, Gennessee St to Frida Kahlo Wy (500 block)		Speed Cushion	3-lump	1	7
55	FY22	Flood Ave, Frida Kahlo Wy to Ridgewood Ave (500 block)		Speed Cushion	3-lump	1	7
56	FY22	Foerster St, Flood Ave to Hearst Ave (200 block)		Speed Table	n/a	1	7
57	FY22	Funston Ave, Judah St to Kirkham St (1400 block)		Speed Cushion	3-lump	2	7
58	FY22	Harold Ave, Bruce Ave to Ocean Ave (200 block)		Speed Cushion	3-lump	2	7
59	FY22	Hazelwood, Judson to Staples (Unit block)		Speed Table	n/a	1	7
60	FY22	Hazelwood Ave, Staples Ave to Flood Ave (Unit block)		Speed Table	n/a	1	7
61	FY22	Hazelwood Ave, Flood Ave to Montecito Ave (Unit block)		Speed Cushion	3-lump	1	7
62	FY22	Magellan Ave, Sola Ave to Pacheco St (200 block) [REMOVE EXISTING]		Speed Hump	n/a	1	7
63	FY22	Magellan Ave, Sola Ave to Pacheco St (200 block) [INSTALL NEW]		Speed Table	n/a	2	7
64	FY22	Malta Dr, Mercato Ct to Valletta Ct (Unit block)		Speed Table	n/a	4	7
65	FY22	Miraloma Dr, Marne Ave to Juanita Wy (Unit block)		Speed Table	n/a	1	7
66	FY22	Miraloma Dr, Juanita Wy to Yerba Buena Ave (Unit-100 block)		Speed Table	n/a	3	7
67	FY22	Miramar Ave, Eastwood/Westwood Dr to Wildwood Wy (500 Block)		Speed Table	n/a	2	7
68	FY22	Miramar Ave, Wildwood Wy to Eastwood/Westwood Dr (600 Block)		Speed Table	n/a	2	7
69	FY22	Pacheco St, 8th Ave to 9th Ave (400 block)		Speed Cushion	3-lump	1	7
70	FY22	Plymouth Ave, Lakeview Ave to Grafton Ave (900 block)		Speed Cushion	5-lump	2	7
71	FY22	Plymouth Ave, Wildwood Wy to Greenwood Ave (1400 block)		Speed Cushion	3-lump	1	7
72	FY22	Ridgewood Ave, Flood Ave to Hearst Ave (Unit block)		Speed Cushion	3-lump	1	7
73	FY22	Ridgewood Ave, Hearst Ave to Monterey Blvd (100 block)		Speed Cushion	3-lump	1	7
74	FY22	San Benito Wy, Upland Dr to Ocean Ave (300 block)		Speed Table	n/a	2	7
75	FY22	Skyview Way, Gladeview Way to Aquavista Way (Unit block)		Speed Table	n/a	1	7
76	FY22	Skyview Way, Aquavista Way to Marview Way (100 block)		Speed Table	n/a	3	7
77	FY22	Sotelo Ave, Santa Rita Ave to 9th Ave (Unit block)		Speed Table	n/a	2	7
78	FY22	Stratford Dr, Banbury Dr to Junipero Serra Blvd (300 block)		Speed Hump	n/a	2	7
79	FY22	Upland Dr, San Aleso Ave to Aptos Ave (500 block)		Speed Hump	n/a	1	7
80	FY22	17th St, Ord St to Temple St (4300 block)		Speed Cushion	5-lump	1	8
81	FY22	19th St, Diamond St to Eureka St (4300 block)		Speed Cushion	3-lump	1	8
82	FY22	23rd St, Douglass St to Hoffman St (4300 block)		Speed Cushion	3-lump	2	8
83	FY22	23rd St, Guerrero St to Fair Oaks St (3600 block)		Speed Table	n/a	2	8
84	FY22	23rd St, Fair Oaks St to Dolores St (3600 block)		Speed Table	n/a	2	8
85	FY22	29th St, Dolores St to Church St (200 block)		Speed Cushion	3-lump	2	8
86	FY22	Bemis St, Miguel St to Addison St (Unit block)		Speed Table	n/a	1	8
87	FY22	Bemis St, Mateo St to Roanoke St (100 block)		Speed Table	n/a	1	8
88	FY22	Corbett Ave, Iron Aly to Graystone Ter (500 block)		Speed Table	n/a	2	8
89	FY22	Corbett Ave, Romain St to Hopkins Ave (700-800 block)		Speed Table	n/a	1	8
90	FY22	Corbett Ave, Hopkins Ave to Cuesta Ct (900 block)		Speed Cushion	4-lump	3	8
91	FY22	Diamond St, 21st St to 22nd St (400 block)		Speed Cushion	3-lump	2	8
92	FY22	Duncan St, Guerrero St to Dolores St (100 block)		Speed Cushion	3-lump	2	8
93	FY22	Eureka St, 21st St to 22nd St (400 block)		Speed Cushion	5-lump	1	8
94	FY22	Hartford St, 18th St to 19th St (100 block)		Speed Cushion	3-lump	2	8
95	FY22	Hartford St, 19th St to 20th St (200 block)		Speed Cushion	3-lump	2	8
96	FY22	Laidley St, Miguel St to Mateo St (300 block)		Speed Cushion	3-lump	1	8
97	FY22	Lippard Ave, Chenery St to Bosworth St (Unit block)		Speed Table	n/a	1	8
98	FY22	Lunado Wy, Estero Ave to Mercedes Wy (100 block)		Speed Table	n/a	2	8
99	FY22	Randall St, Chenery St to Whitney St (100 block)		Speed Table	n/a	2	8
100	FY22	21st St, Alabama St to Harrison St (2800 block)		Speed Cushion	3-lump	1	9
101	FY22	23rd St, Mission St to Bartlett St (3300 block)		Speed Table	n/a	2	9
102	FY22	Benton Ave, Genebern Wy to College Ave (100 block)		Speed Table	n/a	1	9
103	FY22	Cambridge St, West View Ave to Sweeny St (100 block)		Speed Cushion	3-lump	1	9
104	FY22	Cambridge St, Sweeny St to Silver Ave (100 block)		Speed Cushion	3-lump	2	9
105	FY22	Cambridge St, Pioche St to Silliman St (200 block)		Speed Table	n/a	2	9
106	FY22	Cambridge St, Silliman St to Felton St (300 block)		Speed Cushion	3-lump	2	9
107	FY22	Cambridge St, Bacon St to Wayland St (600 block)		Speed Cushion	3-lump	2	9
108	FY22	Felton St, University St to Princeton St (1000 block)		Speed Cushion	5-lump	1	9
109	FY22	Felton St, Princeton St to Amherst St (1100 block)		Speed Cushion	5-lump	1	9
110	FY22	Florida St, 24th St to 25th St (1200 block)		Speed Hump	n/a	2	9
111	FY22	Folsom St, Eugenia Ave to Cortland Ave (3700 block)		Speed Cushion	3-lump	1	9
112	FY22	Genebern Wy, College Ave to Murray St (Unit block)		Speed Cushion	3-lump	2	9
113	FY22	Girard St, Olmstead St to Mansell St (800 block)		Speed Cushion	3-lump	1	9
114	FY22	Nebraska St, Powhattan St to Cortland St (Unit block)		Speed Cushion	3-lump	1	9
115	FY22	San Carlos St, 20th St to 21st St (300 block)		Speed Table	n/a	2	9
116	FY22	Santa Marina St, Mission St to Gladys St (Unit block)		Speed Cushion	3-lump	1	9
117	FY22	Santa Marina St, Gladys St to Prospect Ave (Unit block)		Speed Cushion	3-lump	1	9
118	FY22	Santa Marina St, Prospect Ave to Elsie St (100 block)		Speed Cushion	3-lump	1	9
119	FY22	Shotwell St, 16th St to 17th St (200 block)		Speed Cushion	3-lump	2	9
120	FY22	Silliman St, Oxford St to Harvard St (1500 block)		Speed Cushion	3-lump	1	9
121	FY22	Sweeny St, Princeton St to Cambridge St (700 block)		Speed Cushion	3-lump	3	9
122	FY22	Wayland St, Princeton St to Amherst St (1200 block)		Speed Cushion	3-lump	1	9
123	FY22	25th St, Tennessee St to Minnesota St (1000 block)		Speed Cushion	3-lump	1	10
124	FY22	25th St, Indiana St to Pennsylvania St (1200 block)		Speed Cushion	3-lump	1	10
125	FY22	Alpha St, Goettingen St to Tucker Ave (Unit block)		Speed Table	n/a	2	10
126	FY22	Blanken Ave, Peninsula Ave to Tocoloma Ave (300 block)		Speed Cushion	4-lump	1	10
127	FY22	Blanken Ave, Tocoloma Ave to Nueva Ave (400 block)		Speed Cushion	4-lump	1	10
128	FY22	Blanken Ave, Nueva Ave to Gillette Ave (500 block)		Speed Cushion	4-lump	1	10
129	FY22	Brookdale Ave, Blythdale Ave to Geneva Ave (200 block)		Speed Cushion	3-lump	3	10
130	FY22	Hampshire St, 23rd St to 24th St (1100 block)		Speed Cushion	3-lump	2	10
131	FY22	Indiana St, 20th St to 22nd St (800 block)		Speed Cushion	3-lump	3	10
132	FY22	Kirkwood Ave, Earl St to Dormitory Rd (700 block)		Speed Cushion	3-lump	2	10
133	FY22	Middle Point Rd, West Point to Innes Ave (100 block)		Speed Cushion	4-lump	1	10
134	FY22	Quesada Ave, Lane St to 3rd St (1600 block)		Speed Cushion	3-lump	2	10
135	FY22	Raymond Ave, Elloit St to Sawyer St (400 block)		Speed Table	n/a	2	10
136	FY22	Raymond Ave, Sawyer St to END (500 block)		Speed Table	n/a	2	10
137	FY22	Sawyer St, Visitacion Ave to Sunnydale Ave (400 block)		Speed Cushion	3-lump	2	10
138	FY22	Shafter Ave, Ingalls St to Jenning St (1300 block)		Speed Cushion	3-lump	2	10
139	FY22	Sunnydale Ave, Garrison Ave to Sawyer St (1200-1300 block)		Speed Cushion	5-lump	2	10

Combined List of Locations for FY 21, 22, and 23 Application-Based Traffic Calming Program Cycles **05.14.2025**

Project Details **TNC Tax**

NO.	FY	LOCATION	BLOCK	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT
140	FY22	Teddy Ave, Rutland St to Delta St (200 block)		Speed Cushion	3-lump	2	10
141	FY22	Tennessee, 19th St to 20th St (800 block)		Speed Cushion	3-lump	2	10
142	FY22	Tucker Ave, Alpha St to Rutland St (100 block)		Speed Table	n/a	2	10
143	FY22	Underwood Ave, Jennings St to Keith St (1400 block)		Speed Cushion	3-lump	2	10
144	FY22	Venus St, Topeka Ave to Thornton Ave (Unit block)		Speed Table	n/a	1	10
145	FY22	Wilde Ave, Gottengen St to Rutland St (300 block)		Speed Cushion	5-lump	3	10
146	FY22	Bright St, Randolph St to Sargent St (200 block)		Speed Cushion	3-lump	2	11
147	FY22	Dublin St, Persia Ave to Russia Ave (100 block)		Speed Cushion	3-lump	2	11
148	FY22	Lee Ave, Grafton Ave to Holloway Avenue (100 block)		Speed Cushion	3-lump	2	11
149	FY22	Liebig St, Lessing St to San Jose Ave (Unit block)		Speed Cushion	3-lump	2	11
150	FY22	Louisburg St, Mt. Vernon Ave to Ridge Ln (300 block)		Speed Hump	n/a	1	11
151	FY22	Madrid St, France Ave to Italy Ave (700 block)		Speed Cushion	3-lump	2	11
152	FY22	Margaret Ave, Ridge Ln to Lakeview Ave (Unit block)		Speed Hump	n/a	1	11
153	FY22	Minerva St, Summit St to Plymouth Ave (Unit block)		Speed Table	n/a	2	11
154	FY22	Mt Vernon Ave, Cayuga Ave to Delano Ave (200 block)		Speed Cushion	3-lump	1	11
155	FY22	Niagara Ave, Mission St to Alemany Blvd (One Way WB; Unit block)		Speed Cushion	3-lump	2	11
156	FY22	Prague St, Brazil Ave to Persia Ave (100 block)		Speed Cushion	5-lump	2	11
157	FY22	Sadowa St, Capitol Ave to Orizaba Ave (200 block)		Speed Cushion	3-lump	3	11
158	FY22	Victoria St, Garfield St to Holloway Ave (500 block)		Speed Cushion	3-lump	2	11
159	FY22	Vienna St, Brazil Ave to Persia Ave (400 block)		Speed Cushion	3-lump	2	11
FY23 List of Locations:							
1	FY23	05th Ave, Anza St to Balboa St (500 block)		tbd	tbd	tbd	1
2	FY23	09th Ave, Cabrillo St to Fulton St (700 block)		tbd	tbd	tbd	1
3	FY23	16th Ave, Anza St to Balboa St (500 block)		tbd	tbd	tbd	1
5	FY23	Washington St, Cherry St to Maple St (3800 block)		tbd	tbd	tbd	2
4	FY23	Midway St, Bay St to Francisco St (Unit block)		tbd	tbd	tbd	3
7	FY23	11th Ave, Irving St to Judah St (1300 block)		tbd	tbd	tbd	4
6	FY23	17th Ave, Ulloa St to Vicente St (2500 block)		tbd	tbd	tbd	4
8	FY23	27th Ave, Taraval St to Ulloa St (2400 block)		tbd	tbd	tbd	4
9	FY23	39th Ave, Moraga St to Noriega St (1700 block)		tbd	tbd	tbd	4
10	FY23	40th Ave, Quintara St to Rivera St (2100 block)		tbd	tbd	tbd	4
11	FY23	41st Ave, Judah St to Kirkham St (1400 block)		tbd	tbd	tbd	4
12	FY23	45th Ave, Irving St to Lincoln Way (1200 block)		tbd	tbd	tbd	4
13	FY23	Laguna St, Cleary Ct to Geary Blvd (1400 block)		tbd	tbd	tbd	5
14	FY23	O'Farrell St, Pierce St to Scott St (1900 block)		tbd	tbd	tbd	5
15	FY23	Townsend St, The Embarcadero to Colin P Kelley Jr St (Unit block)		tbd	tbd	tbd	6
16	FY23	16th Ave, Cecilia Ave to Santiago St (2300 block		tbd	tbd	tbd	7
17	FY23	18th Ave, Taraval St to Ulloa St (2400 block)		tbd	tbd	tbd	7
18	FY23	18th Ave, Santiago St to Taraval St (2300 block)		tbd	tbd	tbd	7
19	FY23	Cecilia Ave, 16th Ave to Santiago St (2300 block)		tbd	tbd	tbd	7
20	FY23	Mangels Ave, Gennessee St to Ridgewood Ave (600 block)		tbd	tbd	tbd	7
21	FY23	O'Shaughessy Blvd, Frontage Road South of Portola Dr (100 block)		tbd	tbd	tbd	7
22	FY23	Wawona St, 15th Ave to 16th Ave (400 block)		tbd	tbd	tbd	7
23	FY23	Wawona St, 30th Ave to 33rd Ave (2000 block)		tbd	tbd	tbd	7
24	FY23	Randall St, Sanchez St to Whitney St (200 block)		tbd	tbd	tbd	8
25	FY23	Sanchez St, 14th St to Duboce Ave (Unit block)		tbd	tbd	tbd	8
26	FY23	20th St, Folsom St to Harrison St (3200 block)		tbd	tbd	tbd	9
27	FY23	Alabama St, 25th St to 26th St (1300 block)		tbd	tbd	tbd	9
28	FY23	Alabama St, Montcalm St to Ripley St (1700 block)		tbd	tbd	tbd	9
29	FY23	Randall St, Harper St to Sanchez St (200 block)		tbd	tbd	tbd	9
30	FY23	Vermont St, 18th St to 19th St (600 block)		tbd	tbd	tbd	9
31	FY23	Gilman Ave, Donahue St to Earl St (600 block)		tbd	tbd	tbd	10
32	FY23	Gilman Ave, Earl St to Arelious Walker Way (700-800 block)		tbd	tbd	tbd	10
33	FY23	Shafter Ave, Keith St to Lane St (1500 block)		tbd	tbd	tbd	10
34	FY23	Wisconsin St, 23rd St to Coral St/Connecticut St (1000 block)		tbd	tbd	tbd	10
35	FY23	Wisconsin St, Coral St/Connecticut St to 25th St (1100 block)		tbd	tbd	tbd	10
36	FY23	Grafton Ave, Granada Ave to Miramar Ave (400 block)		tbd	tbd	tbd	11
37	FY23	Hanover St, Allison St to Watt Ave (100 block)		tbd	tbd	tbd	11
38	FY23	Hanover St, Concord St to Guttenberg St (200 block)		tbd	tbd	tbd	11
39	FY23	Morse St, Newton St to Rolph St (Unit block)		tbd	tbd	tbd	11
40	FY23	Seminole Ave, Cayuga Ave to Delano Ave (Unit block)		tbd	tbd	tbd	11

Project Name:	Application-Based Traffic Calming - FY21 Cycle Additional Funds
Implementing Agency:	SFMTA
Brief Project Description for MyStreetSF (80 words max):	The SFMTA requests $255,902 in funds to complete the design and construction phases for remaining traffic calming measures identified through the FY21 application-based traffic calming program cycle. This request will fund remaining measures from the original scope of work that was funded by Prop K grants for design and construction phases approved in 2021 and 2022, respectively. This project is intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents. In total, the project consists of 193 measures at 120 locations, including speed humps, speed cushions, speed tables, raised crosswalks and traffic islands.
Project Location and Limits:	Various locations in San Francisco
Supervisorial District(s):	**Citywide**

Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, project benefits, and coordination with other projects in the area (e.g. paving, MuniForward). Describe how the project was prioritized.

The SFMTA requests an allocation of $255,902 in TNC Tax funds for the Application-Based Traffic Calming Program FY21 Cycle. This request will cover remaining design and construction of traffic calming measures identified during that cycle. Project received Prop K funds for planning phase in September 2021 (138-907176) and Prop K funds for design phase in October 2022 (138-907085), and those allocations were supplemented by one-time SFMTA funds for the work completed thus far.. TNC Tax funds will supplement $151,000 in Prop K funds remaining from prior grants to complete the remaining scope.

The remaining improvements include 28 individual traffic calming devices on 17 separate blocks in San Francisco Supervisorial Districts 3, 6, 8, 10, and 11.

The scope of work for design phase includes the following tasks:
1. Selection of proposed device types and quantities
2. Final review and approval

The scope of work for construction phase includes the following tasks:
1. Update striping drawings and prepare work orders
2. Mark device locations in the field
3. Coordinate construction by JOC contractors
4. Perform quality control inspections
5. Install permanent signs and markings

The cost for the FY21 cycle is higher than originally projected in prior allocation request due to unforseen design complexities at remaining locations, as well as labor and construction cost increases.

Delivery
Although individual project phases may reach substantial completion separately, all phases can and often do occur concurrently throughout the project lifespan. For example, it is routine to have staff actively engaged in outreach and additional data collection (technically PLN phase), while at the same time revising the recommended/approved device types and locations (technically DES phase), all right up to the time of implementation (technically CON phase). Therefore planning and design phases share the same start date and all three phases share the same end date.

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached lists of locations and traffic calming measures for FY21 cycle.
Type of Environmental Clearance Required:	Categorically Exempt

Describe benefits to Equity Priority Communities or disadvantaged populations.

The Project area is located within designated Equity Priority Communities (EPCs). Traffic calming treatments directly benefit disadvantaged populations in these EPCs through safety improvements for pedestrians who may access nearby transit lines and improve bicycle connections while making streets less auto-oriented. As such, these treatments can reduce crash risk, enhance access to services using alternative travel modes, and promote safe active transportation.

Coordinating Agencies (incl. staff contact)**:**	SFPW Bureau of Street & Sewer Repair - Asphalt Shop, Maura Wayne (Acting Superintendent) SFPW Job Order (As-Needed) Contracts, Teenchee Le (Manager)

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	99%		Q1-Jul-Aug-Sep	2021/22	Q4-Apr-May-Jun	2021/22
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	94%		Q1-Jul-Aug-Sep	2021/22	Q3-Jan-Feb-Mar	2025/26
Advertise Construction						
Start Construction (e.g. Award Contract)	86%		Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2025/26
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2026/27

Notes

DES phase scope remaining is 8 of 120 locations. CON phase scope remaining is 28 of 193 devices at 17 of 120 locations.

Although individual project phases may reach substantial completion, all phases can and often do occur concurrently throughout the project lifespan. For example, it is routine to have staff actively engaged in outreach and additional data collection (technically PLN phase), while at the same time revising the recommended/approved device types and locations (technically DES phase), all right up to the time of implementation (technically CON phase).

Project Manager:	Damon Curtis
Phone Number:	415-646-2671
Email:	damon.curtis@sfmta.com

Project Name:	Application-Based Traffic Calming - FY21 Cycle Additional Funds

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**TNC Tax**	**Sales Tax (Prop K)**	**SFMTA Funds**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$1,469,600	0	$220,387	$1,249,213	Actuals (phase is substantially complete)
Environmental Studies (PA&ED)	$0				
Design Engineering (PS&E)	$764,409	$56,569	$175,777	$532,063	Actuals + cost to complete
Right-of-Way	$0				
Construction	$3,284,252	$199,333	$2,762,000	$322,919	Actuals + cost to complete
TOTAL COST	**$5,518,261**	**$255,902**	**$3,158,164**	**$2,104,195**	

FUNDING PLAN - ALL PHASES - ALL SOURCES					**TNC TAX CASH FLOW (i.e. Fiscal Year of Reimbursement)**						
Fund Source	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**
Prop K	Planning/ Conceptual Engineering	Allocated	2019/20	$ 220,387	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Funds**	Planning/ Conceptual Engineering	Allocated	2019/20	$ 1,249,213	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop K	Design Engineering (PS&E)	Allocated	2021/22	$ 175,777	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Funds**	Design Engineering (PS&E)	Allocated	2021/22	$ 532,063	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TNC Tax	Design Engineering (PS&E)	Planned	2025/26	$56,569	$ -	$ 56,569	$ -	$ -	$ -	$ -	$ -
Prop K	Construction	Allocated	2022/23	$ 2,762,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Funds**	Construction	Allocated	2022/23	$ 322,919	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TNC Tax	Construction	Planned	2025/26	$199,333	$ -	$ 174,333	$ 25,000	$ -	$ -	$ -	$ -

Total By Fiscal Year	**$ 5,518,261**	**$ -**	**$ 230,902**	**$ 25,000**	**$ -**	**$ -**	**$ -**	**$ -**

Notes

Previous funding is from Prop K (SGA number, amount allocated).
- FY21 PLAN -- 138-907149; $220,387 ($0 remaining)
- FY21 PS&E -- 138-907176; $175,777 ($0 remaining)
- FY21 CON -- 138-907185; $2,762,000 ($151,000 remaining)

** SFMTA funds consisted primarily of federal COVID Relief, SFMTA Bond (Prop B), and SFMTA Operating surplus; all one-time sources that are no longer available.

Our recommendation is conditioned upon SFMTA's compliance with the Enhanced Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program (see Enhanced Oversight Protocol Attachment)

Project Name:	Application-Based Traffic Calming - FY22 Cycle
Implementing Agency:	SFMTA
Brief Project Description for MyStreetSF (80 words max):	The SFMTA requests $5,141,670 in funds to supplement the $1,215,000 in programmed but unallocated TNC Tax funds for a total construction cost of $6,356,670 to install 270 individual traffic calming measures at 159 locations (blocks) that were identified through the FY22 application-based traffic calming program cycle. This project is intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents. The scope includes speed humps, speed cushions, speed tables, and raised crosswalks.
Project Location and Limits:	Various locations in San Francisco
Supervisorial District(s):	**Citywide**

Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, project benefits, and coordination with other projects in the area (e.g. paving, MuniForward). Describe how the project was prioritized.

The San Francisco Municipal Transportation Agency (SFMTA) requests an allocation of $6,356,670 in TNC Tax funds for the Application-Based Traffic Calming Program FY22 Cycle. This will include $1,215,000 in programmed but unallocated TNC Tax funds and the programming of $5,141,670 funds for this request. This request will cover construction of traffic calming measures identified during that cycle. Planning and design phases are complete and were funded by SFCTA Grants 138-907173 and 138-907186, respectively (Prop K), which were supplemented by one-time SFMTA funds.

The full scope of work includes 270 individual traffic calming devices on 159 separate blocks throughout San Francisco (see attached Project Details table for more information).

SFPW crews are the SFMTA's primary project delivery partner for traffic calming improvements, however they have limited capacity due to staffing shortages and competing priorities. The SFMTA uses private contractors on an as-needed basis through the Job Order Contracting (JOC) program to supplement the work performed by SFPW crews, and JOC's are particularly useful when a large number of traffic calming improvements become ready for construction at the same time, as is the case with this project.

The scope of work for construction phase includes the following tasks:
1. Update striping drawings and prepare work orders
2. Mark device locations in the field
3. Coordinate construction by JOC contractors
4. Perform quality control inspections
5. Install permanent signs and markings

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached lists of locations and traffic calming measures for FY22 cycle.
Type of Environmental Clearance Required:	Categorically Exempt

Describe benefits to Equity Priority Communities or disadvantaged populations.

The Project area is located within designated Equity Priority Communities (EPCs). Traffic calming treatments directly benefit disadvantaged populations in these EPCs through safety improvements for pedestrians who may access nearby transit lines and improve bicycle connections while making streets less auto-oriented. As such, these treatments can reduce crash risk, enhance access to services using alternative travel modes, and promote safe active transportation.

Coordinating Agencies (incl. staff contact)**:**	SFPW Bureau of Street & Sewer Repair - Asphalt Shop, Maura Wayne (Acting Superintendent) SFPW Job Order (As-Needed) Contracts, Teenchee Le (Manager)

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)

Planning/Conceptual Engineering	99%		Q1-Jul-Aug-Sep	2022/23	Q4-Apr-May-Jun	2022/23
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	99%		Q1-Jul-Aug-Sep	2023/24	Q2-Oct-Nov-Dec	2024/25
Advertise Construction						
Start Construction (e.g. Award Contract)	0%		Q1-Jul-Aug-Sep	2025/26		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2025/26
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2026/27

Notes

CON phase scope remaining is 270 devices at 159 locations.

Although individual project phases may reach substantial completion, all phases can and often do occur concurrently throughout the project lifespan. For example, it is routine to have staff actively engaged in outreach and additional data collection (technically PLN phase), while at the same time revising the recommended/approved device types and locations (technically DES phase), all right up to the time of implementation (technically CON phase).

Project Manager:	Damon Curtis
Phone Number:	415-646-2671
Email:	damon.curtis@sfmta.com

Project Name:	Application-Based Traffic Calming - FY22 Cycle

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**TNC Tax**	**Sales Tax (Prop K)**	**SFMTA Funds**	**Source of Estimate**
Planning/Conceptual Engineering	$2,496,120		$250,000	$2,246,120	Actuals (phase is substantially complete)
Environmental Studies (PA&ED)	$0				
Design Engineering (PS&E)	$1,182,960		$312,000	$870,960	Actuals (phase is substantially complete)
Right-of-Way	$0				
Construction	$6,356,670	$6,356,670			Engineering cost estimates
TOTAL COST	**$10,035,750**	**$6,356,670**	**$562,000**	**$3,117,080**	

FUNDING PLAN - ALL PHASES - ALL SOURCES					**TNC TAX CASH FLOW (i.e. Fiscal Year of Reimbursement)**						
Fund Source	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**
Prop K	Planning/ Conceptual Engineering	Allocated	2020/21	$250,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Funds**	Planning/ Conceptual Engineering	Allocated	2020/21	$2,246,120	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Prop K	Design Engineering (PS&E)	Allocated	2022/23	$312,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Funds**	Design Engineering (PS&E)	Allocated	2022/23	$870,960	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TNC Tax	Construction	Planned	2025/26	$ 6,356,670	$ -	$ 6,000,000	$ 356,670	$ -	$ -	$ -	$ -
Total By Fiscal Year				**$10,035,750**	**$ -**	**$ 6,000,000**	**$ 356,670**	**$ -**	**$ -**	**$ -**	**$ -**

Notes

Previous funding is from Prop K, see below TA Grant Nos and amount allocated.
- FY22 PLN -- 138-907173; $250,000
- FY22 DES -- 138-907186; $312,000

** SFMTA funds consisted primarily of federal COVID Relief, SFMTA Bond (Prop B), and SFMTA Operating surplus; all one-time sources that are no longer available.

Our recommendation is conditioned upon SFMTA's compliance with the Enhanced Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program (see Enhanced Oversight Protocol Attachment)

Project Name:	Application-Based Traffic Calming - FY23 Cycle
Implementing Agency:	SFMTA
Brief Project Description for MyStreetSF (80 words max):	The SFMTA requests $274,933 in funds to complete the design phase for traffic calming measures identified through the FY23 application-based traffic calming program cycle. This project is intended to slow speeding traffic and reduce collisions to improve safety and enhance the quality of life for neighborhood residents. The scope may include speed humps, speed cushions, speed tables, and raised crosswalks.
Project Location and Limits:	Various locations in San Francisco
Supervisorial District(s):	Citywide

Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, project benefits, and coordination with other projects in the area (e.g. paving, MuniForward). Describe how the project was prioritized.

The San Francisco Municipal Transportation Agency (SFMTA) requests $274,933 in funds for the Application-Based Traffic Calming Program FY23 Cycle. This request will cover remaining design of traffic calming measures identified during that cycle.

The FY23 program cycle did not receive prior SFCTA funding. This cycle was intended to be a transition period where no applications would be considered because it occurred when the SFMTA was preparing to shift to a quarterly-evaluation program structure (i.e. rolling program) and at the same time, SFMTA and SFCTA were working together to identify priorities for the Prop L program given lower sales tax revenue projections. Despite multiple efforts to inform and dissuade would-be applicants, we received 89 applications and rather than require residents to resubmit applications later or hold the applications over to effectively front-load the FY24 cycle, the SFMTA used one-time sources for planning and a portion of design. Planning phase is complete, resulting in 40 accepted applications. Design phase is approximately 25% complete, device types and quantities have been proposed and are pending final review and approval.

The recommended improvements include approximately 80 individual traffic calming devices on 40 separate blocks throughout San Francisco.

The scope of work for design phase includes the following tasks:
1. Review and approval of proposed designs

The project schedule outlined for a subsequent construction phase is subject to change. SFMTA will work with SFCTA staff to closely monitor progress during design phase and determine the appropriate time to request funding for contruction phase.

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached list of locations and traffic calming measures for FY23 cycle.
Type of Environmental Clearance Required:	Categorically Exempt

Describe benefits to Equity Priority Communities or disadvantaged populations.

The Project area is located within designated Equity Priority Communities (EPCs). Traffic calming treatments directly benefit disadvantaged populations in these EPCs through safety improvements for pedestrians who may access nearby transit lines and improve bicycle connections while making streets less auto-oriented. As such, these treatments can reduce crash risk, enhance access to services using alternative travel modes, and promote safe active transportation.

Coordinating Agencies (incl. staff contact)**:**	

Project Delivery Milestones	**Status**	**Work**	**Start Date**		**End Date**	
Phase	**% Complete**	**In-house - Contracted - Both**	**Quarter**	**Fiscal Year (starts July 1)**	**Quarter**	**Fiscal Year (starts July 1)**
Planning/Conceptual Engineering	99%		Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2023/24
Environmental Studies (PA&ED)						

Right of Way						
Design Engineering (PS&E)	25%		Q1-Jul-Aug-Sep	2025/26	Q4-Apr-May-Jun	2025/26
Advertise Construction						
Start Construction (e.g. Award Contract)	0%		Q1-Jul-Aug-Sep	2026/27		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2026/27
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2027/28

Notes

Design phase scope remaining is 40 devices at 80 locations. Final construction phase scope will be determined at the conclusion of design phase.

Although individual project phases may reach substantial completion, all phases can and often do occur concurrently throughout the project lifespan. For example, it is routine to have staff actively engaged in outreach and additional data collection (technically PLN phase), while at the same time revising the recommended/approved device types and locations (technically DES phase), all right up to the time of implementation (technically CON phase).

Project Manager:	Damon Curtis
Phone Number:	415-646-2671
Email:	damon.curtis@sfmta.com

Project Name:	Application-Based Traffic Calming - FY23 Cycle

PROJECT COST ESTIMATE

		Funding Source by Phase			
Phase	**Cost**	**TNC Tax**	**Sales Tax (Prop K)**	**SFMTA Funds**	**Source of Cost Estimate**
Planning/Conceptual Engineering	$658,600			$658,600	Actuals (phase is substantially complete)
Environmental Studies (PA&ED)	$0				
Design Engineering (PS&E)	$366,577	$274,933		$91,644	Actuals + cost to complete
Right-of-Way	$0				
Construction	$1,818,647	$1,818,647			Engineering cost estimates
TOTAL COST	**$2,843,824**	**$2,093,580**	**$0**	**$750,244**	

FUNDING PLAN - ALL PHASES - ALL SOURCES					**TNC TAX CASH FLOW (i.e. Fiscal Year of Reimbursement)**						
Fund Source	**Phase**	**Fund Source Status**	**Fiscal Year of Allocation (Programming Year)**	**Total Funding**	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**
SFMTA Funds**	Planning/ Conceptual Engineering	Allocated	2023/24	$658,600	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SFMTA Funds**	Design Engineering (PS&E)	Allocated	2024/25	$91,644	$ -	$ -	$ -	$ -	$ -	$ -	$ -
TNC	Design Engineering (PS&E)	Planned	2025/26	$274,933	$ -	$ 274,933	$ -	$ -	$ -	$ -	$ -
TNC	Construction	Planned	2025/26	$1,818,647	$ -	$ -	$ 1,454,918	$ 363,729	$ -	$ -	$ -
			Total By Fiscal Year	**$2,843,824**	**$0**	**$274,933**	**$1,454,918**	**$363,729**	**$0**	**$0**	**$0**

Notes

** SFMTA funds consisted primarily of federal COVID Relief, SFMTA Bond (Prop B), and SFMTA Operating surplus; all one-time sources that are no longer available.

Our recommendation is conditioned upon SFMTA's compliance with the Enhanced Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program (see Enhanced Oversight Protocol Attachment)