



# Memorandum

**AGENDA ITEM 7**

**DATE:** June 20, 2025  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte – Deputy Director for Policy and Programming  
**SUBJECT:** 07/08/2025 Board Meeting: Approve the Fiscal Year 2025/26 Transportation Fund for Clean Air Program of Projects, Totaling \$723,264, with Conditions

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Approve the Fiscal Year (FY) 2025/26 Transportation Fund for Clean Air (TFCA) Program of Projects, with conditions, including:</p> <ul style="list-style-type: none"><li>• Emergency Ride Home (\$73,944 to the Department of the Environment (SFE))</li><li>• Fleet Electrification Infrastructure (\$52,421 to Project Open Hand)</li><li>• Short-Term Bike Parking (\$415,120 to the San Francisco Municipal Transportation Agency (SFMTA))</li><li>• Treasure Island Bikeshare Expansion (\$140,000 to Treasure Island Mobility Management Agency (TIMMA))</li><li>• Program Administration (\$41,779 to the Transportation Authority)</li></ul> <p><b>SUMMARY</b></p> <p>As the San Francisco TFCA 40% Program administrator, the Transportation Authority annually develops the Program of Projects for San Francisco’s share of TFCA funds. Revenues come from a portion of a \$4 vehicle registration fee in the Bay Area and must be used for projects that reduce motor vehicle emissions. After netting out 6.25%, or \$41,779, for program administration, as allowed by the Bay Area Air District (Air District), the amount available for projects is \$681,485.</p>	<div><input type="checkbox"/> Fund Allocation</div> <div><input checked="" type="checkbox"/> Fund Programming</div> <div><input type="checkbox"/> Policy/Legislation</div> <div><input type="checkbox"/> Plan/Study</div> <div><input type="checkbox"/> Capital Project Oversight/Delivery</div> <div><input type="checkbox"/> Budget/Finance</div> <div><input type="checkbox"/> Contract/Agreement</div> <div><input type="checkbox"/> Other: _____</div>
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<p>Following Board approval of our Local Expenditure Criteria (Attachment 1) in February, we issued a call for projects on March 7. We received four project applications by the April 18 deadline, requesting \$817,369 in TFCA funds (Attachment 2). After verifying project eligibility, we prioritized the projects using the Local Expenditure Criteria. As shown in Attachment 3, we recommend fully funding three of the four projects, with conditions, in the amounts requested and partially funding SFMTA’s Short-Term Bike Parking project, which is scalable, to provide funding for all four projects. Our recommendation for TIMMA’s Treasure Island Bikeshare Expansion project is conditioned on TIMMA providing evidence of full funding for the project by February 27, 2026, or we may cancel the project and make these funds available through the FY 2026/27 call for projects. Our recommendation for Project Open Hand’s Fleet Electrification Infrastructure project conditions our reimbursement of eligible charger costs on Project Open Hand providing evidence of procuring a corresponding electric vehicle that will use each charger and thus result in an air quality benefit. We anticipate that funds will be available for expenditure by September 2025 following execution of required agreements with the Air District and with project sponsors.</p>	
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**BACKGROUND**

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Air District’s Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated 40% Program administrator for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

**DISCUSSION**

**Funds Available.** As shown in the table below, the amount of available funds for the FY 2025/26 San Francisco 40% Program is comprised of estimated FY 2025/26 TFCA



revenues, reconciliation of prior year revenue estimates compared to actual revenue, interest income, de-obligated funds from completed prior year TFCA projects, and reconciliation of prior year administration funds based on estimated revenue with updated amount based on actual revenue. After netting out 6.25% for Transportation Authority program administration, as allowed by the Air District, the amount available for projects is \$681,485.

<b>Table 1.</b>	
<b>Estimated FY 2025/26 TFCA Funds Available for Projects</b>	
Estimated TFCA Revenues (FY 2025/26)	\$701,000
Reconciliation of difference between FY2023/24 Revenue Estimate and Actual FY2023/24 Revenues	\$3,037
Interest Income	\$670
De-obligated funds from projects completed under budget: <ul style="list-style-type: none"><li>• Emergency Ride Home (FY 2022/23) (SFE) - \$5,780</li><li>• University Park North Bike Cage (SFSU) - \$15,000</li></ul>	\$20,780
Reconciliation of Prior Year Administration Amount Based on Estimated Revenue with Updated Amount Based on Actual Revenue	(\$2,224)
Total Funds	\$723,263
Administrative Expense (6.25%)	(\$41,779)
<b>Total Available for Projects</b>	<b>\$681,485</b>

**Prioritization Process.** On March 7, 2025 we issued San Francisco's FY 2025/26 TFCA call for projects. We received four applications by the April 18, 2025, deadline for projects requesting \$817,369 in TFCA funds. Attachment 2 provides a summary of the applications received including a brief project description, total cost, and amount of TFCA funds requested along with other information.

We evaluated the TFCA project applications following the Board adopted prioritization process shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant



emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits are expressed in dollars per ton of emissions reduced and vary by project type. CE limits for FY 2025/26 for relevant project types are: Alternative Fuel Infrastructure - \$500,000; Ridesharing Projects - Existing - \$150,000; Bike Share - \$500,000; and Bicycle Parking - \$250,000.

We performed our review of the CE ratio calculations in consultation with project sponsors. The focus was to ensure that the forms were completed correctly and that any assumptions other than default values had adequate justification.

After determining that all four proposed projects met the screening criteria, we prioritized the projects using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, leveraging, program diversity, project delivery (i.e., readiness), benefits to Equity Priority Communities, investment from non-public project sponsors, community support, and a sponsor's track record for delivering prior TFCA projects. Our prioritization process also considered carbon dioxide (CO<sub>2</sub>) emissions reduced by each project. CO<sub>2</sub> emissions are estimated in the Air District's CE worksheets but were not a subject of the state legislation that created TFCA and are not a factor in the CE calculations.

**Staff Recommendation.** Attachment 3 shows the staff recommendation to fully fund three projects and partially fund one project. The table sorts the projects by project type and then cost effectiveness, and includes other information such as special conditions, total project cost, and the amount of TFCA funds requested. Attachment 4 includes a Project Information Form for each project with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

We recommend partial funding for the **SFMTA's Short-Term Bike Parking** project in the amount of \$415,120 of TFCA funds compared to the \$551,004 requested, in order to full fund the remaining projects and recognizing that the bike parking project is scalable.

Based on TFCA timely use of funds requirements, projects (unless otherwise specified per Air District policy) must be underway (i.e., under contract) by November 2026 or the project will be canceled. In light of these requirements, we are recommending special conditions for TIMMA's Treasure Island Bikeshare Expansion



and Project Open Hand's Fleet Electrification Infrastructure projects given concerns about project readiness and lack of fully secured funding.

TIMMA is requesting \$140,000 for the **Treasure Island Bikeshare Expansion** project to support an estimated 2 years of bikeshare operation on Treasure Island and Yerba Buena Island, planned to be launched with five new stations and 60 bikes – a project that would have otherwise been funded by a recently terminated federal grant. TIMMA staff are currently in discussions with the Treasure Island developer to secure \$305,000 in non-TFCA funds that are required to match the proposed TFCA funds to meet the TFCA cost effectiveness threshold and be fully funded. Our TFCA recommendation is conditioned upon TIMMA providing, by February 27, 2026, evidence that the project is fully funded or we may cancel the TFCA project and make the funds available for programming through the FY 2026/27 call for projects. Our recommendation is also conditioned upon TIMMA providing monthly progress reports until the project commences, with updates on obtaining full funding, progress towards executing a bikeshare provider contract, and any other issues that may impact project delivery.

**Project Open Hand's Fleet Electrification Infrastructure** project would install charging infrastructure to support a fleet of eight electric vehicle (EV) delivery vehicles. The recommended \$52,421 in TFCA funds would leverage \$32,000 in PG&E funds for the chargers. The project sponsor has secured \$350,000 in federal funds for at least four electric vehicles and has approximately \$350,000 in pending grant applications to procure at least four additional electric vehicles that would use all eight proposed chargers. Since no air quality benefits accrue from the TFCA funded chargers without the electric vehicles, our recommendation includes a condition that the Transportation Authority will reimburse Project Open Hand for each charger only after Project Open Hand provides evidence of procuring (e.g. copy of vehicle purchase order) a corresponding electric vehicle that will use each charger and thus result in an air quality benefit.

**Schedule for Fund Availability.** We expect to enter into a master funding agreement with the Air District by July 2025 after which we will issue grant agreements for the recommended FY 2025/26 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in September 2025.



## **FINANCIAL IMPACT**

The estimated total budget for the recommended FY 2025/26 TFCA program is \$723,263. This includes \$681,485 for the four proposed projects and \$41,779 for program administration. Revenues and expenditures for the TFCA program are included in the Transportation Authority's proposed FY 2025/26 budget and will be included in future year budgets, as appropriate.

## **CAC POSITION**

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

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - FY 2025/26 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2025/26 TFCA - Summary of Applications Received
- Attachment 3 - FY 2025/26 TFCA Program of Projects - Detailed Staff Recommendation
- Attachment 4 - Project Information Forms (4)

**Attachment 1**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/26 Transportation Fund for Clean Air**

**DRAFT FISCAL YEAR 2025/26 TFCA LOCAL EXPENDITURE CRITERIA**

The following are the Fiscal Year 2025/26 Local Expenditure Criteria for San Francisco's TFCA 40 Percent Fund program.

**ELIGIBILITY SCREENING**

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA 40 Percent Fund Expenditure Plan Guidance Commencing Fiscal Year Ending 2026. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District's guidelines, in order to be eligible for Fiscal Year 2025/26 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.**

**PROJECT PRIORITIZATION**

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 – TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see below).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow administering agencies to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2025/26 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2025, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

**Local Priorities**

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

**1. Project Type** – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**Attachment 1**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/26 Transportation Fund for Clean Air**

**2. Cost Effectiveness of Emissions Reduced**— Priority will be given to projects that achieve high CE (i.e., a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NOx, PM, and CO<sub>2</sub> emissions. However, the Air District's calculation only includes the reductions in ROG, NOx, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco's 2021 *Climate Action Plan*.

**3. Project Readiness** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2026 or earlier (e.g., to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**4. Community Support** – Priority will be given to projects with demonstrated community support (e.g., recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor or a community-based organization).

**5. Benefits Equity Priority Communities** – Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see map in Attachment 3) or can demonstrate benefits to disadvantaged populations.

**6. Investment from Non-Public Project Sponsors or Partners** – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

**7. Project Delivery Track Record** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

**8. Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.



**Attachment 2**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/2026 TFCA Program of Projects - Summary of Applications Received**

<b>[Projects are sorted by project type priority and then cost-effectiveness]</b>					
<b>Rank<sup>1</sup></b>	<b>Sponsor<sup>2</sup></b>	<b>Project Description</b>	<b>District</b>	<b>Total Project Cost</b>	<b>TFCA Amount Requested</b>
1	SFMTA	<b>Short-Term Bike Parking</b> - Plan, coordinate, purchase and install 734 bicycle parking racks in San Francisco, providing an additional 1,468 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions.	Citywide	\$ 792,343	\$ 551,004
2	TIMMA	<b>Treasure Island Bikeshare Expansion</b> - This project would support an estimated 2 years of operations for bikeshare expansion on Treasure Island and Yerba Buena Island, including five new stations located across the islands with 60 bikes. TIMMA is seeking funds to replace a federal grant that was recently terminated and would have otherwise funded this project. Along with the requested TFCA funds, TIMMA staff need to secure \$305,000 from the Developer Capital Fund (or other sources) to fully fund the capital elements of the project (e.g. bike stations, bikes) and ensure it meets the TFCA CE threshold. Pending funding and execution of a bike share provider contract, the expanded bike share operations would commence in Spring 2026.	6	\$ 445,000	\$ 140,000
3	SFE	<b>Emergency Ride Home</b> - This program furthers San Francisco's Transit First Policy and Climate Action Plan by incentivizing commuters' usage of sustainable commute modes by providing a subsidized taxi ride home in the event of a personal emergency. Requested funds would support 12 months of program operations. The effort includes a public outreach effort that SFE proposes to focus on Spanish and Cantonese speakers including parents and guardians, and affordable housing residents in these communities who will not only benefit from heightened, tailored promotion about the Emergency Ride Home program, but will also be invited to provide direct feedback with the goal of making the program more accessible and relevant to historically underserved communities.	Citywide	\$ 73,944	\$ 73,944

**Attachment 2**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/2026 TFCA Program of Projects - Summary of Applications Received**

4	Project Open Hand	<b>Fleet Electrification Infrastructure</b> - Installation of eight chargers and associated infrastructure to support a fleet of electric vehicles used to deliver meals to seniors and people with disabilities. The recommended \$52,421 in TFCA funds would leverage \$32,000 in PG&E funds for the chargers. The sponsor has secured \$350,000 in federal funds to purchase at least four electric vehicles and has an active grant application pending for approximately \$350,000 in anticipated funds for at least four additional electric vehicles that would utilize all eight proposed chargers.	District 5, Citywide	\$ 84,421	\$ 52,421
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**\$ 1,395,708    \$ 817,369**

Total TFCA Funding Available for Projects: \$ 681,485

<sup>1</sup>See Attachment 3 for detailed staff recommendation leading to project ranking.

<sup>2</sup>Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of the Environment (SFE), and Treasure Island Mobility Management Agency (TIMMA).

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/2026 TFCA Program of Projects - Detailed Staff Recommendation**

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type priority and then cost-effectiveness]										
Rank	Sponsor <sup>1</sup>	Project Name, Recommendation Notes	District	Project Type <sup>2</sup>	Prop L Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	<b>Short-Term Bike Parking</b>  <b>Partial Funding Recommended</b> to fully fund the remaining projects and recognizing that the bike parking project is scalable.	Citywide	1	Yes	\$ 248,961	792	\$ 792,343	\$ 551,004	\$ 415,120
2	TIMMA	<b>Treasure Island Bikeshare Expansion</b>  <b>Special Condition</b> - By February 27, 2026, TIMMA must provide evidence of full funding for the project (e.g. copy of a grant agreement, letter of commitment, etc.) or SFCTA may cancel the project and make these funds available through the FY 2026/27 call for projects. Additionally, TIMMA shall provide monthly progress reports until the project commences, with updates on obtaining full funding for the project, progress towards executing a bikeshare provider contract, and any other issues that may impact project delivery.  Note: Based on TFCA timely use of funds requirements, projects (unless otherwise specified per Air District policy) must be underway (i.e., under contract) by November 2026 or the project will be canceled.	6	1	Yes (as TDM pilot)	\$ 490,579	206	\$ 445,000	\$ 140,000	\$ 140,000
3	SFE	<b>Emergency Ride Home</b>	Citywide	2	Yes	\$ 30,076	1,766	\$ 73,944	\$ 73,944	\$ 73,944
4	Project Open Hand	<b>Fleet Electrification Infrastructure</b>  <b>Special Condition</b> - Since no air quality benefits accrue from the chargers without the electric vehicles, the Transportation Authority will only reimburse Project Open Hand for eligible charger costs once Project Open Hand provides evidence of procuring (e.g. copy of vehicle purchase order ) a corresponding electric vehicle that will use each charger and thus result in an air quality benefit.	District 5, Citywide	3	No	\$ 176,574	528	\$ 84,421	\$ 52,421	\$ 52,421

**TOTAL \$1,395,708 \$ 817,369 \$681,485**  
 Total TFCA Funding Available for Projects: \$ 681,485

<sup>1</sup>Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of the Environment (SFE), and Treasure Island Mobility Management Agency (TIMMA).

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2025/2026 TFCA Program of Projects - Detailed Staff Recommendation**

<sup>2</sup>Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

<sup>3</sup>The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. For 2025/26 the CE limits, in dollars per ton of emissions reduced, for relevant project types are: Bike Parking - \$250,000, Bike Share -\$500,000, Ridesharing Projects - Existing - \$150,000, Alternative Fuel Infrastructure - \$500,000.

<sup>4</sup>CO<sub>2</sub> Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Short-Term Bike Parking		
<b>Implementing Agency:</b>	SFMTA		
<b>Project Location:</b>	City & County of San Francisco		
<b>Supervisory District(s):</b>	<b>Citywide</b>	<b>TFCA Proj. Number:</b>	<i>SFCTA assigns</i>
<b>Project Manager:</b>	Jason Hyde		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:jason.hyde@sfmta.com">jason.hyde@sfmta.com</a>	<b>Phone:</b>	<a href="tel:415.646.2434">415.646.2434</a>
<b>Partner Agencies (incl. staff contact):</b>			
<b>Brief Project Description (50 words max):</b>	SFMTA will use \$415,120 in TFCA County Program Manager funds to plan, coordinate, purchase, and install 734 bicycle parking racks in San Francisco, providing an additional 1,468 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions.		
<b>Type of Environmental Clearance:</b>			
<b>DETAILED SCOPE:</b>			
<b>Please submit Detailed Scope as a separate Word document.</b>			
<b>Guidance:</b> Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.			
<b>Project Type Specific Guidance:</b>			
-For First and Last Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.			
-For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.			
-For smart growth projects, provide title and approval date of the originating plan.			
<b>PROJECT INFORMATION:</b>			
<b>Describe benefits to Equity Priority Communities or disadvantaged populations.</b>			
In San Francisco over the last five years, approximately one third of bike racks installed citywide were located in Equity Priority Communities. SFMTA staff will continue to review requests as they come in to confirm we are filling this need as well as proactively identify corridors in Equity Priority Communities using the existing San Francisco GIS inventory, where there is a lack of bike parking.			
<b>Demonstrate community support</b> (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).			
The SFMTA installs racks for short-term bike parking in the public rights-of-way by request through the SFMTA website ( <a href="https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack">https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack</a> ), email, and 311. The SFMTA receives new bike rack requests each month. Additionally we identify corridors where more parking is needed plus work with city project managers through public outreach process to identify and then install bike parking with streetscape projects and street improvement projects.			
<b>Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.</b>			
NA			
<b>NOTE: Cost-effectiveness worksheets are required for all project types, available at <a href="https://sfcta.org/tfca">sfcta.org/tfca</a>.</b>			

## Short Term Bike Parking

**The San Francisco Municipal Transportation Agency (SFMTA) requests ~~\$551,004~~ \$415,120 in FY24/25 Transportation Fund for Clean Air County Program Manager (TFCA PM) Funds to provide ~~975~~ 734 bicycle racks to create ~~1,950~~ 1,468 bicycle parking spaces throughout San Francisco.**

Providing 1,468 additional bicycle parking spaces in San Francisco means that more people will be encouraged to bicycle to their destinations, knowing they will have a secure place to lock their bikes. This will increase the number of bicycle trips to city businesses, transit stops, and other destinations, which will shift trips away from motor vehicles, reduce emissions, and help achieve the San Francisco Board of Supervisors' goal of a 20% bicycle mode share.

The SFMTA maintains a list of public requests for short-term bicycle parking locations. The SFMTA currently receives 40-60 new bike rack requests each month via email, the SFMTA website, and SF311. These requests are for sites throughout the city, with the vast majority near San Francisco businesses, major trip generators, and along transit routes and/or near transit hubs. The SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip.

Bicycle racks help meet this need by providing a secure parking location at trip destinations. To better serve businesses and people who bicycle throughout the city, the SFMTA has developed a proactive strategy for surveying and installing short-term bicycle parking. This citywide strategy focuses on commercial, retail and mixed-use corridors where a lack of secure bicycle parking exists (e.g. Mission, 17<sup>th</sup>, Powell, Clement, and Irving Streets), as well as Equity Priority Communities (EPCs), where the Agency targets installing 20% of all racks (approximately 25% of racks have been installed in EPCs over the last two years). Because rack requests tend to cluster in certain areas of the city, the bike parking team uses proactive installations to help ensure racks are installed in an equitable way. Proactive installation locations come from a number of sources, including:

- 1) From Project Managers working on corridor projects in EPCs;
- 2) High-demand locations in EPCs as identified by the SFMTA's bikeshare/scootershare permittees;
- 3) High-demand locations in EPCs identified through MDS data from bikeshare/scootershare permittees and/or from other data sources such as bike counters; and
- 4) Through ongoing analysis of bike rack location data to identify and address gaps in bike rack coverage.

The bike parking team has also begun focusing some proactive installations in residential areas (especially adjacent to multi-unit buildings) where requests and installations have historically

been less frequent, assuming placement guidelines such as minimum sidewalk widths and required clearances from street furniture are met. The SFMTA will continue to prioritize these types of installations in Equity Priority Communities to ensure equitable bike rack coverage across San Francisco. In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals. The SFMTA currently receives 2-4 new bicycle corral applications each year. The agency has also begun proactively installing corrals in portions of corner daylighting red zones along the bikeway network. Bicycle corrals consist of several bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. Eight to 12 bicycles can be parked in the space occupied by just one motor vehicle, making bike corrals an efficient use of public roadway space.

This application also includes a line item for bicycle rack procurement. In 2014, the SFMTA used \$541,000 in revenue bond funds to purchase 6,018 racks and the fasteners to install them. In 2022-2023, the agency procured an additional 750 racks using TFCA County Program Manager funds, and 1,000 additional racks in 2024/2025. The SFMTA has a diminishing supply of approximately three-feet tall by three-feet wide zinc-coated circular steel bicycle racks. These racks provide two points of contact between the rack and a bicycle, the bicycle parking industry standard for optimal bicycle parking. Part of these requested funds will go towards procurement of more racks.

Short-term bicycle parking is defined as simple bicycle rack fixtures to park at for two hours or less, per the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store.) Bicycle racks also provide a large quantity of bicycle storage inexpensively and are a cost-effective solution to support non-polluting transportation modes.

**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Short-Term Bike Parking
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<b>SCHEDULE</b>	<b>Status</b>	<b>Start Date</b>		<b>End Date</b>	
<b>Phase/Milestone</b>	<b>% Complete as of 4/20/25</b>	<b>Month</b>	<b>Calendar Year</b>	<b>Month</b>	<b>Calendar Year</b>
Planning/Conceptual Engineering	0%	March	2026	October	2027
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)		March	2026	October	2027
Open for Use	N/A	N/A	N/A	October	2027
Post Project Cost Effectiveness Due Date (Project completion):	December 31, 2027				

<b>PROJECT COST ESTIMATE</b>		<b>Funding Source by Phase</b>			
<b>Phase</b>	<b>Cost</b>	<b>TFCA</b>	<b>Non-Public Funds</b>	<b>Other</b>	<b>Source of Cost Estimate</b>
Planning/Conceptual Engineering	\$180,592			\$180,592	Based on past cycles
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Procurement	\$187,850	\$187,850			Based on past cycles
Construction	\$288,017	\$227,270		\$60,747	Based on past cycles
<b>TOTAL COST</b>	<b>\$656,459</b>	<b>\$415,120</b>	<b>\$0</b>	<b>\$241,339</b>	

**TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

<b>All Phases</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Total</b>
TFCA	\$0	\$285,067	\$130,053	\$415,120

**FUNDING PLAN**

<b>Funding Source and Status</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
TFCA	\$415,120			\$415,120
Prop B	\$241,339			\$241,339
<b>TOTAL FUNDING</b>	<b>\$656,459</b>	<b>\$0</b>	<b>\$0</b>	<b>\$656,459</b>



**Fiscal Year 2024/25 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



**San Francisco  
County Transportation  
Authority**

<b>Project Name:</b>	Short-Term Bike Parking	
<b>Sponsor Agency:</b>	SFMTA	
<b>TFCA Project Number:</b>	SFCTA assigns	

**TRANSPORTATION AUTHORITY RECOMMENDATION**

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY25/26		0%	\$415,120
FY26/27	\$285,067	69%	\$130,053
FY27/28	\$130,053	31%	
Total:	\$415,120		

Resolution:

Date:

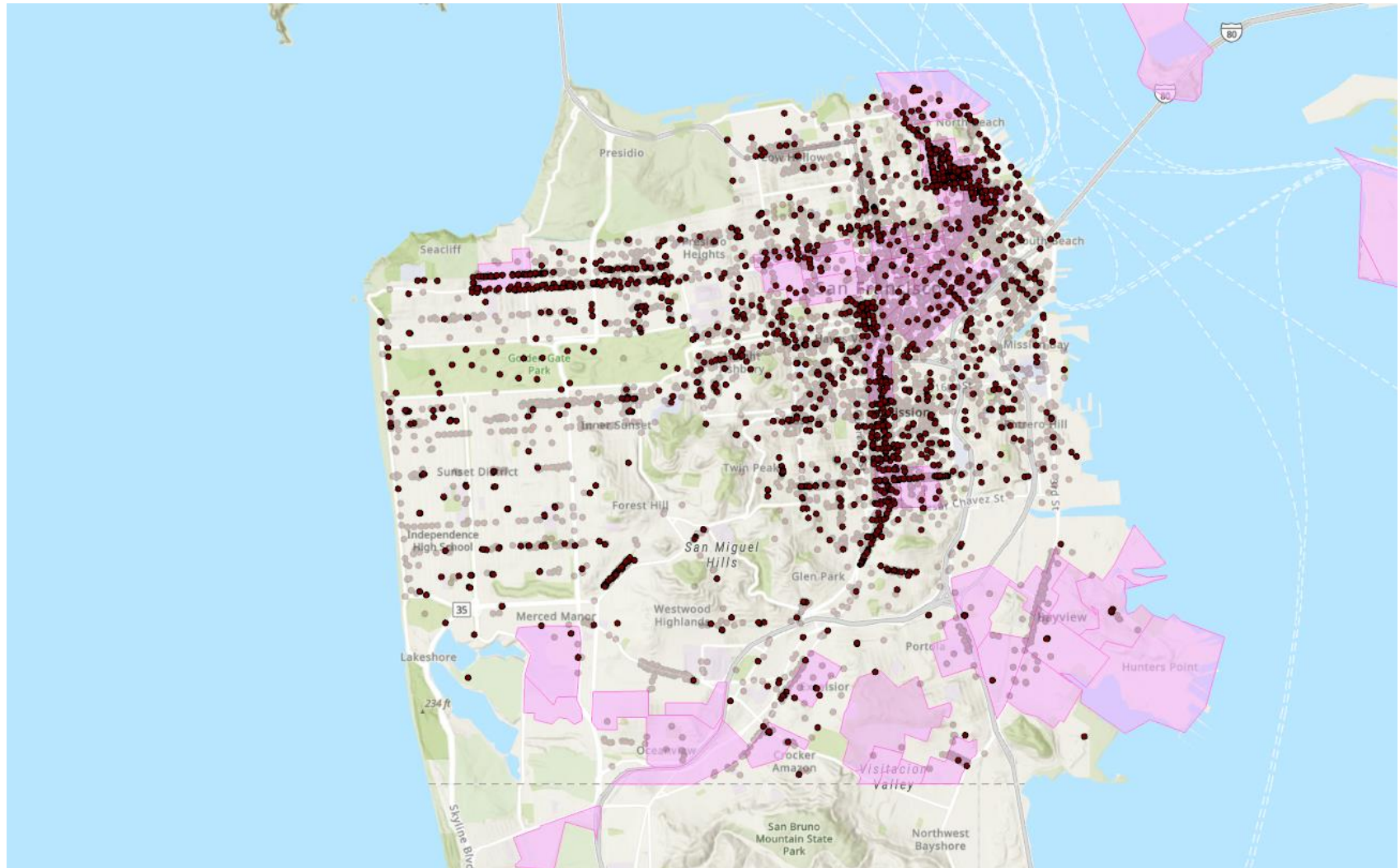
**Deliverables:**

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, [improvements completed at each location to date], upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- By December 31, 2027, submit Post-Project Cost-Effectiveness Worksheet and evidence of TFCA and Transportation Authority attribution. Also submit a list of rack locations and number of racks at each, as well as 2-3 photos of installed racks showing BAAQMD logo.

**Notes:**

- Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
- All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

# TFCA-Funded Bike Racks, 1/1/22 – 5/1/25



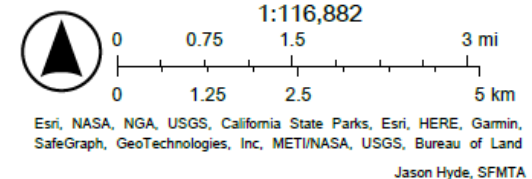
5/1/2025

- Bike Rack Install Locations - 2022 - Present
- Existing Bike Racks

Equity Priority Communities

# racks installed in EPCs: 861

% racks installed in EPCs: 28%



**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



**San Francisco  
County Transportation  
Authority**

<b>Project Name:</b>	Treasure Island Bikeshare Expansion		
<b>Implementing Agency:</b>	TIMMA		
<b>Project Location:</b>	Treasure Island & Yerba Buena Island		
<b>Supervisory District(s):</b>	6	<b>TFCA Proj. Number:</b>	SFCTA assigns
<b>Project Manager:</b>	Suany Chough		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:suany.chough@sfcta.org">suany.chough@sfcta.org</a>	<b>Phone:</b>	<a href="tel:415-522-4830">415-522-4830</a>
<b>Partner Agencies (incl. staff contact):</b>	SFMTA, MTC		
<b>Brief Project Description (50 words max):</b>	This project supports the operations for bikeshare expansion on Treasure Island and Yerba Buena Island, including five new stations located across the islands with 60 bikes.		
<b>Type of Environmental Clearance:</b>	None		

**DETAILED SCOPE:**

**Please submit Detailed Scope as a separate Word document.**

**Guidance:** Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

**Project Type Specific Guidance:**

- For First and Last Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.

**PROJECT INFORMATION:**

**Describe benefits to Equity Priority Communities or disadvantaged populations.**

Treasure Island has been identified by SFCTA and MTC as an Equity Priority Community and is also a state-designated Disadvantaged Community. A critical challenge facing current residents of TI is the lack of affordable and environmentally clean transportation options. Bikeshare will provide residents with another transportation option on-island. Bikeshare can also help residents make first mile-last mile connections to public transit to bring them off the island, such as the Muni 25 line and the Treasure Island ferry providing service to mainland San Francisco, to access jobs, schools, health care, and other essential services.

**Demonstrate community support** (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



**San Francisco  
County Transportation  
Authority**

In 2021-22, the San Francisco County Transportation Authority (SFCTA) and One Treasure Island (One TI) co-led the Treasure Island Supplemental Transportation Study (TI STS) and Action Plan to identify current residents' top priority transport needs. Community feedback from the TI STS found that residents would like to see more bicycles on Treasure Island and about half of survey respondents in STS outreach expressed interest in using bikeshare if it were available on TI.

**Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.**

N/A

**NOTE: Cost-effectiveness worksheets are required for all project types, available at [sfcta.org/tfca](https://sfcta.org/tfca).**

## Detailed Scope

This project will support the operations for an expansion of the existing Bay Wheels bikeshare program on TI, which will bring five new stations and 60 bikes to the island. The stations are proposed to be located at the ferry terminal to provide first mile-last mile access to San Francisco, and near other popular destinations on the island such as Island Cove Market, Ship Shape Community Center, parks, sports fields, and restaurants (see project map tab in Project Info Form file). The final location of bikeshare stations will be determined through community outreach.

Treasure Island is being transformed from a small residential community and former military base to a new mixed-use, mixed-income, transit-oriented neighborhood with 8,000 new residential units planned for the next ten to fifteen years, 27 percent of them affordable. The Treasure Island Transportation Implementation Plan (TITIP), approved along with the Development Agreement in 2011, outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future trips on the island being made by walking, biking, or transit.

The target population for this project is current residents of Treasure Island. Currently, Treasure Island is home to about 2,000 residents who are predominantly low-income, BIPOC households, many of whom have experienced homelessness. The primary concern of current residents is that TI continues to be an equitable, inclusive, and thriving community as higher income households move in.

In 2021-22, the San Francisco County Transportation Authority (SFCTA) and One Treasure Island (One TI) co-led the Treasure Island Supplemental Transportation Study (TI STS) and Action Plan to identify current residents' top priority transport needs. Community feedback from the TI STS found that residents would like to see more bicycles on Treasure Island and about half of survey respondents in STS outreach expressed interest in using bikeshare if it were available on TI. While there are over 300 Bay Wheels bikeshare stations in San Francisco, there are none on TI.

In San Francisco, bikeshare has been shown to reduce trips taken in personal vehicles and provide first mile-last mile connections to public transit. In this project, we will use publicly available Bay Wheels ridership data to evaluate the impact of bikeshare usage on personal vehicle usage and vehicle miles traveled. We will analyze Bay Wheels ridership data for total bikeshare ridership on TI and average trip length.

**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Treasure Island Bikeshare Expansion
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<b>SCHEDULE</b>	<b>Status</b>	<b>Start Date</b>		<b>End Date</b>	
<b>Phase/Milestone</b>	<b>% Complete as of 4/20/25</b>	<b>Month</b>	<b>Calendar Year</b>	<b>Month</b>	<b>Calendar Year</b>
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	November	2025	May	2026
Open for Use	N/A	N/A	N/A	May	2026
Operations	0%	May	2026	April	2028
Post Project Cost Effectiveness Due Date (Project completion):	June 30, 2028				

<b>PROJECT COST ESTIMATE</b>		<b>Funding Source by Phase</b>			
<b>Phase</b>	<b>Cost</b>	<b>TFCA</b>	<b>Non-Public Funds</b>	<b>Other</b>	<b>Source of Cost Estimate</b>
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Construction	\$305,000			\$305,000	2023 estimate
Operations	\$140,000	\$140,000			2023 estimate + escalation
<b>TOTAL COST</b>	<b>\$445,000</b>	<b>\$140,000</b>	<b>\$0</b>	<b>\$305,000</b>	

**TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

<b>All Phases</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Total</b>
TFCA	\$12,000	\$70,000	\$58,000	\$140,000

**FUNDING PLAN**

<b>Funding Source and Status</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
TFCA	\$140,000			\$140,000
Developer Capital Fund	\$305,000			\$305,000
<b>TOTAL FUNDING</b>	<b>\$445,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$445,000</b>

The census tract containing Treasure Island and Yerba Buena Island (179.03) is identified as an EPA IRA Disadvantaged Community.



Potential bikeshare station locations shown as a green bike icon

**Fiscal Year 2024/25 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Treasure Island Bikeshare Expansion	
<b>Sponsor Agency:</b>	TIMMA	
<b>TFCA Project Number:</b>	SFCTA assigns	

**TRANSPORTATION AUTHORITY RECOMMENDATION**

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY25/26	\$12,000	9%	\$128,000
FY26/27	\$70,000	50%	\$58,000
FY27/28	\$58,000	41%	
Total:	\$140,000		

Resolution:

Date:

**Deliverables:**

1. Monthly progress reports shall include % complete to date, description of progress securing full funding, description of progress entering into contract with a bike share operator, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior month, work anticipated to be performed in the upcoming month, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. By June 30, 2028, submit Post-Project Cost-Effectiveness Worksheet and evidence of TFCA and Transportation Authority attribution. Include e.g. at least one photo of each open-for-use bike share station showing BAAQMD logo.

**Special Conditions:**

1. By February 27, 2026, TIMMA must provide evidence of full funding for this project (e.g. copy of a grant agreement, letter of commitment, financial statement, or similar) or we may cancel it and make these funds available through the FY26/27 call for projects.
2. TIMMA shall provide monthly progress reports until the project commences, with updates on obtaining full funding for the project, progress towards executing a bikeshare provider contract, and any other issues that may impact project delivery.
3. In order to meet timely use of funds requirements for the TFCA program, this project must enter into a contract with a bikeshare provider by November 2026.

**Notes:**

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>



**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Emergency Ride Home		
<b>Implementing Agency:</b>	San Francisco Environment Department		
<b>Project Location:</b>	San Francisco		
<b>Supervisory District(s):</b>	<b>San Francisco (all)</b>	<b>TFCA Proj. Number:</b>	<i>SFCTA assigns</i>
<b>Project Manager:</b>	Sebastien Garbe		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:sebastien.garbe@sfgov.org">sebastien.garbe@sfgov.org</a>	<b>Phone:</b>	<a href="tel:14153553702">1 (415) 355-3702</a>
<b>Partner Agencies (incl. staff contact):</b>	N/A		
<b>Brief Project Description (50 words max):</b>	The Emergency Ride Home (ERH) program furthers San Francisco's Transit First Policy and Climate Action Plan by incentivizing commuters' usage of sustainable commute modes via a subsidized ride home in the event of a personal emergency.		
<b>Type of Environmental Clearance:</b>			

**DETAILED SCOPE:**

**Please submit Detailed Scope as a separate Word document.**

**PROJECT INFORMATION:**

**Describe benefits to Equity Priority Communities or disadvantaged populations.**

Equity Priority Communities are a key target audience in the outreach and community engagement scope of the upcoming grant cycle. During this grant cycle, the program will focus in particular on Spanish and Cantonese speakers, parents and guardians, and affordable housing residents in these communities. They will not only benefit from heightened, tailored promotion about the program's offering of a guaranteed ride home in case of emergency, but also be invited to provide direct feedback with the goal of making the program more accessible and relevant to historically underserved communities.

**Demonstrate community support** (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Emergency Ride Home is an ongoing program critical to supporting San Francisco in reaching its sustainable transportation goals through a reduction in vehicle miles traveled. The program is listed as a key implementation strategy in the San Francisco Transportation Demand Management (TDM) Plan, which is created and managed by the SFCTA, Environment Department, SFMTA, and SF Planning Department.

**Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.**

N/A

**NOTE: Cost-effectiveness worksheets are required for all project types, available at [sfcta.org/tfca](http://sfcta.org/tfca).**

## **San Francisco Emergency Ride Home**

### **Program Scope**

#### **Transportation Fund for Clean Air – Call for Projects**

#### **San Francisco Environment Department**

### **Project Summary**

The Emergency Ride Home (ERH) program advances San Francisco's Transit First Policy and helps the City meet its goal of reducing greenhouse gas emissions 80% below 1990 levels by 2040. It encourages commuters' use of sustainable commute modes by providing a subsidized ride home in the event of a personal emergency. Overall, ERH is a cost-effective program that motivates commuters to walk, bike, take transit, carpool, or vanpool to work instead of driving alone.

Administered by the San Francisco Environment Department (SFE) for over a decade and listed as a key implementation strategy in the [San Francisco Transportation Demand Management \(TDM\) Plan](#), ERH is available to anyone who commutes to a workplace in San Francisco.

During this current grant cycle, SFE developed and hosted a multi-lingual community listening session and series of one-on-one interviews with community leaders to better understand the commuting patterns and transportation decision-making of San Francisco residents, particularly those who drive and live in Equity Priority Communities. The primary goal was to hear directly from individuals about the barriers they face to using sustainable transportation options, to identify trusted sources and channels that are most effective at reaching these communities, and to gather input on how programs like ERH can better serve their needs and support mode shift. The community feedback highlighted the important role that ERH plays in empowering drivers in SF to build in more sustainable modes of transportation into their weekly commute by assuaging the fear of being stranded if things go wrong. The most cost-effective channels for spreading awareness in these harder to reach communities were identified and echoed across the various community leader interviews, community listening sessions, and survey responses that were collected during campaigns in the previous grant cycle. By analyzing the sources of website visits and the various feedback mentioned above, SFE found that most people learn about ERH and other such programs and services through a combination of word of mouth and direct engagement with existing community networks such as resource centers, schools, employers, and local agencies already providing the public with frequently used services. SFE also identified a greater openness to shifting modes among drivers who were already familiar with or currently using other modes for some of their trips versus drivers who had little to no experience using non-driving modes to get around San Francisco. This was consistent with findings from the Metropolitan Transportation Commission (MTC)'s [Incentivizing Active & Shared Transportation Pilot Program](#) which identified drivers who are open to behavior change ("nudgeable drivers") and highlighted their identifiable personas and travel patterns, which included owning a bicycle and living in proximity to a transit stop or station.

Given these findings, SFE will continue to focus on delivering a more on-the-ground approach to further engage equity priority communities, build trust and community buy-in, and identify program improvements in alignment with the next iteration of the SF TDM Plan. This will be achieved by

continuing to develop and further new and existing partnerships with trusted stakeholders already embedded or invested in the communities we are seeking to engage. This includes affordable housing organizations (e.g., Chinatown Community Development Center, One Treasure Island, etc.), community resource providers/coordinators (e.g., APRI, CYC, B Magic, etc.), SFUSD schools and PTAs, equity-focused bike programs (e.g., the San Francisco Public Utilities Commission's Electrify My Ride Program, SFE's Bike Fix-it Clinics, etc.), local bike shops, and SFE's Environment Now outreach team.

SFE will continue to leverage these partnerships to promote the program via tabling and collateral distribution via established channels and maintain a collaborative relationship with these on-the-ground partners to help collect feedback on program design and promotion strategies.

SFE will also pursue cost-effective promotion channels for ERH by forging and furthering partnerships with fellow City Departments already engaged with ERH's target audience. Based on the gathered community feedback, the most effective use of ERH promotional resources is to focus outreach on these "nudgeable drivers", prioritizing those living and working in Equity Priority Communities with higher Vehicle Miles Travelled and Single Occupancy Vehicle trips (such as Bayview-Hunter's Point, Excelsior, Visitacion Valley, and Outer Mission). This will include collaborating with bike services, educational and incentive programs, and shops; employer TDM support services; and community advocates. SFE will also continue to partner with regional TDM partners including BART, Caltrain, Ferry operators, sister Guaranteed/ERH programs, and MTC, to help coordinate cross-county collaboration, since many commuters regularly cross county lines. SFE will also work to find more accurate and practical methods of assessing program awareness beyond counting webpage views and direct engagements at events, such as by exploring an intake form where members of the public can sign up to receive program updates and other helpful commuter resources.

SFE proposes to consider one of two potential grant durations with separate budget scenarios. Scenario 1 proposes to continue with the regular 1-year (12-month) grant period of funding SFE has historically pursued for ERH, whereas Scenario 2 proposes to extend that grant period to 20 months (January 2026-August 2027) to realign with when the TFCA grant agreement is usually executed, to provide more time to gather and incorporate lessons learned into future grant applications. This would also allow SFE to explore longer term funding for ERH program administration through the recommendations of the next TDM Plan that SFCTA is leading an update on. Below are the varying allocations depending on the proposed grant duration:

- \$55,444 (Scenario 1) or \$91,707 (Scenario 2) for SFE labor to cover program administration, outreach, customer service, reimbursement processing, and partnership coordination.
- \$4,500 (Scenario 1) or \$7,500 (Scenario 2) for program ride reimbursements.
- \$2,000 (Scenario 1) or \$2,500 (Scenario 2) for reimbursement form management software licensing fees.
- \$2,000 (Scenario 1) or \$3,000 (Scenario 2) for event tabling fees and outreach partnerships with CBOs.
- \$6,000 for printing newly updated collateral including flyers, business cards, post cards, trifold, and Muni interior bus cards.

- \$4,000 for one-time translation of new materials, updates to web content, and to comply with the new threshold language (Vietnamese) identified by San Francisco's Language Access Ordinance.

Please see the attached budget included in the TFCA Project Info Form for a more detailed breakdown of funding allocation.

## Associated Tasks and Project Deliverables

For budget details associated with each task below, please refer to the budget outlined in the TFCA Project Info Form.

### **Task 1 - TFCA Administration: Program Evaluation and Reporting (Ongoing)**

SFE staff will evaluate and report on the effectiveness of the program. It will use reimbursement data and website traffic metrics to track the number of program participants and level of awareness. With each reimbursement request, participants will be asked questions regarding program usage and typical commute modes, among others. SFE will also track engagement numbers across different outreach efforts, such as tabling engagements as community events, attendance at workshops and presentations, and relevant campaign metrics. All data will be provided in quarterly and annual reports to SFCTA.

### **Task 2 - Program Management (Ongoing)**

SFE staff will administer the reimbursement process, including verifying that reimbursement requests meet reimbursement criteria. Reimbursement payments will be made via check mailed to approved participants. SFE staff will provide customer service to program participants to manage any issues, questions, or concerns that may arise.

### **Task 3 - Outreach & Engagement**

The program will build on activities completed in the FYs 2024-26 grant cycles. Key outreach audiences will continue to include, but not be limited to:

- Chinese and Spanish speaking parents and caregivers of SFUSD students and children in daycare.
- Parents and caregivers of school-aged students and children in daycare in Equity Priority Communities via SFUSD and Department of Children, Youth, and their Families (DCYF).
- SFUSD teachers and administrators (e.g., integrating with existing annual staff-wide training sessions in July and August to educate teachers and administrators on how to request ERH reimbursements as well as encourage them to mention it to parents when notifying them of a sick child who needs to be picked up from school).
- Local community-based organizations that can support outreach to people who live and work in Equity Priority Communities with a higher number of vehicle registrations per capita (including Bayview-Hunter's Point, Excelsior, Visitacion Valley, and Outer Mission).
- Spanish and Chinese speaking communities (Both monolingual and those with limited English proficiency).

- Businesses, specifically small- to medium-sized organizations reachable through partnerships with the Office of Workforce Development, SFMTA's Commute Support Program and the San Francisco Green Business program (also administered by SFE) and employers reporting to the SF Commuter Benefits Ordinance.
- Large organizations, employers, and institutions in SF participating in the Clipper BayPass Pilot Program and/or the 511 Bay Area Commuter Benefits Program.
- SF bicycle riders/owners through SFPUC's Electrify My Ride Program, SF Bike Coalition, Lyft's Bay Wheels program, and local bike shops, primarily in Equity Priority Communities.
- Infrequent transit riders who might be riding Muni Metro, Caltrain, BART, or ferries to entertainment venues and events in the City (such as ball games, concerts, or large parades).
- Affordable Housing Residents.
- City and County of San Francisco employees.
- Community-Based Organizations serving families in under-resourced communities.
- Public facing city departments such as local branch libraries, Rec & Park centers, and District Supervisors.

**Ongoing Marketing & Outreach (Ongoing):** SFE will continue to promote ERH through its existing marketing and outreach channels, such as SFEnvironment.org, social media channels, public facing tabling and outreach events, and commuter benefits presentations to CCSF employees. This will include working closely with SFUSD to package SFE resources for faculty and staff and integrate with annual SFUSD-wide training to educate staff on how to use and share ERH with parents and caretakers. SFE will also continue to collaborate with City partners, businesses, and community partners for cross-promotion via digital channels and at relevant events and programs. Proposed budgeted costs associated with this work include up to \$6,000 for printing both existing and new physical collateral, and \$2,000 (Scenario 1) or \$3,000 (Scenario 2) to pay for event tabling fees at relevant community events and/or costs of partnering with certain CBOs to conduct targeted outreach with hard-to-reach audiences.

**Translations:** \$4,000 are allocated to cover the costs of translating updated web content and intake/submission forms, newly developed promotional materials including as flyers, business cards, trifolds, and presentations, and translating existing materials to comply with the introduction of Vietnamese as a threshold language as determined by San Francisco's Language Access Ordinance.

**Program Deliverables:**

- Task 1: Quarterly and annual reports submitted to SFCTA
- Task 2: Reimbursement processing and customer service support
- Task 3: Ongoing outreach and engagement

**High-level Project Schedule and Delivery Milestones:**

**Scenario 1**

Phase	Description	Start	End
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1	Task 1 - TFCA Administration: Program Evaluation and Reporting	January 2026	March 2027
2	Task 2 - Program Management	January 2026	December 2026
3	Task 3 - Outreach and Engagement	January 2026	December 2026

**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Emergency Ride Home
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<b>SCHEDULE</b>	<b>Status</b>	<b>Start Date</b>		<b>End Date</b>	
<b>Phase/Milestone</b>	<b>% Complete as of 4/20/25</b>	<b>Month</b>	<b>Calendar Year</b>	<b>Month</b>	<b>Calendar Year</b>
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	January	2026	December	2026
Open for Use	N/A	N/A	N/A		
Post Project Cost Effectiveness Due Date (Project completion):	March 31, 2027				

<b>PROJECT COST ESTIMATE</b>		<b>Funding Source by Phase</b>			
<b>Phase</b>	<b>Cost</b>	<b>TFCA</b>	<b>Non-Public Funds</b>	<b>Other</b>	<b>Source of Cost Estimate</b>
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$73,944	\$73,944			
<b>TOTAL COST</b>	<b>\$73,944</b>	<b>\$73,944</b>	<b>\$0</b>	<b>\$0</b>	

**TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

<b>All Phases</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Total</b>
TFCA	\$36,972	\$36,972	\$0	\$73,944

**FUNDING PLAN**

<b>Funding Source and Status</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
TFCA	\$73,944			\$73,944
Specify Source of Other Funds				\$0
<b>TOTAL FUNDING</b>	<b>\$73,944</b>	<b>\$0</b>	<b>\$0</b>	<b>\$73,944</b>

**Emergency Ride Home**  
**SF Environment - FY 2024-2025 TFCA Budget**  
 November 2024-November 2025

	Task 1 TFCA Admin	Task 2 Program Management	Task 3 Outreach & Engagement	Totals
Labor/salary	\$ 1,501	\$ 5,493	\$ 15,917	\$ 22,911
Fringe	\$ 587	\$ 2,234	\$ 6,775	\$ 9,595
Indirect	\$ 1,544	\$ 5,566	\$ 15,828	\$ 22,938
<i>Labor Total</i>	\$ 3,632	\$ 13,292	\$ 38,520	\$ 55,444

ERH Reimbursements		\$ 4,500		\$ 4,500
Software licensing fees		\$ 2,000		\$ 2,000
CBO partnerships and tabling fees			\$ 2,000	\$ 2,000
Printing			\$ 6,000	\$ 6,000
Translation			\$ 4,000	\$ 4,000

	Task 1	Task 2	Task 3	Grant Total
<b>Totals</b>	\$ 3,632	\$ 19,792	\$ 50,520	<b>\$ 73,944</b>



Scenario 1		Task 1 TFCA Admin	Task 2 Program Management	Task 3 Outreach & Engagement	Totals
Project Supervision (5644)	Hours	6	12	0	18
	Labor/salary	\$ 670	\$ 1,340	\$ -	\$ 2,011
	Fringe	\$ 233	\$ 467	\$ -	\$ 700
	Indirect	\$ 718	\$ 1,437	\$ -	\$ 2,155
	<i>Fully Burdened Cost</i>	<i>\$ 1,622</i>	<i>\$ 3,244</i>	<i>\$ -</i>	<i>\$ 4,865</i>
Project Manager (5638)	Hours	12	60	230	302
	Labor/salary	\$ 830	\$ 4,152	\$ 15,917	\$ 20,900
	Fringe	\$ 353	\$ 1,767	\$ 6,775	\$ 8,895
	Indirect	\$ 826	\$ 4,129	\$ 15,828	\$ 20,783
	<i>Fully Burdened Cost</i>	<i>\$ 2,010</i>	<i>\$ 10,049</i>	<i>\$ 38,520</i>	<i>\$ 50,578</i>
					\$ 55,444

	5644	5638
Labor/salary hourly rate	\$ 111.70	\$ 69.21
Fringe rate	34.81%	42.56%
Overhead/indirect multiplier	2.42	2.42

**Fiscal Year 2024/25 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Emergency Ride Home
<b>Sponsor Agency:</b>	San Francisco Environment Department
<b>TFCA Project Number:</b>	SFCTA assigns

**TRANSPORTATION AUTHORITY RECOMMENDATION**

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY25/26	\$36,972	50%	\$36,972
FY26/27	\$36,972	50%	\$0
FY27/28		0%	
Total:	\$73,944		

Resolution:

Date:

**Deliverables:**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, [improvements completed at each location to date], upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. By March 31, 2027, submit Post-Project Cost-Effectiveness Worksheet and evidence of TFCA and Transportation Authority attribution. Include e.g. at least one photo of each open-for-use bike share station showing BAAQMD logo.

**Notes:**

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>

**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Project Open Hand Feet Electrification Infrastructure		
<b>Implementing Agency:</b>	Project Open Hand		
<b>Project Location:</b>	730 Polk Street, SF		
<b>Supervisory District(s):</b>	D5 (Service provided citywide)	<b>TFCA Proj. Number:</b>	SFCTA assigns
<b>Project Manager:</b>	Michael McCormick		
<b>Contact Information</b>	<b>Email:</b> <a href="mailto:mmccormick@openhand.org">mmccormick@openhand.org</a>	<b>Phone:</b>	<a href="tel:415-447-2363">415-447-2363</a>
<b>Partner Agencies (incl. staff contact):</b>	PG&E		
<b>Brief Project Description (50 words max):</b>	Installation of eight chargers and associated infrastructure to support a fleet of electric vehicles used to deliver meals to seniors and people with disabilities.		
<b>Type of Environmental Clearance:</b>			

**DETAILED SCOPE:**

**Please submit Detailed Scope as a separate Word document.**

**Guidance:** Describe project location, purpose, and need, including target population of the project; describe how outcomes of the project will be evaluated. Attach maps, drawings, photos of current conditions, etc. to support understanding of the project scope.

**Project Type Specific Guidance:**

- For First and Last Mile Connections, indicate the hours of operation, frequency of service, and transit station and employment sites/area served to ensure compliance with Air District policies.
- For heavy-duty vehicle projects, provide the relevant CARB Executive Orders.
- For smart growth projects, provide title and approval date of the originating plan.

**PROJECT INFORMATION:**

**Describe benefits to Equity Priority Communities or disadvantaged populations.**

See page 2 of attached scope.

**Demonstrate community support** (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).

Please see attached letters from Pomeroy Recreation & Rehabilitation Center and Curry Senior Center.

**Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.**

Project Open Hand is finalizing a contract with PG&E to receive incentive-only benefits through PG&E's EV Fleet Program.

**NOTE: Cost-effectiveness worksheets are required for all project types, available at [sfcta.org/tfca](https://sfcta.org/tfca).**

## SF Transportation Fund for Clean Air FY 2025/26 40% Fund



### Project Proposal

### Project Open Hand EV Infrastructure

#### SCOPE

Project Open Hand is seeking grant funding to support the installation of an EV charging infrastructure that will support the conversion of our vehicle fleet from gas powered to EVs.

Project Open Hand, a 40-year-old nonprofit in San Francisco, is the largest provider of medically tailored meal services in the Bay Area and the largest congregate meal provider for older adults in San Francisco. In fiscal year 2024 we served over one million meals to more than 14,500 clients. Our clients are low-income, food insecure, and from communities of color.

All meals are cooked in our commercial kitchen at 730 Polk Street and distributed from that location 365 days a year. For our congregate meal program for older adults and adults with disabilities, hot breakfast and lunch are delivered every day to 10 community sites across San Francisco, the majority of which are in low-income communities. In FY 2024 this program served more than 360,000 meals to over 10,600 clients. Our Wellness Program provides weekly home delivered medically tailored meals and/or medically supportive groceries to over 2,000 San Francisco residents living with chronic illness; clients in that program have the option for pickup at our mobile locations in San Francisco.

Project Open Hand owns, manages, and maintains its fleet of 10 vehicles in SF, all of which are currently gas powered. Recent vehicle usage statistics for our SF fleet:

Gallons per week: 95.7

Miles per week: 1292

Stops per week: 577

Average MPG: 13.22

Average age of the vehicles: 7.5 yrs., (2006-2022)

These statistics are the average per week from February 9 – April 7, 2025

As part of our effort to reduce our impact on the environment, we have committed to converting our fleet of vehicles to EVs.

We have the electrical capacity and space in our (owned) building to install the infrastructure needed to support an EV fleet. The scope for the infrastructure installation:

Install (8) 40A Level 2 Chargers into interior garage area for fleet charging.

- Furnish and Install 100 Amp Sub-Panel 120/208V 3 Phase NEMA 1

- FEEDER 100 Amp 3 Phase (3) #2 THHN & 1 #8G in 1.25" EMT OVERHEAD
- Furnish and Install (2) 40 Amp branch circuits - (4) #8 THHN & (1) #8G in 1" EMT Conduit (Total Footage)
- Furnish and Install Bolt Down Bollard 8
- Install 40A Level 2 Charging Station
- Commission and Provision Charging Stations 8

The estimate we received includes preparation of line drawings and submittal for plan check; an allowance for plan check and permit fees; and the CPF50-L23 Wall Mount Charger Package with 3 year Data Cloud Subscription and 3 year Parts & Labor Warranty for each charger.

**Describe benefits to Equity Priority Communities or disadvantaged populations.**

Project Open Hand has been providing nutritious meals to sick and vulnerable members of our Bay Area community in need since 1985. We deliver medically tailored meals and healthy groceries to people living with various chronic health conditions and serve daily hot meals to older adults and adults with disabilities in community settings and/or as home-delivered meals. Over half of our clients live below the poverty line, which limits their access to consistent and healthy meals. Most of Project Open Hand's clients are older adults who are low-income, food insecure, and from communities of color. Approximately 40% of our clients live in the Tenderloin and Visitacion Valley areas.

As an example of a specific population we serve, the Adults with Disabilities Home Delivered Meal Program (AWD HDM) provides nutritious meals to low-income, mainly homebound disabled adults in SF between the ages of 18 and 59, filling a basic need for healthy food to those who would be at risk without the safety net of a home delivered meal. We currently have over 100 clients enrolled and expect to have 200 by next year.

The majority of vehicle trips we make are to neighborhoods that are home to disadvantaged populations. Having the infrastructure to support conversion of our fleet to all EVs would eliminate the vehicle emissions from our deliveries in these neighborhoods.

**Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor or a community-based organization).**

Please see attached letters from Pomeroy Recreation & Rehabilitation Center and the Curry Senior Center.

**Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.**

Project Open Hand is finalizing a contract with PG&E to receive incentive-only benefits through PG&E's EV Fleet Program. A copy of the draft contract is attached.

**Fiscal Year 2025/26 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Project Open Hand Feet Electrification Infrastructure
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<b>SCHEDULE</b>	<b>Status</b>	<b>Start Date</b>		<b>End Date</b>	
<b>Phase/Milestone</b>	<b>% Complete as of 4/20/25</b>	<b>Month</b>	<b>Calendar Year</b>	<b>Month</b>	<b>Calendar Year</b>
Planning/Conceptual Engineering	100%				
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction	0%	September	2025	September	2025
Start Construction or Procurement (e.g. award contract)	0%	October	2025	December	2025
Open for Use	N/A	N/A	N/A	December	2025
Final Report Due Date (Project completion):	March 31, 2026				

<b>PROJECT COST ESTIMATE</b>		<b>Funding Source by Phase</b>			
<b>Phase</b>	<b>Cost</b>	<b>TFCA</b>	<b>Non-Public Funds</b>	<b>Other</b>	<b>Source of Cost Estimate</b>
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$84,421	\$52,421	\$32,000		Contractor (ABM)
<b>TOTAL COST</b>	<b>\$84,421</b>	<b>\$52,421</b>	<b>\$32,000</b>	<b>\$0</b>	

**TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)**

<b>All Phases</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Total</b>
TFCA	\$0	\$0	\$0	\$0

**FUNDING PLAN**

<b>Funding Source and Status</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
TFCA	\$52,421			\$52,421
Specify Source of Other Funds				\$0
Specify Source of Non-Public Funds: PG&E	\$32,000			\$32,000
<b>TOTAL FUNDING</b>	<b>\$84,421</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,421</b>

**Fiscal Year 2024/25 Transportation Fund for Clean Air  
40 Percent Fund  
Project Information Form**



San Francisco  
County Transportation  
Authority

<b>Project Name:</b>	Project Open Hand Feet Electrification Infrastructure	
<b>Sponsor Agency:</b>	Project Open Hand	
<b>TFCA Project Number:</b>	SFCTA assigns	

**TRANSPORTATION AUTHORITY RECOMMENDATION**

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY25/26	\$52,421	100%	\$0
FY26/27		0%	\$0
FY27/28		0%	
Total:	\$52,421		

Resolution:

Date:

**Deliverables:**

- Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, [improvements completed at each location to date], upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- By December 31, 2025, submit Final Report Form #2 (Clean Air Vehicle Projects), including evidence of TFCA and Transportation Authority attribution. Final report shall include 2-3 photos of open-for-use chargers, with at least one showing Air District logo.

**Special Conditions:**

- Since no air quality benefits accrue from the chargers without the electric vehicles, the Transportation Authority will reimburse Project Open Hand for eligible charger costs once Project Open Hand provides evidence of procuring (e.g. copy of vehicle purchase order or similar) a corresponding electric vehicle that will use each charger and thus result in an air quality benefit.

**Notes:**

- Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
- All required forms are available at <https://www.sfcta.org/funding/transportation-fund-clean-air#panel-sponsors>



April 17, 2025

Dear Members of the Transportation Fund for Clean Air Program,

We are writing in support of Project Open Hand's grant proposal to the Transportation Fund for Clean Air 40% Fund for a grant to support their conversion to a delivery fleet of electric vehicles. Their proposed project will install an infrastructure of charging stations in their building in the Tenderloin that will be used to charge delivery vehicles they are committing to purchase to replace their current gas-powered vehicles.

The Curry Senior Center partners with Project Open Hand to provide a healthy hot breakfast and lunch to older adults daily. The meals are cooked in Project Open Hand's kitchen at 730 Polk Street and delivered to us along with fruit and milk. We are pleased to know that they are working on changing their delivery vehicles to electric ones. Not only are EVs better for the planet overall, but their use will reduce emissions in our own city. As one of the meal sites that provides meals 365 days a year from Project Open Hand's kitchen, we appreciate how much they drive to provide services to our shared clients and are very pleased to do what we can to support their efforts to use 'greener' vehicles.

We are enthusiastic about Project Open Hand's plans to go electric and welcome this opportunity to champion their application to the TFCA.

Sincerely,

A handwritten signature in cursive script that reads "Ruben Chavez".

Ruben Chavez,  
Deputy Director  
[rchavez@curryseniocenter.org](mailto:rchavez@curryseniocenter.org)  
(415) 713-0979





March 17, 2025

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CELEBRATING  
**135**  
YEARS

To Whom It May Concern:

I am writing to express strong support for Project Open Hand's application to the San Francisco County Transportation Authority's Transportation Fund for Clean Air (TFCA) 40 Percent Fund.

Project Open Hand is a vital partner in supporting the health and well-being of vulnerable residents in San Francisco through its Community Nutrition Program. Their commitment to transitioning their delivery fleet to electric vehicles reflects both environmental responsibility and a dedication to long-term sustainability in serving our community.

We have partnered with Project Open Hand for several years, and they have consistently been a reliable and valued collaborator. They deliver meals to our site Monday through Friday at 10 a.m., providing essential nutrition to the community. The use of a more efficient, electric vehicle would not only support their operations but also benefit our environment and neighborhood, making this a win for everyone.

The planned installation of EV charging infrastructure at their Polk Street facility, combined with their participation in PG&E's EV Fleet Incentive Program, is a practical and forward-thinking step. This project will directly enhance their ability to deliver nutritious meals efficiently while significantly reducing emissions.

We value Project Open Hand's efforts and are proud to support this initiative to promote cleaner air and improved quality of life for all San Franciscans.

Sincerely,

Koletti Leha Ieremia

Director of Senior/Family Services and Community Relations

Telegraph Hill Neighborhood Center

[Kleha@telhi.org](mailto:Kleha@telhi.org)

(415)825-0040





April 17, 2025

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David Dubinsky

Dear Members of the Transportation Fund for Clean Air Program,

The Pomeroy Center is proud to support Project Open Hand's grant proposal to the Transportation Fund for Clean Air (TFCA) 40% Fund, which will help them transition their delivery fleet to electric vehicles. Their proposed project involves installing a network of charging stations at their Tenderloin building. These stations will be used to charge new electric delivery vehicles that will replace their existing gas-powered fleet.

Pomeroy partners with Project Open Hand to provide over 100 healthy hot lunches to adults with disabilities every weekday, which is close to 600 meals each week! These meals are prepared at their kitchen on 730 Polk Street and delivered all the way to our site, located across the city near the San Francisco Zoo. As one of the furthest delivery locations, we see firsthand the miles they drive to serve our shared clients.

We are pleased to know that they are working on changing their delivery vehicles to electric. Not only are EVs better for the planet, they also reduce emissions right here in San Francisco. We wholeheartedly support their efforts and are inspired by their leadership in sustainability.

We are truly inspired by Project Open Hand's commitment to going electric and are proud to support their application to the TFCA. If you need any additional information, please don't hesitate to contact us.

Sincerely,



Accredited  
Employment  
Services

A handwritten signature in black ink, appearing to read 'D Dubinsky', is written over the printed name.

David Dubinsky  
Chief Executive Officer