



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, June 25, 2025, 6:00 p.m.

LOCATION: Hearing Room, Transportation Authority Offices

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PUBLIC COMMENT DURING THE MEETING:

To make public comment on an item, when the item is called, members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

MEMBERS: Kat Siegal (Chair), Najuwanda Daniels (Vice Chair), Sara Barz, Phoebe Ford, Zameel Imaduddin, Sean Kim, Jerry Levine, Venecia Margarita, Austin Milford-Rosales, Sharon Ng, and Rachael Ortega

Remote Access to Information and Participation

Members of the public may attend the meeting and provide public comment at the physical meeting location listed above or may join the meeting remotely through the Zoom link provided above.

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

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

1. Call to Order
2. Chair's Report – **INFORMATION**

Consent Agenda

3. Approve the Minutes of the May 28, 2025 Meeting – **ACTION*** **5**
4. Adopt a Motion of Support to Award Contracts to Five Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$600,000 for On-Call Strategic Communications, Media and Community Relations Services and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contracts Terms and Conditions – **ACTION*** **15**
Shortlisted Teams: Civic Edge Consulting, Contigo Communications, DKS Associates, InterEthnica, Inc., and Kearns & West, Inc.
5. Adopt a Motion of Support to Approve Revised Debt Policy and Ratify Investment Policy – **ACTION*** **27**
6. State and Federal Legislation Update – **INFORMATION*** **65**

End of Consent Agenda

7. Adopt a Motion of Support to Approve the Fiscal Year 2025/26 Transportation Fund for Clean Air Program of Projects, Totaling \$723,264, with Conditions – **ACTION*** **69**
Projects: SFE: Emergency Ride Home (\$73,944). Project Open Hand: Fleet Electrification Infrastructure (\$52,421). SFMTA: Short-Term Bike Parking (\$415,120). TIMMA: Treasure Island Bikeshare Expansion (\$140,000). SFCTA: Program Administration (\$41,779).
8. Adopt a Motion of Support to Adopt the Walter U Lum Place Public Space Study Final Report – **ACTION*** **111**
9. Adopt a Motion of Support to Approve a Two-Year Professional Services Contract with SITELAB urban studio in an Amount Not to Exceed \$1,100,000 for Consultant Services for the Geary-Filmore Underpass Community Planning Study – **ACTION*** **115**
10. Adopt a Motion of Support to Allocate \$2,441,000 and Appropriate \$100,000 in Prop L Funds, with Conditions, and Allocate \$2,360,572 in Prop AA Funds, with Conditions, for Six Requests – **ACTION*** **129**
Projects: Prop L: SFPW: Curb Ramps Various Locations No. 18 (\$1,155,000). Public Sidewalk and Curb Repair (\$586,000). Street Repair and Cleaning Equipment (\$400,000). SFMTA: Bicycle Safety Education and Outreach (\$200,000). Neighborhood Transportation Program Coordination (\$100,000). SFCTA: Neighborhood Transportation Program Coordination (\$100,000). Prop AA: SFPW: Various Locations Pavement Renovation No. 90 (\$2,360,572).

- 11.** Adopt a Motion of Support to 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 – **ACTION*** **137**

Projects: TNC Tax: SFMTA: Application-Based Residential Traffic Calming Program – FY 21 Cycle Additional Funds (\$56,569 for design, \$199,333 for construction). Application-Based Residential Traffic Calming – FY 22 Cycle (\$5,141,670 for construction). Application-Based Residential Traffic Calming – FY 23 Cycle (\$274,933 for design).

- 12.** Adopt a Motion of Support to Allocate \$6,887,505 in TNC Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Three Projects – **ACTION*** **189**

Projects: TNC Tax: SFMTA: Application-Based Residential Traffic Calming Program – FY21 Cycle Additional Funds (\$255,902). Application-Based Residential Traffic Calming – FY22 Cycle (\$6,356,670). Application-Based Residential Traffic Calming – FY23 Cycle (\$274,933).

- 13.** I-280 Southbound Ocean Ave Off-Ramp Improvement Project – **INFORMATION*** **229**

Other Items

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

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

- 15.** Public Comment

- 16.** Adjournment

*Additional Materials

Next Meeting: July 23, 2025

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San Francisco
County Transportation
Authority



DRAFT MINUTES

Community Advisory Committee

Wednesday, May 28, 2025

1. Minutes: Clerk Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:02 p.m.

CAC members present at Roll: Najuawanda Daniels, Phoebe Ford, Zameel Imaduddin, Sean Kim, Jerry Levine, Sharon Ng, Rachael Ortega, and Kat Siegal (8)

CAC Members Absent at Roll: Sara Barz, (entered during Item 2), Venecia Margarita (entered during Item 6), and Austin Milford-Rosales (3)

2. Chair's Report - INFORMATION

Chair Siegal congratulated Sean Kim on his reappointment to the CAC. She then reported that the Transportation Authority was conducting outreach on the I-280 Ocean Avenue Off-Ramp Project to present an overview and gather community feedback on ramp design, bike and pedestrian improvements, and connectivity priorities. She said the project aimed to realign the off-ramp into a signalized intersection with bike upgrades to Howth Street and that an in-person Town Hall had been scheduled for next month at San Francisco City College, and staff offered presentations to local groups and the CAC.

Chair Siegal stated that the Transportation Authority Board had received a presentation on the Downtown Travel Survey, based on the 2023 Bay Area household travel diary survey during their May 13 meeting. She noted that staff planned to share findings with the CAC at an upcoming meeting. She concluded by stating that the CAC would receive an update on the San Francisco Transportation Plan 2050+ later on the agenda, which incorporated data from the household travel diary survey into baseline conditions.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the April 23, 2025 Meeting - ACTION

4. State and Federal Legislation Update – INFORMATION

5. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2025 - INFORMATION

There was no public comment on the Consent Agenda.

Member Ng moved to approve the item, seconded by Member Imaduddin.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Imaduddin, Levine, Kim, Ng, Ortega, and Siegal (8)

Absent: CAC Members Daniels, Margarita, and Milford-Rosales (3)



End of Consent Agenda

6. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2025/26 Budget and Work Program - ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Member Barz asked why the Environmental Protection Agency (EPA) grant awarded to TIMMA was terminated and requested details on the nature of the termination.

Suany Chough, Assistant Deputy Director for Planning, stated that she also managed the Treasure Island Transportation Program and reported that the letter received was brief, citing a misalignment between the project's goals and the current administration's priorities.

Member Barz asked if Ms. Chough had ever received a similar letter before in her career.

Ms. Chough stated that she had not.

Member Barz asked about the agency's exposure to federal grants and potential risks from changes in the administration's goals.

Ms. Fong responded that staff had been anticipating this possibility, but had confirmed that current funding, primarily for Yerba Buena Island capital projects, remained unchanged. She assured the committee that any significant updates would be communicated promptly.

Chair Siegal asked whether the planned projects would be deferred or whether staff would seek alternative funding.

Ms. Chough replied that there were plans to seek other funding sources to complete projects that were previously intended to be funded by the grant. She added that the grant period began on January 1 and progress was limited as the grant had been paused in late January.

During public comment, Richard Johnson, a member of the Hayes Valley community, noted a supervisor was seeking funds for a study on closing Hayes Street, which he wanted to bring to the attention of the CAC..

Member Levine moved to approve the item, seconded by Member Barz.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Margarita, Ng, Ortega, and Siegal (10)

Absent: CAC Member Milford-Rosales (1)

7. Adopt a Motion of Support Approve and Authorize the Executive Director to Execute a 20-Year Lease with Two Five-Year Options to Extend, with the City and County of San Francisco's Real Estate Department for Office Space Located at 1455 Market Street, in an Amount Not to Exceed \$1,126,597 for the First Year, Plus Operating and Other Lease Related Expenses, and Annual 3% Rent Increases; and to Negotiate Lease Payment Terms and Non-Material Terms and Conditions – ACTION



Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff memorandum.

Member Ortega asked about the current rent increase at the property, noting it was initially 3% but had dropped to 2.5%, and inquired about the cause of the decrease.

Ms. Fong stated it had been a negotiated offer for a 13-year lease and expressed agreement with reducing costs.

Member Ortega asked about the fiscal impact, noting the increase was preferable to other options despite budget concerns from a \$100 million deficit. She then asked whether the building purchase that was planned for 2027 was still happening.

Ms. Fong stated the City had the option to purchase the building by 2027, though it was uncertain if they would, and suggested the contract might be extended beyond 20 years if continued benefits persisted.

Member Ortega asked how the City contract and ownership structure of the building would work, how it would affect financial statements compared to renting from a third party and inquired about the building's real estate value.

Ms. Fong stated she did not know the information but could follow up with the City's Department of Real Estate.

Member Levine stated that he had been concerned about the status of the potential city purchase but acknowledged that his question had been answered in the prior exchange.

Member Imaduddin asked if any analysis had been done comparing hybrid work models, such as a lease arrangement that allowed alternating months in-office and remote, to full-time in-office work in the post-COVID era.

Ms. Fong stated the Transportation Authority had considered various options and, due to the nature of their work and ongoing CAC meetings and meetings with city counterparts and others, the Transportation Authority needed a consistent space for staff to gather.

Member Kim stated that despite a down market, a 3% annual increase in San Francisco real estate could have a significant long-term impact and be seen as high.

Ms. Fong stated that the proposed lease with the City incorporated terms of a negotiated deal, which the Transportation Authority was not involved in, except to express interest in staying in the building to reduce lease and administrative costs. She added that the deal was negotiated by the City's Director of Property, approved by the Board of Supervisors, and included extended benefits to the Transportation Authority.

Chair Siegal asked if the amended lease assumption had been included in the budget presented to the CAC.

Ms. Fong stated there was no need for amendment, noting the 3% increase aligned with typical year-on-year budget and rent rises. She added that staff had accounted for a new lease in its multi-year budget projections, had expected higher costs, and found the proposed increase reasonable and close to the inflation rate.

Member Margarita stated she knew the current lease would end in 2025 and suggested thinking outside the box due to the deficit and post-COVID challenges. She proposed using Zoom or community spaces for meetings to save costs, questioned the impact of not renewing the contract, and considered buying a building instead of continuing the



nearly million-dollar annual expense.

Ms. Fong said there was a possibility of the City buying the building, which would reduce rental costs by sharing expenses among City departments. She noted a WeWork-style shared space had not been offered by the landlord. She said that many City departments were moving into the building, and none used a rotating or hoteling structure.

Member Ng asked what it meant to have an option to buy the building in 2027 and whether it would be possible to buy it in 2026 or 2028 instead.

Ms. Fong clarified that the City and County of San Francisco, not the Transportation Authority, would purchase the building. She stated the City had agreed with the landlords to exercise an option before March 2027, subject to certain terms and Board of Supervisors approval. She also stated she had not been part of the decision-making team, and the Transportation Authority was only the lessee in the arrangement.

There was no public comment.

Member Ford moved to approve the item, seconded by Member Margarita.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Margarita, Ng, Ortega, and Siegal (10)

Absent: CAC Member Milford-Rosales (1)

8. San Francisco Transportation Plan 2050+ Update – INFORMATION

Suany Chough, Assistant Deputy Director for Planning, and Amy Thomson, Transportation Planner, presented the item.

Member Ortega stated that the City needed to move away from downtown-centric transit planning and adopt a more multi-hub approach like Tokyo's. She underscored the importance of improving north-south and east-west connections and addressing accessibility issues. She also asked about the current data on freight movement.

Ms. Chough stated that staff had not yet conducted a formal study of goods movement but recognized the issue's growing importance. She explained the primary focus had been on moving people, but now deliveries were increasing, raising questions about their traffic impact. She stated that it might be increasing traffic but possibly replacing shopping trips. She noted a lack of good data and expressed a desire to obtain better citywide information.

Member Ortega asked if outreach was planned to other businesses with large freight shipments to compare their impact with smaller delivery services like DoorDash and Uber Eats.

Ms. Chough stated staff had not scoped anything yet but expected the study could include freight, as well as DoorDash type trips and smaller modes like e-bikes.

Member Ortega expressed interest in the parameters set up for the analysis and asked how much less transit service there was in 2023 compared to 2019.

Maria Lombardo, Chief Deputy Director, stated that staff would have to follow up to get for the various operators, but it was available.



Member Ortega stated that, despite a 41% overall trip reduction and significant transit declines, she wanted to know how much transit service was reduced compared to that decrease. She also asked if she could get a copy of the base study on job access and the data behind the reported increase.

Ms. Chough stated that job access was based on their modeling and staff could probably share more detailed maps.

Chair Siegal commented that the SFMTA reported monthly service hours to the Federal Transit Administration (FTA) and that 2023 service levels were 88% to 94% of early 2020 levels, which she found impressive given the ridership recovery.

Member Kim commented that it was a major investment plan for the future and asked if there were any scenarios covering operational expenses. He noted that current fare and parking revenues covered only a small portion and inquired about future goals, given the high costs of projects like a new subway system. He asked whether future investments over the next ten years would result in higher or lower operational coverage.

Ms. Chough stated staff would model and analyze various investment scenarios to assess their performance against goals and share the results with the group and the public.

Member Kim commented that while major investments like the Central Subway are important, they often fail to cover operating costs, creating long-term financial issues. He highlighted the need for strategic investment to reduce dependency on general funds and increase revenue through higher ridership. He also stated that transit usage declined significantly from 2019 to 2022 despite only a small population drop, suggesting ridership relied more on commuters, including those from outside San Francisco. He asked about the lack of outreach to regional visitors and what the plan was to engage them.

Ms. Chough explained that the household travel survey data was regional and included travelers from all nine counties and that while the agency would like to improve data on leisure visitors to San Francisco, current analysis focused on today's travel behaviors. She stated that despite projected job and population growth over 30 years, baseline assumptions still included high levels of remote work, which limited expected trip increases and she said that this would be further analyzed to understand its impact on transportation and the city landscape.

Member Kim stated that local input, especially from former visitors to San Francisco, was essential for understanding public sentiment. As a small business owner, he noted that many people, including contractors and family, were now avoiding the city due to safety concerns and logistical challenges like parking and break-ins. Although safety had improved, he pointed out the need for honest feedback to develop effective plans. He said that he appreciated the report's data on travel trends among low-income and senior populations but suggested that the plan was overlooking these groups' transportation needs.

Member Barz stated that parts of the San Francisco Transportation Plan (SFTP) 2050+ presentation, based on SF-CHAMP Modeling, showed significant vehicular congestion on main arteries and highways. She said she was confused over the seemingly small change in congestion between 2023 and 2050 despite planned growth, and questioned how the network could handle such growth without worsening congestion and suggested it might hinder the City's development goals.



Ms. Lombardo commented that some parts of the highway network, in particular, were near capacity and that given that there were not plans to expand highway capacity, future growth would not be able to all take the form of vehicle travel. She emphasized the need for more transit, biking, and pedestrian options to accommodate projected growth and other ways (e.g. operational improvements) to focus on movement of people.

Member Barz stated that the vehicle network was (near) saturated and could not handle more growth, emphasizing that this issue should be the main focus in SFTP messaging. She noted that the West Side Network Study did not address the conflict between planned family housing growth, the already congested streets, and lack of good transit options, expressing concern about future livability and growth targets.

Rachel Hiatt, Deputy Director for Planning, explained that San Francisco's street and highway network had largely remained unchanged, with minimal exceptions. She stated that instead of adding or widening roads, efforts had focused on moving more people within existing roadway capacity using strategies like dedicated bus lanes, which had improved bus travel times and efficiency. She stated that these people-moving strategies were part of previous investment plans and would be reassessed for cost-effectiveness, including options on the west side.

Ms. Thomson stated that the anticipated growth in San Francisco was already included in SF-CHAMP Modeling. She explained that the West Side Network Study was being conducted recognizing the planned growth in residents and wanted to ensure that the transportation network could support them.

Member Barz stated she was concerned at the presentation's lack of focus on north-south transit through the city, noting many West Side residents had felt driving was the only option. Though supportive of rezoning for more families, she emphasized the urgent need for a clear and significant West Side transit plan, especially addressing North-South travel.

Ms. Thomson confirmed that the North-South transit connections had been identified as a need, confirmed by other existing plans and modeling results.

Member Ford stated she was concerned that the study assumed flat revenue despite significant growth in jobs and population, calling that an unreasonable assumption. She emphasized that growth should benefit current residents, not just future ones, and should be framed as enabling positive outcomes like keeping schools open and improving services, rather than increasing traffic. She stressed the need to consider freight and industrial zoning in planning, cited inadequate framing of trade-offs in the goals, and questioned whether the needs of non-drivers, especially the elderly, were being addressed.

Vice Chair Daniels asked where to find the Safety & Livability, Equity, and Environmental Sustainability goals mentioned in the presentation.

Ms. Chough stated staff used metrics to measure progress toward goals like safety, livability, environment, and equity. She said that for safety, they examined how much of the high injury network was in Equity Priority Communities (EPCs) and that for equity, they assessed affordability, job access, and transit crowding, and used these metrics to evaluate and optimize project scenarios. She explained that the goals had been elaborated on in the SFTP 2050+ report, each with descriptions and metrics and that she



would share them.

Ms. Hiatt explained that each goal area had indicators or metrics, some projected quantitatively through modeling and others qualitatively due to forecasting limitations. She stated that although forecasting future collisions was not possible, correlated measures like speeds and vehicle miles traveled were used to assess safety performance.

Vice Chair Daniels emphasized that she wanted to see and understand the equity goal.

Member Margarita asked why the network study focused only on the West Side instead of including the Northeast, South, or an overall citywide study. She questioned which adults were expected to drive less by 2050, noting that low-income people often need multiple jobs and rely on cars due to inadequate transit options. She referenced challenges with bus routes and highlighted considering regional travelers who commute into the city for work. She urged thinking beyond the West Side to address all residents' needs.

Member Imaduddin asked if the community outreach sessions had already taken place, whether there was data available, and what the findings were.

Ms. Chough explained that staff had just launched the survey last week and had already received about a hundred responses. She said staff had not yet reviewed the results but had begun meetings with community organizations and that more meetings were scheduled through mid-July, and said that no results were available to report yet.

Member Ng asked how the Transportation Authority was finding organizations to outreach to in an equitable way.

Ms. Chough explained staff had a current database of about 80 organizations and had contacted each supervisor's office to obtain more, ensuring coverage of every neighborhood and all citywide organizations.

Member Ng asked if the feedback would simply be incorporated into the SFTP 2050+ report or translated into policy priorities or projects.

Ms. Chough stated the feedback would inform priorities for reshaping the investment plan, which needed to shrink due to financial constraints, and the vision scenario, and that many comments would influence policy thinking, policy papers, and discussions, rather than direct projects or spending categories.

Member Ng asked if there had been a proposal or consideration to align the priority equity geographies used by the Planning Department with those in other departments, noting that housing, land use, and transit projects overlapped but seemed to operate using different equity geographies.

Ms. Chough explained that the Transportation Authority's equity priority community (EPC) map was available on its website and aligned with the city's standards. She said it was based off the Metropolitan Transportation Commission's (MTC) regional map, with some slight refinements. She said staff were also working on analyses to evaluate different metrics for the equity priority communities.

Member Ng asked whether all city departments used the EPC boundaries or if some, like San Francisco Planning, operated based on their own boundaries, such as the Priority Equity Geographies.



Ms. Lombardo stated that the Transportation Authority used EPCs because that was what MTC used since the SFTP provided the basis for San Francisco's input into the regional plan. She also acknowledged the confusion caused by different state grant programs using varying methods to identify low-income communities. She said staff would look specifically at the Planning Department's Priority Equity Geographies to provide a more specific answer.

Member Ortega suggested considering a congestion pricing model similar to New York City's, noting it had generated revenue for the city and the New York Metropolitan Transportation Authority despite some legal challenges.

Chair Siegal stated that the SFMTA's current service cuts appeared misaligned with the previously adopted SFTP 2050 plan and the proposed 2050+ vision, highlighting that reduced transit disproportionately impacted low-income residents and risked worsening traffic. She questioned whether the Transportation Authority Board had considered urging the City to take action to address these issues.

Ms. Lombardo stated the SFTP was likely the strongest way for the Transportation Authority Board to contribute, as it set a long-range vision for transportation for the city. She noted the fiscally constrained plan reflected MTC's best estimate of available funding through 2050, which would only maintain something close to the status quo given reduced revenues; however, she noted that the Vision scenarios provided a place for hopes and dreams with potential improvements that could be funded with new revenues and that provided a basis for advocacy for additional funding.

During public comment, Edward Mason stated that he reviewed MTC's Plan Bay Area 2050 and found no demographic justification for the projected population growth to 1.2 million in San Francisco by 2025. He noted ongoing global depopulation and declining birth rates, questioning where new residents would come from. He compared the plan to past unrealized projects like the Geary Light Rail and doubted the feasibility of new transit expansions due to insufficient population and jobs. He also pointed out the lack of a regional express bus system.

Richard Johnson stated he had attended many Market & Octavia CAC meetings, and it was his first time listening to the Transportation Authority's CAC. He noted that long-term planning did not address reducing solo drivers or invest adequately in regional transit. He criticized spending on superficial projects and stressed the need to study casual travelers' needs, improve transit comfort and safety, and focus on efficient, cost-effective people movement.

9. SFMTA Muni Metro Core Capacity Planning Study Update – INFORMATION

Jesse Koehler, Rail Program Manager, and Liz Brisson, SFMTA Major Corridors Planning Manager, presented the item per staff memorandum.

Member Barz noted that the Core Capacity program was a federal grant program and that the Transportation Authority had recently lost a grant because the project no longer aligned with the current administration's goals. She asked why the SFMTA still had confidence that the federal program would continue to award projects as described.

Ms. Brisson replied that the SFMTA would not seek a grant until more four years from now. She stated that, historically, the federal Capital Investment Grant (CIG) program, which included the Core Capacity program, had bipartisan support. Ms. Brisson also



noted that the continuation of CIG was included the recent federal budget extension.

Member Barz stated that she appreciated how the SFMTA incorporated community feedback in its presentation. She said that she had a differing view regarding one issue, noting that being bold was commensurate with considering route restructuring in her view. She then asked for an explanation of the problem of aging infrastructure, noting that the challenges of growth were already well understood. She expressed interest in detailed analysis and solutions when the study's report was prepared.

Ms. Brisson explained that information regarding aging infrastructure was in SFMTA's State of Good Repair Report and offered to share this document. She noted that many infrastructure elements, such as tunnels over 100 years old and aging track and overhead catenary systems, were at or past their useful life. She explained that the SFMTA was working to identify capacity-enhancing repairs to potentially include and stated that the study team was collaborating with maintenance teams to learn more about these needs.

Member Ford acknowledged the strong role of community outreach in the study and asked about the role of rail professionals in developing recommendations, as there were certain rail improvements that the community might not recognize as important for improving capacity.

Ms. Brisson replied that the community working group included a few rail experts, and she added that they had also consulted an internal SFMTA review committee and a technical advisory committee from other Bay Area agencies. She said that SFMTA planned to seek feedback from stakeholders and the public on draft recommendations in the summer. She also said she had contacted SPUR to help gather further technical input.

Member Ford suggested looking at international benchmarks, noting that certain cities had excellent surface rail systems that are models for mid-sized cities. She also asked if capacity could be improved by funding cable cars through the general fund instead of the Muni budget.

Ms. Brisson replied that this issue was not in the study's scope but that she would share the feedback.

Member Ortega stated that she appreciated that the study had addressed concerns about the J Church line, and she noted ongoing community frustration over the stop move from 27th Street to 28th Street. She asked for information on how trains would turn around, especially near the Market and Church streets or at West Portal.

Ms. Brisson said that the study's analysis of route restructuring had been high level and included considering issues at West Portal and at Church and Market streets. She said SFMTA had studied both the option to terminate the J Church at Market Street and the option to continue along Market Street at the surface.

Member Ortega asked if the study had considered future proofing the technological aspects of the system. She said that she was concerned about maintaining and upgrading digital infrastructure as technology rapidly advanced.

Ms. Brisson explained that the study had examined various capacity solutions, including consideration of the capacity benefit of improved train control technology. She mentioned the approach being taken by the SFMTA Train Control Upgrade Project to future proof the project, and she offered to share the relevant presentation.



Member Ortega stated that digital and electronic technology needed to be included in infrastructure discussions because modern systems relied heavily on electronic components, not just mechanical ones.

Member Kim asked if the solutions considered by the study included rail replacement projects such as the recent project on the L Taraval corridor.

Ms. Brisson replied that the L Taraval line had recently been rerailed. She noted that the SFMTA had also identified other rail segments that would need rail replacement in the future, including the Judah and Ocean View corridors. She stated that rerailing of the L Taraval was necessary to keep the system functional and that there were lessons learned from L Taraval that could be applied to future projects.

Member Margarita noted that she had not reviewed historical capacity studies. She referred to lessons from past work following the 1989 earthquakes, and she stressed the importance of learning from past experience. She also said that there was a need to incorporate considerations for technology.

Ms. Brisson replied that her understanding was that past studies generally did not have a specific focus on capacity of existing systems, as earlier efforts focused more on identifying future transit expansion projects.

Chair Siegal stated that she supported upgrades to the Muni Metro system, and she emphasized her frustration with current issues such as delivery vehicles blocking tracks. She also suggested that making the entire rail system accessible should be prioritized and indicated that she looked forward to the outcome of the study.

There was no public comment.

Other Items

10. Introduction of New Business - INFORMATION

Member Barz asked if there was an update on the new business items previously requested.

Ms. Lombardo stated staff would send an updated. She noted that Member Barz had requested a presentation on the Budget and Legislative Analyst's report about collision costs and that staff was following up to see if staff could attend the July CAC meeting, which is typically a good time for such items due to the lack of a board meeting in August.

Member Barz requested an additional presentation on the SFTP 2050+ update for the CAC before the final update was released, due to the extensive discussion on the topic and Chair Siegal concurred.

There was no public comment.

11. Public Comment

During public comment, Edward Mason stated he had reviewed portions of MTC's Plan Bay Area 2050 and noted that by 2035, no more than 40% of the workforce at large employers (50+ employees) would commute by auto, implying 60% would use other methods. He stated that commuter shuttle buses were not addressed in the plan and that based on his observations at 24th and Church, he had found many mostly empty double-



deck shuttle buses, despite a high number of buses running. He stated Apple was the exception and considered this inefficient use a missed opportunity given prior assumptions that most would drive.

Roland Lebrun expressed gratitude for those still boarding double-decker buses in San Francisco instead of leaving for Texas. He thanked everyone for their service and participation, and encouraged them to join the Caltrain budget workshop at 9:30 a.m. the next morning.

Richard Johnson stated he was concerned about a forthcoming proposal by Supervisor Bilal Mahmood to use Octavia funds for a study to close down Hayes Street. As a resident involved in the Market & Octavia Area Plan, he opposed the use of for this purpose, citing increased neighborhood traffic and the area's absence from priority zones in a 2023 Transportation Authority study. He encouraged the CAC to prevent misuse of funds and resist ideological agendas.

Mitch from the Hayes Valley Safe Coalition stated that the Transportation Authority's 2023 Octavia Improvement Study explicitly excluded Hayes Street from the study area and did not even designate it as a secondary corridor. He questioned why Octavia special funds were being considered for a full pedestrian study of Hayes Street, despite its exclusion from the aforementioned study. He questioned whether the expenditure aligned with the study's goals and the original intent of the special fund. He also urged reconsideration of the Market & Octavia Area Plan, which identified Hayes Street as a key neighborhood commercial corridor, and called for more appropriate allocation of public funds given budget priorities.

12. Adjournment

The meeting was adjourned at 8:39 p.m.



Memorandum

AGENDA ITEM 4

DATE: June 20, 2025

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 07/08/2025 Board Meeting: Award Contracts to Five Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$600,000 for On-Call Strategic Communications, Media and Community Relations Services and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contracts Terms and Conditions

RECOMMENDATION ☐ Information ☒ Action

- Award a three-year professional services contract, with an option to extend for two additional one-year periods, to Civic Edge Consulting, Contigo Communications, DKS Associates, InterEthnica, Inc., and Kearns & West, Inc. in a combined amount not to exceed \$600,000 for on-call strategic communications, media and community relations services
- Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Terms and Conditions

SUMMARY

The Transportation Authority has regular needs to communicate with policymakers, the media, key stakeholders, the general public, partner agencies, and the private and non-profit sectors on a wide range of agency and profit-specific matters. The establishment of contracts with one or more consultant teams will enable us to enlist the services of a broad range of strategic communication, media and community relations specialists, on an as-needed basis. We issued a Request for Qualifications (RFQ) in April 2025. By the

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



<p>due date, we received 10 Statements of Qualifications (SOQ) and 1 SOQ that was deemed disqualified due to delivery after the response deadline. Based on this competitive selection process, the review panel recommends the award of consultant contracts to the 5 highest-ranking firms: Civic Edge Consulting, Contigo Communications, DKS Associates, InterEthnica, Inc., and Kearns & West, Inc.</p>	
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BACKGROUND

The Transportation Authority - in its role as the city's Congestion Management Agency and as TIMMA - has regular needs to communicate with policymakers, the media, key stakeholders, the general public, partner agencies and the private and non-profit sectors, on a wide range of agency and project-specific matters. We initiated a procurement process seeking on-call strategic communications, media and community relations services to support the Transportation Authority's work program. Our current on-call strategic communications contracts, with one team led by Civic Edge Consulting and the other by Convey Inc. are approaching the end of their contract term.

The scope of services, included as Attachment 1, covers two major areas of work: agency-wide outreach and communications and project-specific outreach and communications.

Given the wide range of desired proficiencies and experience; the amount and complexity of the Transportation Authority's work program; and occasional conflicts of interest or availability that arise for specific efforts, there is a need for broad and deep access to communications, media, and community relations skills. Therefore, we propose to contract with five consultant teams with whom the Transportation Authority may call upon on a task order basis. This also is intended to increase competition and allow for improved responsiveness (e.g., during times of peak demand). We have used this type of arrangement for our previous on-call communications contracts and found it to be beneficial to the Transportation Authority's work program.

DISCUSSION

We are seeking on-call strategic communications, media, and community relations services with expertise in strategic communications; message framing; public relations; media relations; public outreach; marketing; public opinion surveys/market research/focus groups; crisis communications; graphic design; meeting facilitations



and/or design thinking; event planning; photography/videography; online and/or technology engagement/outreach tools; and translations.

The scope of services, included as Attachment 1, covers two major areas of work: agency-wide outreach and communications and project-specific outreach and communications.

Procurement Process. The Transportation Authority and TIMMA issued a joint RFQ for on-call strategic communications, media and community relations services on April 18, 2025. We hosted a pre-proposal conference on April 25, which provided opportunities for small businesses and larger firms to meet and form partnerships. 53 firms registered for the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Chronicle, San Francisco Examiner, the Small Business Exchange, Nichi Bei, and El Reportero. We also distributed the RFQ and questions and answers to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of May 23, 2025, we received 10 SOQs in response to the RFQ and 1 SOQ deemed disqualified due to delivery after the response deadline. A selection panel comprised of Transportation Authority staff evaluated the proposals based on qualifications and other criteria identified in the RFQ, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. Two other qualified teams advanced without interviews due to the quality of the SOQs, prior working experience with us, and the familiarity of staff with previous work performed by these firms. Based on the competitive process defined in the RFQ, the panel recommends that the Board award contracts to the five highest-ranked firms: Civic Edge Consulting, Contigo Communications, DKS Associates, InterEthnica, Inc., and Kearns & West, Inc. The five highest-ranked teams provide a strong set of skills, specialists, and relevant project experience.

Given the wide range of desired proficiencies and experience, the amount and complexity of our work program, the management of conflicts of interest that periodically arise for specific efforts, and the need to ensure availability of qualified support, we require broad and deep access to relevant skills in the on-call strategic communications contract. We propose to contract with multiple consultant teams with whom we may call upon on a task order basis. Such an arrangement is currently in place through our existing on-call strategic communications contracts, which have proved beneficial to the agency's strategic communications, media and community relations services. The recommended firms together provide us with multiple options for each task in the Scope of Services. The selection panel recommends that the Transportation Authority and TIMMA both award contracts to the same five firms, as



both agencies share communications resources. Awarding contracts to the same on-call communications consultant teams will enhance staff efficiency in issuing task orders and supporting project needs. The contract award for TIMMA's portion of the contract will be considered by the TIMMA Committee at its next scheduled meeting.

We plan to use federal funds to cover a portion of this contract and have adhered to federal procurement regulations. We established a Disadvantaged Business Enterprise (DBE) goal of 17% for this contract, accepting certifications by the California Unified Certification Program. All teams have made commitments to exceed the DBE goal. Civic Edge Consulting is a Women-owned DBE and subconsultant InkeDesign Consulting is also a Women-owned firm. Contigo Communications is a Hispanic-owned and Women-owned firm, and subconsultant Intergraphics, LLC. is a Women-owned firm. DKS Associates' team includes Redwood Resources, a African-American-owned and Women-owned firm, and VSCE, Inc. a Hispanic-American-owned firm. InterEthnica, Inc. is a Hispanic-American-owned and Women-owned firm. Kearns & West, Inc.'s subconsultant Centric is a Women-owned firm. In addition, we will establish DBE, Small Business Enterprise, and/or Local Business Enterprise goals for each subsequent task order request, based on project's funding sources and specific scope of work.

The selected consultant teams will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term, plus two optional one-year extensions. To maintain an open and competitive process, task orders will be awarded through an additional qualifications-based selection procedure within the shortlisted consultants. All shortlisted consultants will be invited to submit proposals and/or participate in oral interviews as part of the task order negotiation process. While we intend to engage pre-qualified firms based on capabilities, experience, and availability, no selected team is guaranteed a task order.

FINANCIAL IMPACT

The scope of work described in the RFQ is anticipated in our proposed Fiscal Year 2025/26 work program and budget through relevant projects and studies. Budget for these activities will be funded by a combination of federal Surface Transportation Planning grants, other federal and/or state grants from Caltrans and the Metropolitan Transportation Commission, local agency contributions, and Prop L sales tax funds. The first year's activities are included in the Transportation Authority's proposed Fiscal Year 2025/26 budget and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.



CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Scope of Services
- Attachment 2 – Past Task Orders Assignments (2019 – 2025)
- Attachment 3 – Shortlisted Respondents

Attachment 1

Scope of Services

The below areas of expertise and example task types are representative of needs in the coming three years – additional undetermined task types are anticipated to be needed and not all task types listed below will necessarily be produced under this contract in the next three years. Example tasks include: 1) Transportation Authority agency-wide outreach/communications, and 2) Transportation Authority project-specific outreach/communications.

Areas of Expertise

In seeking assistance with communications, outreach and engagement efforts, the Transportation Authority seeks to advance the following goals and objectives:

- Raise awareness about the Transportation Authority's role, purpose, and operations to the general public;
- Provide consistent and easy-to-understand public communication regarding the Transportation Authority's work;
- Maintain a common voice among the Transportation Authority's communication and strengthen quality assurance/quality control, while maintaining the flexibility for rapid responses;
- Collaborate with the community to develop shared visions and action plans for improving transportation in San Francisco; and
- Engage with, and solicit input from, policymakers, the general public, and stakeholder groups in the Transportation Authority's initiatives and projects, and in particular develop methods to obtain meaningful input from hard-to-reach-population segments.

To achieve these goals, the Transportation Authority will need expertise in the following communication and outreach areas:

1. Strategic Communications
2. Message Framing
3. Public Relations
4. Media Relations
5. Public Outreach
6. Marketing
7. Public Opinion Surveys/Market Research/Focus groups
8. Crisis Communications
9. Graphic Design
10. Meeting Facilitation and/or Design Thinking
11. Event planning
12. Photography/Videography
13. Online and/or Technology Engagement/Outreach Tools (examples could include webinars, online data visualization tools, online engagement tools, telephone town halls, etc.)
14. Translation (both verbal and written). Translation services must also include interpretation in culturally relevant terms.

Details of Scopes of Work

The Transportation Authority anticipates that Task Orders will be developed to address the following areas of work during the duration of the contract(s):

A. Transportation Authority Agency-wide Outreach/Communications

1. Media/Public Relations Services

- a. Support communications with the media, including development of communications materials
- b. Demonstrate experience with all media formats, including print/radio/television from local to national level, bloggers, advertising, social media, etc.
- c. Demonstrate experience placing media stories/opinion-editorials/letters to the editor

Deliverables: press list and kit; media plan; media advisories; press kit development and distribution; press events; log of media hits

2. Opinion/Market Research

- a. Administer opinion research such as focus groups, polls, surveys conducted via a range of methodologies (intercept, mail, phone, online) or other types of opinion research as needed

Deliverables: focus group/polling results; development and administration of focus groups/polling

3. Events

- a. Support communications with the planning and execution of events, including ribbon cutting ceremonies, press events, networking events, celebratory events, etc.

Deliverables: event plan; invitation list; event logistics including catering/food/beverage service/entertainment

4. Branding, Messaging, Images

- a. Develop messaging/branding/images/graphics to support Transportation Authority initiatives

Deliverables: messaging, branding, and images that support agency initiatives

5. Relationship Building and Management Support

- a. Track partner agency and policymaker initiatives and suggest ways for the Transportation Authority to provide cross support or to collaborate on relevant initiatives
- b. Facilitate meetings with key groups/individuals related to the Transportation Authority's initiatives

Deliverables: proposals on communications initiatives/events that advance Transportation Authority goals and align with relevant initiatives

6. Administration and Reporting

- a. Project phone calls/in-person meetings, including agendas and meeting minutes
- b. Management of overall project tasks and invoice preparation

Deliverables: meeting notes; progress updates; project reporting and monthly invoices by task

B. Transportation Authority Project-Specific Outreach/Communications

1. Communications Plan Development

- a. Develop and implement robust outreach and communications strategies - which will include strategies to reach non-English speaking and/or other hard to reach communities - to support advancement of agency plans, programs, or efforts
- b. Be proficient in taking complicated technical material and translating it into readily digestible and publicly understandable concepts
- c. Identify innovative public engagement and involvement methods and processes
- d. Identify strategies for developing projects and recommendations that gain the support of/respond to the needs of all project stakeholders
- e. Develop and/or review communications collateral and/or plans

Deliverables: draft and final communications plans; draft and final versions of communications collateral

2. Communications Plan Execution

- a. Implement outreach plan, working with any combination of the project team, communications staff and potentially outside agencies reporting to the Transportation Authority
- b. Secure venues for meetings
- c. Reach out to relevant audiences online and in-person to participate in meetings and events
- d. Oversee logistics to arrange for food/beverage, child care, or other needed services at public events
- e. Staff meetings, open houses, or other events as appropriate
- f. Arrange for translation of materials or arrange for live translation services
- g. Arrange for notification to the public of open house or other public outreach events

Deliverables: venues secured for meetings with appropriate services provided; translation services; advance public notification of events

3. Administration and Reporting

- a. Project phone calls/in-person meetings, including agendas and meeting minutes
- b. Management of overall project tasks and invoice preparation

Deliverables: meeting notes; progress updates; project reporting and monthly invoices by task

Attachment 2

**On-Call Strategic Communications, Media and Community Relations Services
Past Task Order Assignments (2019 - 2025)**

Prime Consultant	Task Order Description	Amount
Civic Edge Consulting	Overall Communications ¹	\$24,108
	Outreach Guidelines	\$44,169
	Pennsylvania Avenue Extension Study	\$25,000
	School Access Plan	\$2,812
	Prop L Translation and Interpretation Services	\$4,112
	Program Management for Communication Services	\$87,245
	Mission Bay School Access Plan	\$9,923
	District 4 Community Shuttle Study	\$6,885
	Staff Survey	\$62,534
	San Francisco Transportation Plan 2050+	\$24,493
	Program Management for Communications Services	\$30,396
Total Task Orders Awarded to Civic Edge Consulting		\$321,677
Convey, Inc.	Overall Communications ¹	\$4,535
	30 th Anniversary	\$36,265
	Contacts Database	\$9,925
	Staff Survey	\$9,902
	District 7 Ocean Avenue Mobility Action Plan	\$8,265
	District 2 Safety Study and Implementation	\$19,800

¹ Overall communications encompass activities such as overall image development and branding of the Transportation Authority and creating communication materials. In addition, consultant teams monitor community and media activity for various Transportation Authority projects and provide communication support services for Transportation Authority initiatives not covered by separate task orders.

Attachment 2

	Geary/19 th Avenue Subway Strategic Case	\$55,000
Total Task Orders Awarded to Convey, Inc.		\$143,692
Total Task Orders Awarded to Date		\$465,369
Total Amount Awarded to DBE Firms		\$448,327
Total Contract Amount		\$500,000

Attachment 3
Shortlisted Respondents
On-Call Strategic Communications, Media and Community Relations

No.	Prime Consultant	Subconsultants
1	Civic Edge Consulting, LLC (DBE/SBE/LBE)	A2Z Media Group (SBE)* En2Action, Inc. (SBE/LBE) FM3 Imprenta Communications Group (SBE) InkeDesign Consulting LLC (DBE/SBE/LBE)* lowercase productions LLC (SBE/LBE) Slow Clap Productions LLC (SBE/LBE)*
2	Contigo Communications (DBE/LBE)*	Somos Group Intergraphics (DBE)*
3	DKS Associates	Redwood Resources (DBE)* VSCE, Inc. (DBE/SBE) WSP USA Inc. FM3 Avantpage Inc. (SBE)*
4	InterEthnica, Inc. (DBE/LBE)	Bonner Communications (LBE) WSP USA EMC Research
5	Kearns & West	CENTRIC Marketing (DBE)* EMC Research Lan Do & Associates, LLC (SBE)* Slow Clap Productions (SBE/LBE)*

Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

* New DBE/SBE/LBE firms working with the Transportation Authority

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 5

DATE: June 18, 2025

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 07/08/25 Board Meeting: Approve Revised Debt Policy and Ratify Investment Policy

RECOMMENDATION ☐ Information ☒ Action

Approve revised Debt Policy and ratify Investment Policy

SUMMARY

It is the Transportation Authority Board's direction to review all policies periodically to ensure compliance with current statutes and Transportation Authority objectives. We are recommending revisions to the Debt Policy to provide additional clarity and flexibility, and reflect administrative and credit facility changes since the last update. As there have been no changes to applicable law or Transportation Authority objectives that affect the Investment Policy, we are recommending this policy stand as currently adopted. Recommended revisions to the Debt Policy are summarized in Attachment 1 and redlined in the proposed Debt Policy in Attachment 2. The Investment Policy is included as Attachment 3.

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

BACKGROUND

We develop and implement policies and procedures to organize and formalize agency activities, and to ensure compliance with current statutes and our objectives. It is the Transportation Authority Board's direction to review the Debt Policy and Investment Policy annually to ensure compliance with current statutes and Transportation Authority objectives.

Below is a brief description of the Debt and Investment policies that are the subject of this memorandum.



Debt Policy: Organize and formalize debt issuance-related policies and procedures necessary to carry out the operations of our agency.

Investment Policy: Set out policies and procedures that enhance opportunities for a prudent and systematic investment policy and to organize and formalize investment-related procedures.

DISCUSSION

We are recommending revisions to the Debt Policy to provide additional clarity and flexibility and reflect administrative and credit facility changes since the last update. We are recommending ratification of the Investment Policy (i.e., no changes proposed).

The Board last adopted the Debt Policy in June 2024 through Resolution 24-48. At our request, Nixon Peabody LLP and KNN Public Finance, LLC, have reviewed this policy and based on their reviews, we are recommending changes as redlined in the proposed policy in Attachment 2.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2024/25 budget or proposed Fiscal Year 2025/26 budget, which is agendaized for approval at the June 24, 2025 Board meeting.

CAC POSITION

The Community Advisory Committee will consider this item at its June 25, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Proposed Revisions - Debt Policy
- Attachment 2 - Proposed Debt Policy
- Attachment 3 - Current Investment Policy

Attachment 1
Summary of Proposed Revisions - Debt Policy

SECTION	REVISION	REASON	PAGE
SECTION VIII. FINANCING CRITERIA B. TYPES OF DEBT 1. Long-Term Debt Fixed Rate	c) Special Government Obligations (both tax-exempt and taxable) Other Tax-Advantaged Debt, <u>includes such as the Build America Bond program authorized for calendar years 2009 and 2010, or any other type of existing or new municipal security, tax credit structures or tax credit</u> authorized by the Federal Government to assist local governments in accessing the capital markets. So long as the program's requirements allow the Transportation Authority to adhere to its Debt Policy, the Transportation Authority will evaluate it along with traditional financing structures in order to determine which is the most appropriate for a particular issuance.	Provides clarification and flexibility in sourcing the most cost effective financing solutions.	5
SECTION VIII. FINANCING CRITERIA B. TYPES OF DEBT 2. Short-Term Debt	d) Letters or Lines of Credit or Revolving Credit Agreements shall be considered as an alternative to or credit support for other short-term borrowing options. The Transportation Authority presently has a \$125 million <u>maintains a revolving credit facility</u> . Amounts can <u>may</u> be repaid and reborrowed under the revolving credit facility or another letter or line of credit without further Board action. The average amortization of amounts drawn under the revolving credit facility, letter or line of credit may not exceed 120% of the weighted average useful life of the project being financed or refinanced if the borrowing is intended to be federally tax-exempt and the borrowing must be fully repaid by the earlier of the following: (a) the sunset date of the current Expenditure Plan and (b) forty (40) years from the date of issuance. The repayment of loans under a revolving credit facility or other letter or line of credit is often facilitated by the issuance of long-term bonds or the repaying of principal from cash on hand. If proceeds of long-term bonds are used to repay loans under the revolving credit facility or other letter or line of credit, the amortization and the repayment of the long-term bonds must satisfy the limits set forth above.	Updates the existing revolving credit facility.	6

SECTION	REVISION	REASON	PAGE
SECTION VIII. FINANCING CRITERIA B. TYPES OF DEBT 3. Variable Rate Debt	a) Variable Rate Debt Capacity. Except for the existing \$125 million Transportation Authority's revolving credit facility <u>and modifications and replacements thereof</u> (to which the following requirements of variable rate debt do not apply) or any replacement facility, the Transportation Authority will maintain a conservative level of outstanding variable rate debt in consideration of general rating agency guidelines recommending a maximum of a 20-30% variable rate exposure, in addition to maintaining adequate safeguards against risk and managing the variable revenue stream both as described below:	Provides clarification and updates the existing revolving credit facility.	7
SECTION XI. METHODS OF SALE C. PRIVATE PLACEMENT	C. PRIVATE PLACEMENT. From time to time, the Transportation Authority may elect to privately place its debt or borrow directly from a bank or other financial institution. Such placement or borrowing shall only be considered if this method is likely to result in a cost savings to the Transportation Authority relative to other methods of debt issuance on a net present value basis, using the Transportation Authority's investment rate as the appropriate measure of the discount rate. For the existing \$125 million Transportation Authority's revolving credit facility or any replacement facility <u>(as may be in effect)</u> that is bank purchased , such requirements do not apply.	Provides clarification and updates the existing revolving credit facility.	13



Debt Policy

Resolution 24-48

I. INTRODUCTION

The purpose of this Policy is to organize and formalize debt issuance-related policies and procedures for the San Francisco County Transportation Authority (Transportation Authority) and to establish a systematic debt policy (Debt Policy). The Debt Policy is, in every case, subject to and limited by applicable provisions of state and federal law and to prudent debt management principles.

II. DEBT POLICY OBJECTIVE

The primary objectives of the Transportation Authority's debt and financing related activities are to

- Maintain cost-effective access to the capital markets and other financing alternatives through prudent yet flexible policies;
- Moderate debt principal and debt service payments through effective planning and project cash management in coordination with Transportation Authority project sponsors; and
- Achieve the highest practical credit ratings that also allow the Transportation Authority to meet its objectives.

III. SCOPE AND DELEGATION OF AUTHORITY

This Debt Policy shall govern, except as otherwise covered by the Transportation Authority's adopted Investment Policy and the Transportation Authority's adopted Fiscal Policy, the issuance and management of all Transportation Authority debt issued in the capital markets or through an alternative funding vehicle. The Debt Policy shall also govern the selection and management of related financial and advisory services and products.

This Policy shall be reviewed and updated at least annually and more frequently as required. Any changes to the policy are subject to approval by the Transportation Authority Board of Commissioners (Board) at a legally noticed and conducted public meeting. Overall policy direction of this Debt Policy shall be provided by the Board. Responsibility for implementation of the Debt Policy, and day-to-day responsibility and authority for structuring, implementing, and managing the Transportation Authority's debt and finance program shall lie with the Executive Director. The Board's adoption of the Annual Budget does not constitute authorization for debt issuance for any capital projects. This Debt Policy requires that the Board specifically authorize each debt financing. Each financing shall be presented to the Board in the context of and consistent with the Annual Budget.

While adherence to this Policy is required in applicable circumstances, the Transportation Authority recognizes that changes in the capital markets, agency programs and other unforeseen circumstances may from time to time produce situations that are not covered by the Policy and



require modifications or exceptions to achieve the Transportation Authority's policy goals. In these cases, management flexibility is appropriate, provided specific authorization from the Board is obtained.

IV. ETHICS AND CONFLICTS OF INTEREST

Officers, employees, and agents of the Transportation Authority involved in the debt management program will not engage in any personal business activities or investments that would conflict with proper and lawful execution of the debt management program, or which could impair their ability to make impartial decisions.

V. SOURCE OF SECURITY FOR DEBT FINANCING

Beginning in April of 1990, the State of California Board of Equalization (now the California Department of Tax and Fee Administration) started collecting the sales tax revenues for the Transportation Authority as set forth in the San Francisco County Transportation Expenditure Plan (Prop B Expenditure Plan) for a period not to exceed twenty years. In November of 2003, San Francisco voters approved the Proposition K Sales Tax (Prop K) a 30-year Expenditure Plan (Expenditure Plan) that superseded Prop B and continued the one-half of one percent sales tax. In November 2022, San Francisco voters approved the Proposition L Sales Tax (Prop L), a new 30-year Expenditure Plan that supersedes Prop K and continues the one-half of one percent sales tax. The Transportation Authority's current debt obligations are secured by the sales tax revenues generated from the Transportation Authority's one-half cent (0.5%) sales tax collections in the City and County of San Francisco. The sales tax is currently set to expire on March 31, 2053.

VI. STRATEGIC PLAN INTEGRATION

The Transportation Authority's multi-year Strategic Plan, which programs the Expenditure Plan, shall be used in combination with this Debt Policy and the Fiscal Policy to ensure proper allocation and financing of eligible projects. The Strategic Plan sets priorities and strategies for allocating funds under its guiding principles, while the Debt Policy provides policy direction and limitations for proposed financing and the Fiscal Policy provides guidance on decisions pertaining to internal fiscal management. Debt issuance for capital projects shall not be recommended for Board approval unless such issuance has been incorporated into the Strategic Plan.

VII. STANDARDS FOR USE OF DEBT FINANCING

The Transportation Authority's debt management program will promote debt issuance only in those cases where public policy, equity, and economic efficiency favor debt over cash (pay-as-you-go) financing.

A. CREDIT QUALITY.

Credit quality is an important consideration and will be balanced with the Transportation Authority's objectives and the associated size, structure, and frequency of issuances of debt. All Transportation Authority debt management activities for new debt issuances will be conducted in a manner conducive to receiving the highest credit ratings possible consistent with the



Transportation Authority's debt management objectives, and to maintaining or improving the current credit ratings assigned to the Transportation Authority's outstanding debt by the major credit rating agencies.

B. CAPITAL PROJECTS.

The Transportation Authority will issue long-term debt only to finance and refinance capital projects. When the Transportation Authority finances capital projects by issuing bonds, the average principal amortization should not exceed 120% of the weighted average useful life of the project being financed or refinanced if the bonds are intended to be federally tax-exempt and the debt repayment period should not exceed the earlier of the following: (1) the sunset date of the current Expenditure Plan or (2) forty (40) years from the date of issuance. Inherent in its long-term debt policies, the Transportation Authority recognizes that future taxpayers will benefit from the capital investment and that it is appropriate that they pay a share of the asset cost. Long-term debt financing shall not be used to fund operating costs unless such costs qualify as capital expenditures under federal tax law.

C. DEBT FINANCING MECHANISM.

The Transportation Authority will evaluate the use of available financial alternatives including, but not limited to, tax-exempt and taxable debt, long-term debt (both fixed and variable rate), short-term debt; commercial paper, lines of credit, and sales tax revenue and grant anticipation notes; negotiated sale, competitive sale, and private placement and inter-fund borrowing. The Transportation Authority will utilize the most advantageous financing alternative or combination of alternatives, that effectively balances the cost of the financing with the risk of the financing structure to the Transportation Authority.

D. ONGOING DEBT ADMINISTRATION AND INTERNAL CONTROLS.

The Transportation Authority shall maintain all debt-related records for a period of not less than the term of the debt plus three years. At a minimum, this repository will include all official statements, bid documents, ordinances, indentures, trustee reports, continuing disclosure reports, material events notices, tax certificates, information regarding the investment of and project costs paid with bond proceeds, underwriter, and other agreements, etc., for all Transportation Authority debt. To the extent that official transcripts incorporate these documents, possession of a transcript will suffice (transcripts may be in physical or electronic formats). The Transportation Authority developed a standard procedure for archiving transcripts for any new debt. The Transportation Authority developed procedures and controls that will be reviewed periodically. The Transportation Authority has established internal controls to ensure compliance with the Debt Policy, all debt covenants, and any applicable requirements of applicable law.

E. TAX LAW COMPLIANCE, REBATE POLICY, AND SYSTEM.

The use of proceeds of debt issued by the Transportation Authority, the interest on which is intended to be federally tax-exempt, is subject to requirements, restrictions, and limitations in order for the debt to qualify for tax-exemption initially at issuance and to remain tax-exempt on an ongoing basis until such debt is fully repaid. Failure to comply with such requirements, restrictions and limitations could cause such issue of the Transportation Authority's debt to fail to qualify for tax-exemption, retroactive to the date of issuance. The Transportation Authority designates the Executive Director, and their designee, to periodically undertake procedures to



confirm compliance with such requirements, restrictions, and limitations. In furtherance thereof, the Executive Director, and their designee, will consult with the Transportation Authority's bond counsel or others as deemed necessary regarding such periodic procedures or in the event that it is discovered that noncompliance has or may have occurred.

In addition, in furtherance of the above, the Transportation Authority will accurately account for all interest earnings in debt-related funds. These records will be designed to ensure that the Transportation Authority is in compliance with all debt covenants, including covenants related to the preservation of the tax-exempt status of debt issued on such basis, and with all applicable laws. The Transportation Authority will maximize the interest earnings on all funds within the investment parameters set forth in the respective indentures, consistent with consideration of applicable yield limits and arbitrage requirements and as permitted by the Investment Policy. The Transportation Authority will develop a system for reporting interest earnings that relates to and complies with any tax certificate(s) relating to its outstanding debt and Internal Revenue Code rebate, yield limit, and arbitrage rules, and for making any required filings with State and Federal agencies. The Transportation Authority will retain records as required by its tax certificate(s). The Transportation Authority shall have the authority to retain the services of an Arbitrage Rebate Consultant.

VIII. FINANCING CRITERIA

A. PURPOSE OF DEBT.

When the Transportation Authority determines the use of debt is appropriate, such debt may be new money debt or refunding debt.

1. New Money Debt.

New money debt is debt issued to finance capital projects. Capital projects eligible for financing with debt issued by the Transportation Authority include the acquisition, construction, or major rehabilitation of capital assets. Long-term debt proceeds generally may not be used for operating expenses. Capital project funding requirements are outlined in the annual budget, the Strategic Plan, and the Expenditure Plan.

2. Refunding Debt.

Refunding debt is issued to retire all or a portion of an outstanding bond issue or other debt. Refunding issuances can be used to achieve present-value savings on debt service, to modify interest rate risk, or to restructure the payment schedule, type of debt instrument used, or covenants of existing debt. The Transportation Authority must analyze each refunding issue on a present-value basis to identify economic effects before approval. Policies on the administration of refunding financings are detailed further in Section XI: Refinancing Outstanding Debt.

B. TYPES OF DEBT.

When the Transportation Authority determines that the use of debt is appropriate, the following criteria will be utilized to evaluate the type of debt to be issued.



1. Long-Term Debt.

The Transportation Authority may issue long-term debt (e.g., fixed or variable rate revenue bonds) to finance capital projects when such projects cannot be financed with current revenues or funds. The proceeds derived from long-term debt will not be used to finance current operations or normal maintenance. Long-term debt will be structured such that average principal amortization does not exceed 120% of the weighted average useful life of the project being financed or refinanced if the bonds are intended to be federally tax-exempt and the debt repayment period does not exceed the earlier of the following: (a) the sunset date of the current Expenditure Plan and (b) forty (40) years from the date of issuance.

Fixed Rate

- a) **Current Coupon Bonds** are bonds that pay interest periodically and principal at maturity. They may be used for both new money and refunding transactions. Bond features may be selected at the time of sale to accommodate the market conditions at such time. Bond features that may be selected include the dollar amounts for different principal maturities, discount and premium pricing for each maturity, call provisions, use of bond insurance, funding of the debt service reserve fund, if any, and funding of costs of issuance.
- b) **Zero Coupon and Capital Appreciation Bonds** pay interest that is compounded and paid only when principal matures. These types of bonds typically bear interest at rates that are higher than those on current-coupon bonds, therefore representing a more expensive funding option. In the case of zero-coupon bonds, principal paid at maturity is discounted back to the initial investment amount received at issuance. In the case of capital appreciation bonds (CABs), interest on the bond accretes until maturity. Often, CABs are structured so as not to be callable prior to maturity, even if economic conditions are such that substantial savings could be achieved through refunding the CABs.
- c) ~~Special Government Obligations (both tax-exempt and taxable), such as the Build America Bond program authorized for calendar years 2009 and 2010, or any other type of Other Tax-Advantaged Debt, includes~~ existing or new municipal ~~security, structure or tax credit structures~~ authorized by the Federal Government to assist local governments in accessing the capital markets. So long as the program's requirements allow the Transportation Authority to adhere to its Debt Policy, the Transportation Authority will evaluate it along with traditional financing structures in order to determine which is the most appropriate for a particular issuance.
- d) **Transportation Infrastructure Finance Innovation Act (TIFIA) Loan** is a loan provided by the United States Department of Transportation for certain transportation projects of regional importance. The Transportation Authority may elect to apply for a TIFIA loan if it is determined that it is the most cost-effective debt financing option available.

VARIABLE RATE

- a) **Variable Rate Demand Bonds (VRDBs)** are long-term bonds with a fixed principal amortization, but the interest rate resets at certain established periods such as daily, weekly, monthly, or such other period as the Transportation Authority deems advisable, given current market conditions. VRDBs often require credit enhancement and third-



party liquidity in the forms of Letters or Lines of Credit and/or bond insurance. VRDBs generally allow bondholders to “put” their bonds back to the Transportation Authority on any rate reset date, given certain notice. The Transportation Authority will need to retain an investment bank to remarket bonds that are “put.”

- b) **Indexed Notes** are forms of variable rate debt that do not require Letters or Lines of Credit. These forms of variable rate debt have a fixed spread to a certain identified index such as the Securities Industry and Financial Markets Association. The rate will reset on a weekly, monthly, or other basis.

2. Short-Term Debt.

Short-term borrowing may be utilized for the temporary funding of operational cash flow deficits or anticipated revenues, where anticipated revenues are defined as an assured revenue source with the anticipated amount based on conservative estimates. In the case of the Transportation Authority’s revolving credit facility or any future commercial paper program or replacement revolving credit facility, short-term borrowings may also be utilized for funding of the Transportation Authority’s capital projects. The Transportation Authority will determine and utilize the least costly method for short-term borrowing. The Transportation Authority may issue short-term debt when there is a defined repayment source or amortization of principal, subject to the following policies:

- a) **Commercial Paper Notes** may be issued as an alternative to fixed rate debt, particularly when the timing of funding requirements is uncertain. The Transportation Authority may maintain an ongoing commercial paper program to ensure flexibility and immediate access to capital funding when needed.
- b) **Grant Anticipation Notes (GANs)** are short-term notes that are repaid with the proceeds of State or Federal grants of any type. The Transportation Authority shall generally issue GANs only when there is no other viable source of funding for the project.
- c) **Sales Tax and Revenue Anticipation Notes** shall be issued only to meet sales tax revenue cash flow needs consistent with a finding by bond counsel that the sizing of the issue fully conforms to Federal tax requirements and limitations for tax-exempt borrowings.
- d) **Letters or Lines of Credit or Revolving Credit Agreements** shall be considered as an alternative to or credit support for other short-term borrowing options. The Transportation Authority ~~presently has~~maintains a ~~\$125 million~~ revolving credit facility. Amounts ~~can~~may be repaid and reborrowed under the revolving credit facility or another letter or line of credit without further Board action. The average amortization of amounts drawn under the revolving credit facility, letter or line of credit may not exceed 120% of the weighted average useful life of the project being financed or refinanced if the borrowing is intended to be federally tax-exempt and the borrowing must be fully repaid by the earlier of the following: (a) the sunset date of the current Expenditure Plan and (b) forty (40) years from the date of issuance. The repayment of loans under a revolving credit facility or other letter or line of credit is often facilitated by the issuance of long-term bonds or the repaying of principal from cash on hand. If proceeds of long-term bonds are used to repay loans under the revolving credit facility or other letter or



line of credit, the amortization and the repayment of the long-term bonds must satisfy the limits set forth above.

- e) **Grant Anticipation Revenue Vehicle Financing (GARVEE)** are bonds issued by the State and enable entities to fund transportation projects that are secured by certain federal grants. The Transportation Authority may consider the issuance of GARVEEs to meet cash flow shortfalls of grant revenues.

3. Variable Rate Debt.

To maintain a predictable debt service burden, the Transportation Authority may give preference to debt that carries a fixed interest rate. An alternative to the use of fixed rate debt is floating or variable rate debt. It may be appropriate to issue short-term or long-term variable rate debt to diversify the Transportation Authority's debt portfolio, reduce interest costs, provide interim funding for capital projects, and improve the match of assets to liabilities. Variable rate debt typically has a lower initial cost of borrowing than fixed rate financing and shorter maturities but carries both interest rate and liquidity risk. Under no circumstances will the Transportation Authority issue variable rate debt solely for the purpose of earning arbitrage. The Transportation Authority, however, may consider variable rate debt in certain instances.

- a) **Variable Rate Debt Capacity.** Except for the ~~existing \$125 million Transportation Authority's~~ revolving credit facility and modifications and replacements thereof (to which the following requirements of variable rate debt do not apply) or any replacement facility, the Transportation Authority will maintain a conservative level of outstanding variable rate debt in consideration of general rating agency guidelines recommending a maximum of a 20-30% variable rate exposure, in addition to maintaining adequate safeguards against risk and managing the variable revenue stream both as described below:
 - 1) **Adequate Safeguards Against Risk.** Financing structure and budgetary safeguards are in place to prevent adverse impacts from interest rate shifts. Such structures could include, without limitation, interest rate swaps, interest rate caps and the matching of assets and liabilities.
 - 2) **Variable Repayment Amounts.** The amount repaid over time will be variable, and is anticipated to move in the same direction as market-generated variable interest rates. The dedication of revenues allows capacity for variability.
 - 3) **As a Component to Synthetic Fixed Rate Debt.** Variable rate bonds may be used in conjunction with a financial strategy, which results in synthetic fixed rate debt, subject to the provisions of the Debt Policy regarding Financial Derivative Products.

4. Financial Derivative Products.

Financial Derivative Products such as interest rate swaps will be considered appropriate in the issuance or management of debt only in instances where it has been demonstrated that the derivative product will either provide a hedge that reduces the risk of fluctuations in expense or revenue, or alternatively where the derivative product will significantly reduce total project cost. Financial Derivative Products shall be considered only: (1) after a thorough evaluation of risks associated therewith, including counterparty credit risk, basis risk, tax risk, termination risk and liquidity risk, (2) after consideration of the potential impact on the



Transportation Authority's ability to refinance bonds at a future date and (3) after the Board has adopted separate policy guidelines for the use of interest rate swaps and other Financial Derivative Products. Derivative products will only be utilized with prior approval from the Board.

IX. TERMS AND CONDITIONS OF BONDS

The Transportation Authority shall establish all terms and conditions relating to the issuance of bonds and other forms of borrowing, and will control, manage, and invest all bond proceeds. Unless otherwise authorized by the Transportation Authority, the following shall serve as bond requirements:

A. TERM.

All capital improvements financed through the issuance of debt will be financed for a period such that average principal amortization of the debt does not exceed 120% of the weighted average useful life of the project being financed or refinanced, if the bonds are intended to be federally tax-exempt, and the debt repayment period does not exceed the earlier of the following: (a) the sunset date of the current Expenditure Plan and (b) forty (40) years from the date of issuance.

B. CAPITALIZED INTEREST.

The nature of the Transportation Authority's revenue stream is such that funds are generally continuously available, and the use of capitalized interest should not normally be necessary. However, certain types of financings may require the use of capitalized interest from the issuance date until the project sponsor has constructive use of the financed project. Unless otherwise required, including as may be required by statute with respect to the deposit of original issue premium, the Transportation Authority will avoid the use of capitalized interest so as to not unnecessarily increase the bond issuance size. Interest shall not be funded (capitalized) beyond three (3) years, unless required by statute with respect to the deposit of original issue premium, or a shorter period if further restricted by statute. The Transportation Authority may require that capitalized interest on the initial series of bonds be funded from the proceeds of the bonds. Interest earnings may, at the Transportation Authority's discretion and, if permitted under applicable federal tax law, be applied to extend the term of capitalized interest but in no event beyond the authorized term.

C. LIEN LEVELS.

Senior, Parity, and Subordinate Liens have been established under the Transportation Authority's Indenture governing the Transportation Authority's sales tax revenue bonds. The Transportation Authority may utilize any of these lien levels in a manner that will maximize the beneficial use of sales tax revenues securing the series of bonds, given the applicable critical constraint of such funds, such as cost or capacity.

D. DEBT SERVICE STRUCTURE.

Debt issuance shall be planned to achieve relatively rapid repayment of debt while still matching debt service to the useful life of facilities. The Transportation Authority will amortize its debt within each lien level to achieve overall level debt service (although principal may be deferred in the early years of a bond issue to maximize the availability of pay-as-you-go dollars during that



time) or may utilize more accelerated repayment schedules after giving consideration to bonding capacity constraints. The Transportation Authority shall avoid the use of bullet or balloon maturities except in those instances where these maturities serve to level existing debt service.

E. CALL PROVISIONS.

In general, the Transportation Authority's securities will include a call feature, based on market conventions, which is typically at par no later than ten and one-half (10.5) years from the date of delivery of tax-exempt bonds. In 2017, tax law was amended such that tax-exempt bonds can be refunded on a tax-exempt basis only if the refunding bonds are issued no more than 90 days before the call date. The Transportation Authority may determine that a shorter call or premium feature is appropriate based on market dynamics and/or the desire for increased future optionality.

F. ORIGINAL ISSUE DISCOUNT AND ORIGINAL ISSUE PREMIUM.

An original issue discount or original issue premium applicable to a particular maturity of any series of Transportation Authority bonds will be permitted only if the Transportation Authority determines that such discount or premium results in a lower true interest cost on such series of bonds and that the use of an original issue discount or original issue premium will not adversely affect the project identified by the bond documents.

G. DEEP DISCOUNT BONDS.

Deep discount bonds may provide a lower cost of borrowing in certain markets though they may also limit opportunities to refinance at lower rates in the future. The Transportation Authority will carefully consider their value and the effect on any future refinancings as a result of the lower-than-market coupon.

H. DERIVATIVE PRODUCTS.

The Transportation Authority will consider the use of derivative products only in instances where it has been demonstrated that the derivative product will either provide a hedge that reduces risk of fluctuations in expense or revenue, or alternatively, where the derivative product will reduce the total project cost. If interest rate swaps are considered, the Transportation Authority shall develop and maintain an Interest Rate Swap Policy governing the use and terms of these derivative products. For derivatives other than interest rate swaps, the Transportation Authority will undertake an analysis of early termination costs and other conditional terms given certain financing and marketing assumptions. Such analysis will document the risks and benefits associated with the use of a particular derivative product. Derivative products will only be utilized with prior approval from the Board.

I MULTIPLE SERIES.

In instances where multiple series of bonds are to be issued, the Transportation Authority shall make a final determination as to which allocations are of the highest priority. Projects chosen for priority financing, based on funding availability and proposed timing, will generally be subject to the earliest or most senior of the bond series.



X. CREDIT ENHANCEMENTS

The Transportation Authority will consider the use of credit enhancement on a case-by-case basis, evaluating the economic benefit versus cost for each case. Only when a clearly demonstrable savings or positive impact on overall debt capacity can be shown shall enhancement be considered. The Transportation Authority will consider each of the following enhancements as alternatives by evaluating the cost and benefit of such enhancement.

A. BOND INSURANCE.

The Transportation Authority shall have the authority to purchase bond insurance when such purchase is deemed prudent and advantageous. The predominant determination shall be based on such insurance being less costly than the present value of the difference in the interest expense on insured bonds versus uninsured bonds.

B. DEBT SERVICE RESERVES.

When required, a reserve fund equal to not more than the least of ten percent (10%) of the original principal amount of the bonds, maximum annual debt service or one-hundred-and-twenty-five (125%) percent of average annual debt service (Reserve Requirement) shall be funded from the proceeds of each series of bonds, subject to Federal tax regulations and in accordance with the requirements of credit enhancement providers, if any, rating agencies, and investors.

The Transportation Authority shall have the authority to purchase reserve equivalents (i.e., the use of a reserve fund surety) when such purchase is deemed prudent and advantageous. Such equivalents shall be evaluated in comparison to cash funding of reserves on a net present value basis.

C. LIQUIDITY FACILITIES AND LETTERS OF CREDIT.

The Transportation Authority shall have the authority to enter liquidity facility and letter-of-credit arrangements when such arrangements are deemed prudent and advantageous. The Transportation Authority may enter into such arrangements only with those financial institutions that have short-term ratings of not less than VMIG 1/P1, A-1, or F1, by Moody's Investor Service, Standard & Poor's Global Ratings, or Fitch Ratings, respectively, and have ratings from at least two of the three aforementioned ratings agencies.

X. REFINANCING OUTSTANDING DEBT

The Transportation Authority shall have the responsibility to analyze outstanding bond issues for refunding opportunities that may be presented by underwriting and/or financial advisory firms. The Transportation Authority will consider the following issues when analyzing possible refunding opportunities:

A. DEBT SERVICE SAVINGS.

The Transportation Authority has established a minimum present value savings threshold goal of three (3) percent of the principal amount of the refunded bond, unless there are other compelling reasons for undertaking the refunding. Additionally, the Transportation Authority has established a minimum present value savings threshold goal of five (5) percent of the principal



amount of the refunded bond for refinancings involving derivative products such as the issuance of synthetic fixed rate refunding debt service, unless there are other compelling reasons for undertaking the refunding. For this purpose, the present value savings will be net of all costs related to the refinancing. The decision to take savings on an upfront or deferred basis must be explicitly approved by the Board.

B. RESTRUCTURING.

The Transportation Authority will refund debt when in its best interest to do so. Refunding purposes may include but are not limited to: restructuring to meet unanticipated revenue expectations, terminating swaps, achieving cost savings, mitigating irregular debt service payments, releasing reserve funds, removing unduly restrictive bond covenants, or any combination of purposes beneficial to the Transportation Authority.

C. TERM OF REFUNDING ISSUES.

Except for commercial paper and loans under a line of credit (including the current revolving credit facility), the Transportation Authority generally will refund bonds without extending the maturity beyond that of the originally issued debt. However, the Transportation Authority may consider maturity extension, when necessary to achieve a desired outcome, provided that such extension is legally permissible. The Transportation Authority may also consider shortening the term of the originally issued debt to realize greater savings. The remaining useful life of the financed facility and the concept of inter-generational equity should guide this decision.

D. ESCROW STRUCTURING.

The Transportation Authority shall utilize the least costly securities available in structuring refunding escrows. The Transportation Authority will examine the viability of an economic versus legal defeasance on a net present value basis. A certificate from a third-party agent, who is not a broker-dealer, is required stating that the securities were procured through an arms-length, competitive bid process (in the case of open market securities), that such securities were more cost effective than State and Local Government Securities (SLGS) (this is required only if SLGS are then available for purchase), and that the price paid for the securities was reasonable within Federal guidelines. Such certificate shall not be required in the case of SLGSs purchased directly from the U.S. Treasury. Under no circumstances shall an underwriter, agent or financial advisor sell escrow securities to the Transportation Authority from its own account.

E. ARBITRAGE.

The Transportation Authority shall take all necessary steps (permitted under Federal tax law when tax-exempt debt is involved) to optimize escrows and to avoid negative arbitrage in its refunding. Any resulting positive arbitrage will be rebated as necessary according to Federal guidelines.

F. COMMERCIAL PAPER PROGRAM, REVOLVING CREDIT FACILITY.

The requirements of this Section XI and of Section VIII.A.2 shall not apply to or restrict the issuance of commercial paper notes for the purpose of refunding maturing commercial paper notes, or of borrowing under a revolving credit facility for the purpose of repaying prior loans under the facility or under a prior facility, nor shall this Section XI or Section VIII.A.2 apply to long-term refinancing of commercial paper or of loans under a revolving credit facility, subject to limitations otherwise contained in this policy.



XI. METHODS OF SALE

The Transportation Authority will determine, on a case-by-case basis, whether to sell its bonds competitively or through negotiation, including a direct placement or similar transaction.

A. COMPETITIVE SALE

In a competitive bond sale, the Transportation Authority's bonds shall be awarded to the bidder providing the lowest true interest cost as long as the "winning" bid and the bidding process also adheres to the requirements set forth in the official notice of sale. Conditions under which a competitive sale would be preferred are as follows (not all conditions need be present/satisfied):

- a) Bond prices are stable and/or demand is strong
- b) Market timing and interest rate sensitivity are not critical to the pricing
- c) Participation from DBE firms is "best effort" and not required for winning bid;
- d) There are no complex explanations required during marketing regarding the Transportation Authority's projects, media coverage, political structure, political support, funding, or credit quality;
- e) The bond type and structure are conventional;
- f) Bond insurance is included or pre-qualified (available);
- g) The transaction size is manageable;
- h) The Transportation Authority has strong credit rating(s); and
- i) The Transportation Authority is well known to investors.

B. NEGOTIATED SALE.

The Transportation Authority recognizes that some securities are best sold through negotiation. Conditions under which a negotiated sale would be preferred are as follows (not all conditions need be present/satisfied):

- a) Bond prices are volatile;
- b) Demand is weak, or supply of competing bonds is high;
- c) Market timing is important, such as for refunding's;
- d) The Transportation Authority has lower or weakening credit rating(s);
- e) The Transportation Authority is not well known to investors;
- f) Sale and marketing of the bonds will require complex explanations about the Transportation Authority projects, media coverage, political structure, political support, funding, or credit quality;
- g) The bond type and/or structural features are non-standard, such as for a forward delivery bond sale or the issuance of variable rate bonds, or where there is the use of derivative products;
- h) Bond insurance is not available or not offered;



- i) Early structuring and market participation by underwriters are desired;
- j) The par amount for the transaction is significantly larger than normal;
- k) Demand for the bonds by retail investors is expected to be high; and
- l) Participation from DBE firms is required

C. PRIVATE PLACEMENT.

From time to time, the Transportation Authority may elect to privately place its debt or borrow directly from a bank or other financial institution. Such placement or borrowing shall only be considered if this method is likely to result in a cost savings to the Transportation Authority relative to other methods of debt issuance on a net present value basis, using the Transportation Authority's investment rate as the appropriate measure of the discount rate. For the ~~existing \$125-million Transportation Authority's~~ revolving credit facility or any replacement facility ~~that is bank purchased, (as may be in effect),~~ such requirements do not apply.

D. ISSUANCE METHOD ANALYSIS.

The Transportation Authority shall evaluate each method of issuance based on the factors set forth above.

XII. MARKET RELATIONSHIPS

A. RATING AGENCIES.

The Executive Director shall be responsible for maintaining the Transportation Authority's relationships with Moody's Investors Service, Standard & Poor's, nationally recognized rating agencies. The Transportation Authority's debt is rated by S&P Global Ratings and Fitch Ratings. Depending on the particulars of a transaction, the Transportation Authority may choose to seek ratings from one or more rating agencies with a preference toward maintaining its relationship with its existing rating providers.

B. INVESTOR OUTREACH.

The Transportation Authority shall participate in informational meetings or conference calls with institutional investors in advance of bond or note sales to the extent such meetings are advantageous to the sale of such bonds or notes. Ad-hoc information requests and inquiries from investors that hold the Transportation Authority's bonds should be met to the extent the requested information is publicly available. The provision of any information to investors shall be discussed with the Deputy Director Finance and Administration prior to the release of any information.

C. TRANSPORTATION AUTHORITY COMMUNICATION.

The Executive Director shall include in the annual report to the Board feedback from rating agencies and/or investors regarding the Transportation Authority's financial strengths and weaknesses and recommendations for addressing any weaknesses.

D. DISCLOSURE.

The Transportation Authority shall comply with the terms of its continuing disclosure undertakings (CDUs). Material noncompliance with any CDU must be reported to the Municipal



Securities Rulemaking Board's (MSRB's) Electronic Municipal Market Access system ("EMMA") and disclosed in bond offering documents, which could reflect negatively on the Transportation Authority. The Executive Director will take all reasonable steps to ensure that the Transportation Authority files timely annual reports and "listed event" notices with EMMA, and that all such filings are (i) complete and accurate under the law and (ii) clear, concise, and readable for the investing community. The Transportation Authority's existing CDUs contain 15 listed events, including the requirement that the Transportation Authority give, or cause to be given, in a timely manner, notice of a failure to provide the annual financial information on or before the date specified in its CDUs. Amendments to Rule 15c-12 effective (i.e., applicable to CDUs entered into by the Transportation Authority after) February 27, 2019, added two more "listed events" relating to a debt issuer's "material financial obligations" and to changes to primary documents relating to such obligations that could impact bond holders. The Transportation Authority may consider establishing guidelines for making the determination as to whether a financial obligation is material or whether a change to a document relating to a material financial obligation is, in itself, material. The Transportation Authority may also, from time to time, evaluate using the services of a dissemination agent, such as the Transportation Authority's Financial Adviser or Digital Assurance Certification, LLC, to assist with CDU compliance.

From time to time, the Transportation Authority prepares disclosure documents. Disclosure documents include offering documents for Transportation Authority bonds (e.g., preliminary and final Official Statements), (b) annual continuing disclosure reports filed with EMMA, (c) event notices and any other filings with EMMA, (d) the Transportation Authority's audited financial statements and (e) any other documents that are reasonably likely to reach investors or the securities markets, including but not limited to press releases, web site postings, and other communications required to be certified as representations of the City's financial condition to investors or the securities markets.

To help ensure that the Transportation Authority's disclosure documents comply with all applicable federal securities laws and promote best practices regarding the preparation and review of the disclosure documents, the Transportation Authority promotes communication among its departments so that disclosure documents/filings are being reviewed by the staff persons who have the knowledge and ability to assess the accuracy and completeness of the document. The Executive Director or the Deputy Director for Finance and Administration may develop additional disclosure procedures including record retention policies. The Transportation Authority may engage with an external disclosure counsel to provide additional guidance and training.

E. REBATE REPORTING.

The use of bond proceeds and their investments must be monitored to ensure compliance with arbitrage restrictions. Existing regulations require that issuers calculate annual rebates related to any bond issues, with rebate paid every five years and as otherwise required by applicable provisions of the Internal Revenue Code and regulations. Therefore, the Executive Director shall take all reasonable steps to ensure that proceeds and investments are tracked in a manner that facilitates accurate, complete calculation, and timely rebates, if necessary.



F. OTHER JURISDICTIONS.

From time to time, the Transportation Authority may issue bonds on behalf of other public entities. While the Transportation Authority will make every effort to facilitate the desires of these entities, the Executive Director will take all reasonable steps to ensure that only the highest quality financings are done and that the Transportation Authority is insulated from all risks. The Transportation Authority shall require that all conduit financings achieve a rating at least equal to the Transportation Authority's ratings (including, where necessary, through the use of credit enhancement).

G. FEES.

The Transportation Authority will charge recipients of debt issuance proceeds an administrative fee equal to the recipient's pro rata share of administrative costs incurred by the Transportation Authority in issuing debt.

XIII. CONSULTANTS

The Transportation Authority shall select its primary consultant(s) by competitive qualifications-based process through Request for Proposals.

A. SELECTION OF FINANCING TEAM MEMBERS.

The Executive Director will make recommendations for all financing team members, with the Board providing final approval.

B. FINANCIAL ADVISOR.

The Transportation Authority shall utilize a financial advisor to assist in its debt issuance and debt administration processes as prudent. Selection of the Transportation Authority's financial advisor(s) shall be based on, but not limited to, the following criteria:

- a) Experience in providing consulting services to complex issuers
- b) Knowledge and experience in structuring and analyzing complex issues
- c) Experience and reputation of assigned personnel
- d) Fees and expenses

Financial advisory services provided to the Transportation Authority shall include, but shall not be limited to:

- e) Evaluation of risks and opportunities associated with debt issuance;
- f) Monitoring marketing opportunities;
- g) Evaluation of proposals submitted to the Transportation Authority by investment banking firms;
- h) Structuring and pricing;
- i) Preparation of request for proposals for other financial services such as trustee and paying agent services, printing, credit facilities, remarketing agent services, etc.;



- j) Advice, assistance, and preparation for presentations with rating agencies and investors; and
- k) Assisting in preparation of official statements.

The Transportation Authority also expects that its financial advisor will provide the Transportation Authority with objective advice and analysis, maintain the confidentiality of Transportation Authority financial plans, and be free from any conflicts of interest.

C. BOND COUNSEL.

Transportation Authority debt will include a written opinion by legal counsel affirming that the debt is a valid and binding obligation, and stating the proposed debt's federal income tax status. The approving opinion and other documents relating to the issuance of debt will be prepared by nationally recognized counsel with extensive experience in public finance and tax issues. Counsel will be selected by the Transportation Authority through its request for proposal process.

The services of bond counsel may include, but are not limited to:

- a) Rendering a legal opinion with respect to authorization and valid issuance of debt obligations including whether the interest paid on the debt is tax exempt under federal and State of California law;
- b) Preparing all necessary legal documents in connection with authorization, sale, issuance and delivery of bonds and other obligations;
- c) Assisting in the preparation of the preliminary and final official statements and or commercial paper memorandum;
- d) Participating in discussions with potential investors, insurers, and credit rating agencies, if requested; and
- e) Providing continuing advice, as requested, on the proper use and administration of bond proceeds under applicable laws and the indenture, particularly arbitrage tracking and rebate requirements.

D. DISCLOSURE COUNSEL

For Transportation Authority debt issued and sold through the use of an official statement or offering memorandum, the Transportation Authority may retain disclosure counsel with experience in public finance and securities law issues. Disclosure counsel will be selected by the Transportation Authority through its Request for Proposal (RFP) process.

The services of disclosure counsel may include, but are not limited to:

- a) Assisting the internal due diligence process;
- b) Preparation and/or review of disclosure documents necessary for the sale and delivery of securities, including preliminary and final official statements (or offering memoranda) and continuing disclosure agreements;
- c) Delivery of a negative assurance letter regarding the disclosure document; and



- d) The Transportation Authority may also retain disclosure counsel with experience in public finance and securities law issues to provide advice and support between issuances of debt sold through the use of an official statement or offering memorandum, as determined by the Executive Director.

XIV. UNDERWRITER SELECTION

A. SENIOR MANAGER SELECTION.

The Transportation Authority may select a senior manager for a proposed negotiated sale. The criteria shall include but not be limited to:

- a) The firm's ability and experience in managing complex transactions;
- b) Demonstrated ability to structure debt issues efficiently and effectively;
- c) Prior knowledge and experience with the Transportation Authority;
- d) The firm's willingness to risk capital and demonstration of such risk;
- e) The firm's ability to sell bonds;
- f) Quality and experience of personnel assigned to the Transportation Authority's engagement and
- g) Financing plan presented.

B. CO-MANAGER SELECTION.

Co-managers, if any, will be selected on the same basis as the senior manager. In addition to their qualifications, co-managers appointed to specific transactions will be a function of transaction size and the necessity to ensure maximum distribution of the Transportation Authority's bonds.

C. SELLING GROUPS.

The Transportation Authority may establish selling groups in certain transactions. To the extent that selling groups are used, the Transportation Authority may make appointments to selling groups from within the pool of underwriters or from outside the pool, as the transaction dictates.

D. UNDERWRITER'S COUNSEL.

In any negotiated sale of Transportation Authority debt, in which legal counsel is required to represent the underwriter, the lead underwriter will make the appointment, subject to Transportation Authority consent.

E. UNDERWRITER'S DISCOUNT.

- a) The Transportation Authority will evaluate the proposed underwriter's discount against comparable issues in the market. If there are multiple underwriters in the transaction, the Transportation Authority will determine the allocation of fees with respect to the management fee. The determination will be based upon participation in the structuring phase of the transaction.



- b) All fees and allocation of the management fee will be determined prior to the sale date; a cap on management fees, expenses, and fees and expenses of underwriter's counsel will be established and communicated to all parties by the Transportation Authority. The senior manager shall submit an itemized list of expenses charged to members of the underwriting group. Any additional expenses must be substantiated.

F. EVALUATION OF FINANCING TEAM PERFORMANCE.

The Transportation Authority will evaluate each bond sale after its completion to assess the following: costs of issuance, including underwriters' compensation, pricing of the bonds in terms of the overall interest cost and on a maturity-by-maturity basis, and the distribution of bonds and sales credits.

Following each sale, the Transportation Authority shall provide a post-sale evaluation on the results of the sale to the Board.

G. SYNDICATE POLICIES.

For each negotiated transaction, the senior manager will prepare syndicate policies for approval by the Executive Director that will describe the designation policies governing the upcoming sale. The Executive Director shall ensure that the senior manager receives each member's acknowledgement of the syndicate policies for the upcoming sale prior to the sale date.

H. DESIGNATION POLICIES.

To encourage the pre-marketing efforts of each member of the underwriting team, orders for the Transportation Authority's bonds will be net designated, unless otherwise expressly stated. The Transportation Authority shall require the senior manager to:

- a) Equitably allocate bonds to other managers and the selling group;
- b) Comply with MSRB regulations governing the priority of orders and allocations; and
- c) Within 10 working days after the sale date, submit to the Executive Director a detail of orders, allocations and other relevant information pertaining to the Transportation Authority's sale.

I. DISCLOSURE BY FINANCING TEAM MEMBERS.

All financing team members will be required to provide full and complete disclosure, relative to agreements with other financing team members and outside parties. The extent of disclosure may vary depending on the nature of the transaction. However, under no circumstances will agreements be permitted which could compromise the firm's ability to provide independent advice which is solely in the Transportation Authority's best interests, or which could reasonably be perceived as a conflict of interest.



GLOSSARY

Arbitrage. The difference between the interest paid on an issue of tax-exempt debt and the interest earned by investing the debt proceeds in higher-yielding taxable securities. IRS regulations govern arbitrage earned pursuant to the investment of the proceeds of tax-exempt municipal securities.

Balloon Maturity. A maturity within an issue of bonds that contains a disproportionately large percentage of the principal amount of the original issue.

Bullet Maturity. The maturity of an issue of bonds for which there are no principal payments prior to the final stated maturity date.

Call Provisions. The terms of the bond contract giving the issuer the right to redeem all or a portion of an outstanding issue of bonds prior to their stated dates of maturity at a specific price, usually at or above par.

Capitalized Interest. A portion of the proceeds of an issue that is set aside to pay interest on the securities for a specific period of time. Interest is sometimes capitalized for the construction period of the project.

Commercial Paper. Very short-term, unsecured promissory notes issued in either registered or bearer form, and usually backed by a line of credit with a bank that, upon the maturity thereof, successively rolls into other short term promissory notes until the principal thereof is paid by the Transportation Authority.

Competitive Sale. A sale of securities by an issuer in which underwriters or syndicates of underwriters submit sealed bids to purchase the securities in contrast to a negotiated sale.

Continuing Disclosure. The ongoing disclosure provided by an issuer to comply with a continuing disclosure undertaking. Generally, includes annual updates of operating and financial information, audited financial statements, and notice of events specifically identified in the undertaking.

Credit Enhancement. Credit support purchased by the issuer to raise the credit rating of the issue. The most common credit enhancements consist of bond insurance, direct or standby letters of credit, and lines of credit.

DBE. Disadvantaged Business Enterprises as defined by the Transportation Authority's current DBE policy.

Debt Service Reserve Fund. The fund in which moneys are placed which may be used to pay debt service if pledged revenues are insufficient to satisfy the debt service requirements.

Deep Discount Bonds. Bonds that are priced for sale at a substantial discount from their face or par value.



Derivatives. (1) Financial instruments whose return profile is linked to, or derived from, the movement of one or more underlying index or security, and may include a leveraging factor, or (2) financial contracts based upon notional amounts whose value is derived from an underlying index or asset (interest rates, foreign exchange rates, equities, or commodities).

Designation Policies. Outline as to how an investor's order is filled when a maturity in an underwriting syndicate is oversubscribed. The senior managing underwriter and issuer decide how the bonds will be allocated among the syndicate. There are three primary classifications of orders, which form the designation policy. The highest priority is given to Group Net orders; the next priority is given to Net Designated orders and Member orders are given the lowest priority.

Escrow. A fund established to hold moneys pledged and to be used to pay debt service on one or more existing obligations.

Expenses. Compensates senior managers for out-of-pocket expenses including: underwriters counsel, DTC charges, travel, syndicate expenses, dealer fees, overtime expenses, communication expenses, computer time and postage.

Grant Anticipation Notes (GANs). Short-term notes issued by the government unit, usually for capital projects, which are paid from the proceeds of State or Federal grants of any type.

Grant Anticipation Revenue Vehicle Financing (GARVEE). Bonds issued by the state and enable entities to fund transportation projects that are secured by certain federal grants.

Letters of Credit. A bank credit facility supporting the payment of bonds wherein the bank agrees to lend a specified amount of funds for a limited term.

Management Fee. The fixed percentage of the gross spread which is paid to the managing underwriter for the structuring phase of a transaction.

Members. Underwriters in a syndicate other than the senior underwriter.

Negotiated Sale. A method of sale in which the issuer chooses one underwriter to negotiate terms pursuant to which such underwriter will purchase and market the bonds.

Original Issue Discount. The amount by which the original par amount of an issue exceeds its initial sale price at the time a substantial amount of such issue is sold to the public).

Original Issue Premium. The amount by the initial sale price of an issue exceeds its original par amount at the time a substantial amount of such issue is sold to the public.

Pay-As-You-Go. An issuer elects to finance a project with existing cash flow as opposed to issuing debt obligations.

Present Value. The current value of a future cash flow.



Private Placement. The original placement of an issue with one or a limited number of investors as opposed to being publicly offered or sold.

Rebate. A requirement imposed by the Tax Reform Act of 1986 whereby the issuer of the bonds must pay the IRS an amount equal to the difference between the amount earned from investment of bond proceeds at a yield above the bond yield and the amount that would have been earned at a yield equal to the bond yield, calculated pursuant to federal tax law together with all income earned on the accumulated earnings pending payment, subject to certain exceptions.

Sales Tax and Revenue Anticipation Notes (TRANs). Short-term notes issued by a government unit, usually for operating purposes, which are paid from the proceeds of sales tax or other anticipated revenue sources.

Selling Groups. The group of securities dealers who participate in an offering not as underwriters but rather as those who receive securities less the selling concession from the managing underwriter for distribution at the public offering price.

Syndicate Policies. The contractual obligations placed on the underwriting group relating to distribution, price limitations and market transactions.

Transportation Infrastructure Finance Innovation Act (TIFIA). Loans and loan guaranty program provided by the United States Department of Transportation for transportation projects of regional importance.

Underwriter. A dealer that purchases new issues of municipal securities from the Issuer and resells them to investors.

Underwriter's Discount. The difference between the price at which the Underwriter buys bonds from the Issuer and the price at which they are reoffered to investors.

Variable Rate Debt. An interest rate on a security, which changes at intervals according to an index or a formula or other standard of measurement as stated in the bond contract.



**San Francisco
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Investment Policy

Resolution 23-46

I. INTRODUCTION

The purpose of this document is to set out policies and procedures that enhance opportunities for a prudent and systematic investment policy and to organize and formalize investment-related procedures.

The investment policies and procedures of the San Francisco County Transportation Authority (Transportation Authority) are, in every case, subject to and limited by applicable provisions of federal and state laws and executive orders and to prudent money management principles. All funds will be invested in accordance with the Transportation Authority's Investment Policy, and applicable provisions of Chapter 4 of Part 1 of Division 2 of Title 5 of the California Government Code (Section 53600 et seq.). The investment of bond proceeds (including proceeds of notes issued pursuant to bond documents) will be further restricted by the provisions of relevant bond documents.

II. SCOPE

This policy covers all funds and investment activities under the jurisdiction of the Transportation Authority.

Bond proceeds (including proceeds of notes issued pursuant to bond documents) shall be invested in the securities permitted pursuant to the relevant bond documents, including any tax certificate. If the bond documents are silent as to the permitted investments, bond proceeds will be invested in the securities permitted by this policy. In addition to the securities listed in Section XI below, bond proceeds may also be invested in investment and forward delivery agreements. Notwithstanding the other provisions of this Investment Policy, the percentage or dollar portfolio limitations listed elsewhere in this Investment Policy do not apply to bond proceeds.

III. PRUDENT INVESTOR STANDARD

In managing its investment program, the Transportation Authority will observe the "Prudent Investor" standard as stated in Government Code Section 53600.3, applied in the context of managing an overall portfolio. Investments will be made with care, skill, prudence, and diligence, taking into account the prevailing circumstances, including, but not limited to, the general economic conditions, the anticipated needs of the Transportation Authority, and other relevant factors that a prudent person acting in a fiduciary capacity and familiar with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the Transportation Authority.



IV. OBJECTIVES

The primary objectives, in order of priority, for the Transportation Authority's investment activities are:

1. **Safety.** Safety of the principal is the foremost objective of the investment program. Investments of the Transportation Authority will be undertaken in a manner that seeks to ensure preservation of the principal of the funds under its control.
2. **Liquidity.** The Transportation Authority's investment portfolio will remain sufficiently liquid to enable the Transportation Authority to meet its reasonably anticipated cash flow requirements.
3. **Return on Investment.** The Transportation Authority's investment portfolio will be managed with the objective of attaining a market rate of return throughout budgetary and economic cycles commensurate with the Transportation Authority's investment risk parameters and the cash flow characteristics of the portfolio.

V. INVESTMENTS SUBJECT TO FEDERAL AND STATE LAWS AND EXECUTIVE ORDERS

Investments of the Transportation Authority shall be subject to all applicable federal and state laws and executive orders of the President of the United States and Governor of the State of California.

VI. DELEGATION OF AUTHORITY

Management's responsibility for the investment program is derived from the Transportation Authority Board of Commissioners (Board) and is hereby delegated to the Executive Director acting as Transportation Authority Treasurer. Pursuant to the requirements of the California Government Code, the Board may renew the delegation pursuant to this section each year. No person may engage in an investment transaction except as provided under the limits of this policy. The Transportation Authority may retain the services of an investment advisor to advise it with respect to investment decision-making and to execute investment transactions for the Transportation Authority. The advisor will follow the policy and such other written instructions as are provided by the Executive Director.

VII. SOCIAL RESPONSIBILITY

Investment of funds should be guided by the following socially responsible investment goals when investing in corporate securities and depository institutions. Investments shall be made in compliance with the forgoing socially responsible investment goals to the extent that such investments achieve substantially equivalent safety, liquidity and yield compared to investments permitted by state law.



1. Investments are encouraged in entities that support community well-being through safe and environmentally sound practices and fair labor practices. Investments are encouraged in entities that support equality of rights regardless of sex, race, age, disability, or sexual orientation. Investments are discouraged in entities that manufacture tobacco products, firearms, or nuclear weapons. In addition, investments are encouraged in entities that offer banking products to serve all members of the local community, and investments are discouraged in entities that finance high-cost check-cashing, deferred deposit (payday lending) businesses and organizations involved in financing, either directly or indirectly, the Dakota Access Pipeline or, as determined by the Transportation Authority, similar pipeline projects. Prior to making investments, the Transportation Authority will verify an entity's support of the socially responsible goals listed above through direct contact or through the use of a third party such as the Investors Responsibility Research Center, or a similar ratings service. The entity will be evaluated at the time of purchase of the securities.
2. Investments are encouraged in entities that promote community economic development. Investments are encouraged in entities that have a demonstrated involvement in the development or rehabilitation of low income affordable housing and have a demonstrated commitment to reducing predatory mortgage lending and increasing the responsible servicing of mortgage loans. Securities investments are encouraged in financial institutions that have a Community Reinvestment Act (CRA) rating of either Satisfactory or Outstanding, as well as financial institutions that are designated as a Community Development Financial Institution (CDFI) by the United States Treasury Department, or otherwise demonstrate commitment to community economic development.

All depository institutions are to be advised of applicable Transportation Authority contracting ordinances, and shall certify their compliance therewith, if required.

VIII. ETHICS AND CONFLICT OF INTEREST

Officers, employees, and agents of the Transportation Authority involved in the investment process will not engage in any personal business activities that could conflict with proper and lawful execution of the investment program, or which could impair their ability to make impartial decisions.

IX. INTERNAL CONTROLS

The Transportation Authority's internal controls ensure compliance with the Investment Policy and with the applicable requirements of the California Government Code. The Deputy Director for Finance and Administration is responsible for developing and managing internal control procedures. The monitoring of ongoing compliance shall be reviewed quarterly.

X. AUTHORIZED FINANCIAL INSTITUTIONS AND DEALERS

The Executive Director will establish and maintain a list of financial institutions and other financial services providers authorized to provide investment services. In addition, the



Transportation Authority will establish and maintain a list of approved security brokers/dealers, selected on the basis of credit worthiness, which are authorized to provide investment services in the State of California. These include primary dealers or regional dealers that meet the net capital and other requirements under Securities and Exchange Commission Rule 15c3-1. No public deposit will be made except in a qualified public depository as established by state law.

XI. PERMITTED INVESTMENT INSTRUMENTS

California Government Code Section 53601 governs and limits the investments permitted for purchase by the Transportation Authority. Within those investment limitations, the Transportation Authority seeks to further restrict eligible investment to the investments listed below. The portfolio will be diversified by security type and institution, to avoid incurring unreasonable and avoidable concentration risks regarding specific security types or individual financial institutions.

Percentage limitations, where indicated, apply at the time of purchase. Rating requirements where indicated, apply at the time of purchase. In the event a security held by the Transportation Authority is subject to a rating change that brings it below the minimum specified rating requirement, the Executive Director will notify the Board of the change. The course of action to be followed will then be decided on a case-by-case basis, considering such factors as the reason for the rating reduction, prognosis for recovery or further rating reductions and the current market price of the security.

1. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest. There is no limitation as to the percentage of the portfolio that may be invested in this category.
2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. There is no limitation as to the percentage of the portfolio that may be invested in this category.
3. Repurchase Agreements not to exceed one year duration. There is no limitation as to the percentage of the portfolio that may be invested in this category. The Repurchase Agreements must be secured by U.S. Treasury securities or Federal Agency securities. All securities underlying repurchase agreements must be delivered to the Transportation Authority's custodian bank versus payment or be handled under a properly executed tri-party repurchase agreement. The market value of securities that underlie a repurchase agreement must be valued at 102 percent or greater of the funds borrowed against those securities and the value will be adjusted no less than quarterly. Since the market value of the underlying securities is subject to daily market fluctuations, the investments



in repurchase agreements will be in compliance if the value of the underlying securities is brought back up to 102 percent no later than the next business day.

4. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled, or operated by the state or any local agency; provided that the obligations are rated in one of the two highest categories by a nationally recognized statistical-rating organization (NRSRO). There is no limitation as to the percentage of the portfolio that may be invested in this category.
5. Registered treasury notes or bonds of any of the other 49 states of the United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 states of the United States, in addition to California, provided that the obligations are rated in one of the two highest categories by a NRSRO. There is no limitation as to the percentage of the portfolio that may be invested in this category.
6. Bankers' Acceptances issued by domestic or domestic branches of foreign banks, which are eligible for purchase by the Federal Reserve System, the short-term paper of which is rated in the highest category by a NRSRO. Such Banker's Acceptances may not exceed 180 days maturity or 40 percent of the Transportation Authority's portfolio. No more than 30 percent of the Transportation Authority's portfolio may be invested in the Banker's Acceptances of any one commercial bank.
7. Commercial paper of "prime" quality rated the highest ranking or of the highest letter or number rating as provided by a NRSRO. The entity that issues the commercial paper will meet all of the criteria in either (1) or (2) as follows: (1) the corporation will be organized and operating within the United States as a general corporation, will have assets in excess of five hundred million dollars (\$500,000,000), and will issue debt, other than commercial paper, if any, that is rated "A" or higher by a NRSRO; or (2) the entity will be organized within the United States as a special purpose corporation, trust, or limited liability company, have program-wide credit enhancements including, but not limited to, over collateralizations, letters of credit, or surety bond; and have commercial paper that is rated "A-1" or higher, or equivalent by a NRSRO. Eligible commercial paper may not exceed 270 days' maturity nor represent more than 10% of the outstanding paper of an issuing corporation, or 25% of the Transportation Authority's portfolio.
8. Medium-term corporate notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes will be rated in a rating category "A" or better by a NRSRO. Medium-term notes may not exceed 30 percent of the Transportation Authority's portfolio.
9. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California. Such time certificates of deposit may not exceed 1 year in maturity or 10 percent of the Transportation Authority's portfolio.



10. To be eligible to receive the Transportation Authority's money, a bank, savings association, federal association, or federally insured industrial loan company must have received an overall rating of not less than "satisfactory" in its most recent evaluation by the appropriate federal financial supervisory agency of its record of meeting the credit needs of California's communities, including low- and moderate-income neighborhoods, pursuant to Section 2906 of Title 12 of the United States Code.
11. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association, or a federal association, a state or federal credit union or by a state-licensed branch of a foreign bank. Negotiable certificates of deposit may not exceed 30 percent of the Transportation Authority's portfolio.
12. State of California's Local Agency Investment Fund (LAIF). The LAIF portfolio should be reviewed periodically. There is no limitation as to the percentage of the portfolio that may be invested in this category. However, the amount invested may not exceed the maximum allowed by LAIF.
13. The California Asset Management Program, as authorized by Section 53601 (p) of the California Government Code. The Program constitutes shares in a California common law trust established pursuant to Section 6509.7 of Title 1, Division 7, Chapter 5 of the Government Code of the State of California which invests exclusively in investments permitted by subdivisions (a) to (r) of Section 53601 of the Government Code of California, as it may be amended.
14. Insured savings account or money market account. To be eligible to receive local agency deposits, a financial institution must have received a minimum overall satisfactory rating for meeting the credit needs of California communities in its most recent evaluation. There is no limitation as to the percentage of the portfolio that may be invested in this category. Bank deposits are required to be collateralized as specified under Government Code Section 53630 et. seq. The collateralization requirements may be waived for any portion that is insured by the FDIC. The Transportation Authority shall have a signed agreement with any depository accepting Transportation Authority funds per Government Code Section 53649.
15. Placement Service Certificates of Deposit (CDs). Certificates of deposit placed with a private sector entity that assists in the placement of certificates of deposit with eligible financial institutions located in the United States (Government Code Section 53601.8). The full amount of the principal and the interest that may be accrued during the maximum term of each certificate of deposit shall at all times be insured by the FDIC. The combined maximum portfolio exposure to Placement Service CDs and Negotiable CDs is limited to 30%. The maximum investment maturity will be restricted to five years.
16. The San Francisco City and County Treasury Pool. There is no limitation as to the percentage of the portfolio that may be invested in this category. Unless otherwise noted, the maximum maturity from the trade settlement date can be no longer than five years. Any loans or investments of Transportation Authority funds invested in the San Francisco City and County Treasury Pool to agencies of the City and County of San Francisco will specifically require the approval of the Board prior to purchase or acceptance.



17. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940. To be eligible for investment pursuant to this subdivision these companies shall meet either of the following criteria:

- Attain the highest ranking or highest letter and numerical rating provided by not less than two NRSROs.
- Have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years' experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000).

The purchase price of shares of beneficial interest purchased will not include any commission that these companies may charge and will not exceed 20 percent of the Transportation Authority's portfolio.

XII. INELIGIBLE INVESTMENTS

The Transportation Authority will not invest any funds in inverse floaters, range notes, or interest-only strips that are derived from a pool of mortgages, or in any security that could result in zero interest accrual if held to maturity.

XIII. MAXIMUM MATURITY

Investment maturities will be based on a review of cash flow forecasts. Maturities will be scheduled so as to permit the Transportation Authority to meet all projected obligations.

Where this Policy does not specify a maximum remaining maturity at the time of the investment, no investment will be made in any security, other than a security underlying a repurchase agreement, that at the time of the investment has a term remaining to maturity in excess of five years, unless the Board has granted express authority to make that investment either specifically or as a part of an investment program approved by the Board no less than three months prior to the investment.

XIV. REPORTING REQUIREMENTS

The Executive Director will submit a quarterly list of transactions to the Board. In addition, the Executive Director will submit to the Board an investment reports each quarter, which will include, at a minimum, the following information for each individual investment:

- Type of investment instrument
- Issuer name
- Purchase date



- Maturity date
- Purchase price
- Par value
- Amortized cost
- Current market value and the source of the valuation
- Credit rating
- Overall portfolio yield based on cost
- Sale Date of any investment sold prior to maturity

The quarterly report also will (i) state compliance of the portfolio to the statement of investment policy, or manner in which the portfolio is not in compliance, (ii) include a description of any of the Transportation Authority's funds, investments or programs that are under the management of contracted parties, and (iii) include a statement denoting the ability of the Transportation Authority to meet its expenditure requirements for the next six months, or provide an explanation as to why sufficient money may, or may, not be available. For all of the Transportation Authority's investments held in the City and County of San Francisco's Treasury Pool the Executive Director will provide the Board with the most recent investment report furnished by the Office of the Treasurer and Tax Collector.

XV. SAFEKEEPING AND CUSTODY

All security transactions entered into by the Transportation Authority will be conducted on a delivery-versus-payment basis. Securities will be held by an independent third-party custodian selected by the Transportation Authority. The securities will be held directly in the name of the Transportation Authority as beneficiary.

XVI. INVESTMENT POLICY REVIEW

The Executive Director will annually render to the Board a statement of investment policy, which the Board will consider at a public meeting. Any changes to the policy will also be considered by the Board at a public meeting.



GLOSSARY

Agencies. Federal agency securities and/or Government-sponsored enterprises.

Asked. The price at which securities are offered.

Bankers' Acceptance (BA). A draft or bill of exchange issued by a bank or trust company that guarantees payment at a later time.

Bid. The price offered by a buyer of securities. (when you are selling securities, you ask for a bid.) See offer.

Broker. A broker brings buyers and sellers together, for which the broker typically receives a commission for a successful sale.

Certificate of Deposit (CD). A time deposit with a specific maturity evidenced by a certificate. Large-denomination CDs are typically negotiable.

Collateral. Securities, evidence of deposit or other property, which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

Coupon. (a) the annual rate of interest that a bond issuer promises to pay the bondholder on the bond's face value. (b) a certificate attached to a bond evidencing interest due on a payment date.

Dealer. A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.

Delivery versus Payment. There are two methods of delivery of securities: delivery versus payment and delivery versus receipt. Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipt is delivery of securities with an exchange of a signed receipt for the securities.

Derivatives. (1) financial instruments whose return profile is linked to, or derived from, the movement of one or more underlying index or security, and may include a leveraging factor, or (2) financial contracts based upon notional amounts whose value is derived from an underlying index or security (interest rates, foreign exchange rates, equities, or commodities).

Discount. The difference between the principal amount of a security and its issue price where the issue price is lower than the principal amount.

Discount securities. Non-interest bearing money market instruments that are issued at a discount and redeemed at maturity for full face value, e.g., U.S. Treasury bills.



Diversification. Dividing investment funds among a variety of securities offering independent returns.

Federal credit agencies. Agencies of the federal government set up to supply credit to various classes of institutions and individuals, e.g., S&Ls, small business firms, students, farmers, farm cooperatives, and exporters.

Federal Deposit Insurance Corporation (FDIC). A federal agency that insures bank deposits, currently up to \$250,000 per depositor per insured bank.

Federal reserve system. The central bank of the united states created by congress and consisting of a seven member board of governors in Washington, D.C., 12 regional banks and about 5,700 commercial banks that are members of the system.

Liquidity. A liquid asset is one that can be converted easily and rapidly into cash without a substantial loss of value. In the money market, a security is said to be liquid if the spread between bid and asked prices is narrow and reasonable size can be done at those quotes.

Market value. The price at which a security is trading and could presumably be purchased or sold.

Maturity. The date upon which the principal or stated value of an investment becomes due and payable.

Money market. The market in which short-term debt instruments (bills, commercial paper, bankers' acceptances, etc. are issued and traded.

Nationally Recognized Statistical-Rating Organization (NRSRO). A credit rating agency that issues credit ratings that the U.S. Securities and Exchange Commission (SEC) permits other financial firms to use for certain regulatory purposes.

Offer. The price asked by a seller of securities. (when you are buying securities, you ask for an offer.) See asked and bid definitions.

Portfolio. Collection of securities held by an investor.

Primary dealer. A group of government securities dealers who submit daily reports of market activity and positions and monthly financial statements to the federal reserve bank of New York and are subject to its informal oversight. Primary dealers include securities and exchange commission (sec)-registered securities broker-dealers, banks, and a few unregulated firms.

Qualified public depository. A financial institution which does not claim exemption from the payment of any sales or compensating use or ad valorem taxes under the laws of this state, which has segregated for the benefit of the commission eligible collateral having a



value of not less than its maximum liability and which has been approved by the public deposit protection commission to hold public deposits.

Rate of return. The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond the current income return.

Repurchase Agreement (RP or REPO). A purchase of securities by an agency pursuant to an agreement by which the counterparty seller will repurchase the securities on or before a specified date and for a specified amount and the counterparty will deliver the underlying securities to the agency by book entry, physical delivery, or by third-party custodial agreement.

Securities and Exchange Commission (SEC). Agency created by congress to protect investors in securities transactions by administering securities legislation.

Sec Rule 15c3-1. See uniform net capital rule definition.

Treasury bills. A non-interest bearing discount security issued by the U.S. Treasury to finance the national debt. Most bills are issued to mature in three months, six months, or one year.

Treasury bonds. Long-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities of more than 10 years.

Treasury notes. Medium-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities from two to 10 years.

Uniform net capital rule. Securities and exchange commission requirement that, subject to certain exceptions, prohibits member firms as well as nonmember broker-dealers in securities from permitting their respective aggregate indebtedness to exceed 1500 percent of its net capital, also called net capital rule and net capital ratio. Indebtedness covers all money owed, including margin loans and commitments to purchase securities. This is one reason new public issues are spread among members of underwriting syndicates. Net capital includes cash and assets easily converted into cash.

Yield. The rate of annual income returns on an investment, expressed as a percentage. (a) income yield is obtained by dividing the current dollar income by the current market price for the security. (b) net yield or yield to maturity is the current income yield minus any premium above par or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

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San Francisco
County Transportation
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AGENDA ITEM 6

STATE LEGISLATION - JUNE 2025

(Updated June 5, 2025)

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

Staff is not recommending any new positions on state legislation this month.

Table 1 provides an update on SB 63 (Wiener, Arreguín), on which the Transportation Authority has a Support position.

Table 2 shows the status of active bills on which the Board has already taken a position or that staff have been monitoring as part of the Watch list.

Table 1. Notable Updates on Bills in the 2025-2026 Session

Current Position	Bill # Author	Title and Update
Support	SB 63 Wiener D, Arreguín D	<p>San Francisco Bay area: local revenue measure: transportation funding.</p> <p>Amendments to the bill were introduced on May 23 to provide more time for San Francisco County to identify its desired sales tax rate (no less than 1/2-cent up to a maximum 1-cent, in 1/8-cent increments) and for the counties of San Mateo and Santa Clara to opt in to the Transportation Revenue Measure District (which includes the counties of Alameda, Contra Costa, and San Francisco) from July 31, 2025 to August 11, 2025.</p> <p>We are continuing our engagement with the four aforementioned counties on the development of a responsibility and implementation plan to address the transit fiscal cliff focusing on BART, Caltrain, Muni, and AC Transit as requested by the bill authors per the amendments introduced on March 25.</p>



Table 2. Bill Status for Positions Taken in the 2025-26 Session

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status ¹ (as of 06/05/2025)
Support	AB 891 Zbur D	San Francisco Bay area toll bridges: tolls: transit operating expenses. Establish a state Quick-Build Project Pilot Program within Caltrans's maintenance program.	<i>Assembly Floor</i>
	AB 1085 Stefani D	License plates: obstruction or alteration. Prohibits manufacturing and sale of devices that shield license plates from detection.	<i>Senate Transportation</i>
	AB 1532 Communications and Conveyance Committee	Public Utilities Commission. Among other things, extends the expiration date of the TNC Access for All program from 2026 to 2032.	<i>Senate Energy, Utilities, and Communications</i>
	SB 63 Wiener D, Arreguín D	San Francisco Bay area: local revenue measure: transportation funding. Authorizes MTC to pursue a regional revenue measure for transit.	<i>Assembly Appropriations</i>
	SB 71 Wiener D	California Environmental Quality Act: exemptions: transit projects. Makes permanent the existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Assembly Floor</i>



Watch	AB 939 Schultz D	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. Places a \$20 billion state transportation bond measure on the November 2026 ballot.	Assembly Transportation <i>(Two-Year Bill)</i>
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¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee, and "Two Year Bill" means the bill didn't meet its statutory deadlines but is eligible to proceed in the second year of the two-year session.

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San Francisco
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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

RECOMMENDATION ☐ Information ☒ Action

Approve the Fiscal Year (FY) 2025/26 Transportation Fund for Clean Air (TFCA) Program of Projects, with conditions, including:

- Emergency Ride Home (\$73,944 to the Department of the Environment (SFE))
- Fleet Electrification Infrastructure (\$52,421 to Project Open Hand)
- Short-Term Bike Parking (\$415,120 to the San Francisco Municipal Transportation Agency (SFMTA))
- Treasure Island Bikeshare Expansion (\$140,000 to Treasure Island Mobility Management Agency (TIMMA))
- Program Administration (\$41,779 to the Transportation Authority)

SUMMARY

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.

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



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.

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.

Table 1.	
Estimated FY 2025/26 TFCA Funds Available for Projects	
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"> • Emergency Ride Home (FY 2022/23) (SFE) - \$5,780 • University Park North Bike Cage (SFSU) - \$15,000 	\$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)
Total Available for Projects	\$681,485

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 (CO₂) emissions reduced by each project. CO₂ 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)

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 (CO₂) 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.

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 CO₂ 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 CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ 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

[Projects are sorted by project type priority and then cost-effectiveness]

Rank ¹	Sponsor ²	Project Description	District	Total Project Cost	TFCA Amount Requested
1	SFMTA	Short-Term Bike Parking - 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	Treasure Island Bikeshare Expansion - 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	Emergency Ride Home - 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	Fleet Electrification Infrastructure - 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
				\$ 1,395,708	\$ 817,369
Total TFCA Funding Available for Projects:				\$	681,485

¹See Attachment 3 for detailed staff recommendation leading to project ranking.

²Sponsor 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 ¹	Project Name, Recommendation Notes	District	Project Type ²	Prop L Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	Short-Term Bike Parking Partial Funding Recommended 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	Treasure Island Bikeshare Expansion Special Condition - 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	Emergency Ride Home	Citywide	2	Yes	\$ 30,076	1,766	\$ 73,944	\$ 73,944	\$ 73,944
4	Project Open Hand	Fleet Electrification Infrastructure Special Condition - 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

¹Sponsor 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**

²Priority 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.

³The 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.

⁴CO₂ 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

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Project Name:	Short-Term Bike Parking		
Implementing Agency:	SFMTA		
Project Location:	City & County of San Francisco		
Supervisory District(s):	Citywide	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Jason Hyde		
Contact Information	Email: jason.hyde@sfmta.com	Phone:	415.646.2434
Partner Agencies (incl. staff contact):			
Brief Project Description (50 words max):	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.		
Type of Environmental Clearance:			
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.			
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.			
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).			
The SFMTA installs racks for short-term bike parking in the public rights-of-way by request through the SFMTA website (https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack), 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.			
Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.			
NA			
NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfca.			

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, 17th, 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

Project Name:	Short-Term Bike Parking
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SCHEDULE	Status	Start Date		End Date	
Phase/Milestone	% Complete as of 4/20/25	Month	Calendar Year	Month	Calendar Year
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				

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	TFCA	Non-Public Funds	Other	Source of Cost Estimate
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
TOTAL COST	\$656,459	\$415,120	\$0	\$241,339	

TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

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

FUNDING PLAN

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

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



San Francisco
County Transportation
Authority

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Project Name:	Short-Term Bike Parking	
Sponsor Agency:	SFMTA	
TFCA Project Number:	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:

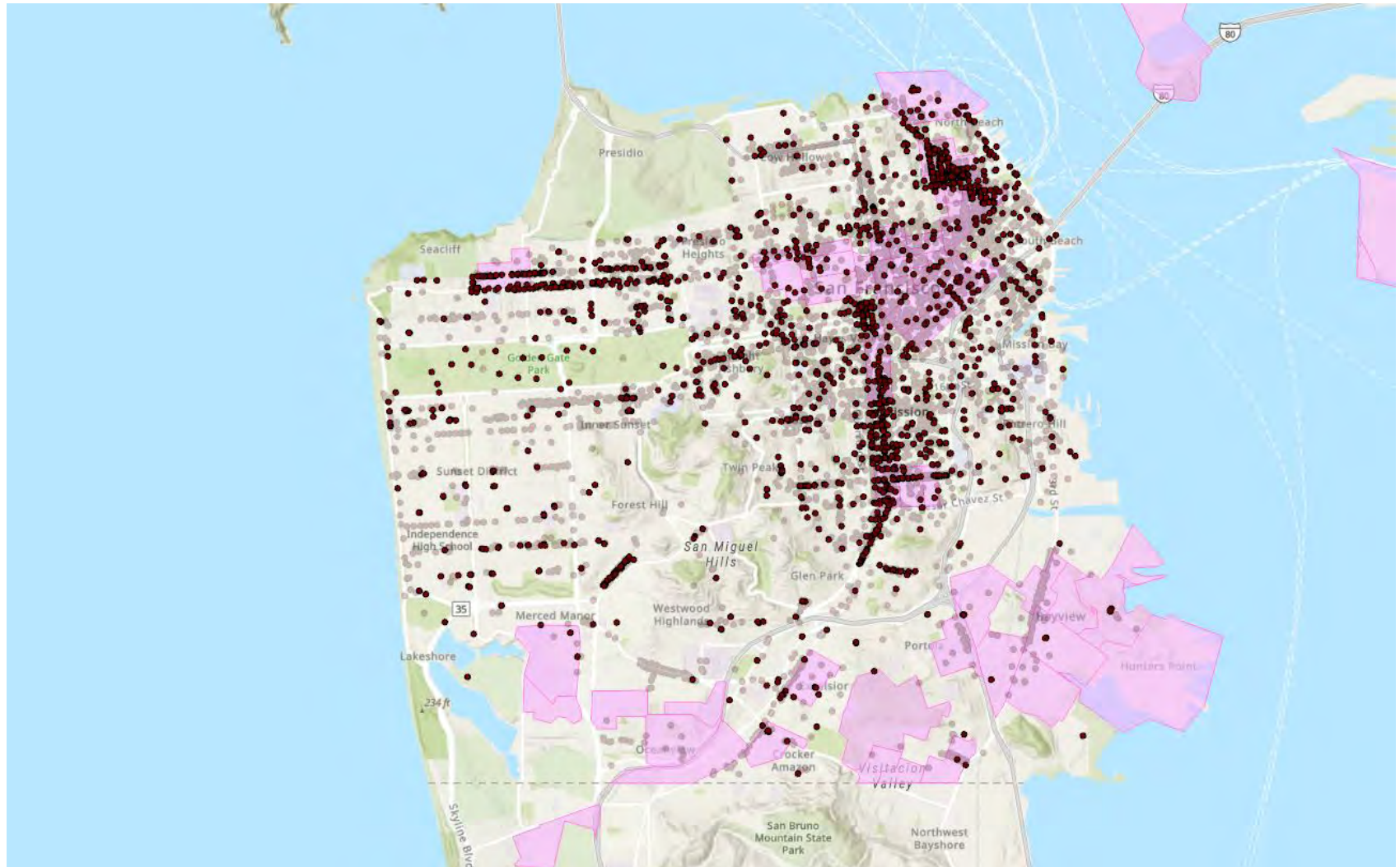
Deliverables:

- 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



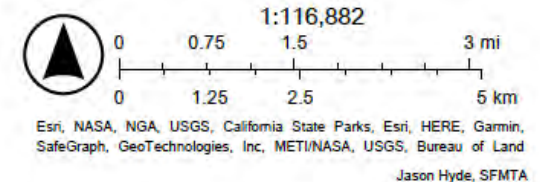
5/1/2025

- 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

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Project Name:	Treasure Island Bikeshare Expansion		
Implementing Agency:	TIMMA		
Project Location:	Treasure Island & Yerba Buena Island		
Supervisory District(s):	6	TFCA Proj. Number:	SFCTA assigns
Project Manager:	Suany Chough		
Contact Information	Email: suany.chough@sfcta.org	Phone:	415-522-4830
Partner Agencies (incl. staff contact):	SFMTA, MTC		
Brief Project Description (50 words max):	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.		
Type of Environmental Clearance:	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.

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

Project Name:	Treasure Island Bikeshare Expansion
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SCHEDULE	Status	Start Date		End Date	
Phase/Milestone	% Complete as of 4/20/25	Month	Calendar Year	Month	Calendar Year
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				

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	TFCA	Non-Public Funds	Other	Source of Cost Estimate
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
TOTAL COST	\$445,000	\$140,000	\$0	\$305,000	

TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

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

FUNDING PLAN

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

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

Project Name:	Treasure Island Bikeshare Expansion	
Sponsor Agency:	TIMMA	
TFCA Project Number:	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

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Project Name:	Emergency Ride Home		
Implementing Agency:	San Francisco Environment Department		
Project Location:	San Francisco		
Supervisory District(s):	San Francisco (all)	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Sebastien Garbe		
Contact Information	Email: sebastien.garbe@sfgov.org	Phone:	1 (415) 355-3702
Partner Agencies (incl. staff contact):	N/A		
Brief Project Description (50 words max):	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.		
Type of Environmental Clearance:			

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.

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

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Project Name:	Emergency Ride Home
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SCHEDULE	Status	Start Date		End Date	
Phase/Milestone	% Complete as of 4/20/25	Month	Calendar Year	Month	Calendar Year
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				

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

TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

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

FUNDING PLAN

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

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
Totals	\$ 3,632	\$ 19,792	\$ 50,520	\$ 73,944

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

Project Name:	Emergency Ride Home
Sponsor Agency:	San Francisco Environment Department
TFCA Project Number:	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:

- 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 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:

- 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>

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



San Francisco
County Transportation
Authority

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

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.

**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

Project Name:	Project Open Hand Feet Electrification Infrastructure
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SCHEDULE	Status	Start Date		End Date	
Phase/Milestone	% Complete as of 4/20/25	Month	Calendar Year	Month	Calendar Year
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				

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	TFCA	Non-Public Funds	Other	Source of Cost Estimate
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)
TOTAL COST	\$84,421	\$52,421	\$32,000	\$0	

TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

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

FUNDING PLAN

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

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



San Francisco
County Transportation
Authority

107

Project Name:	Project Open Hand Feet Electrification Infrastructure	
Sponsor Agency:	Project Open Hand	
TFCA Project Number:	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 black ink that reads "Ruben Chavez". The signature is fluid and cursive, with the first name "Ruben" and last name "Chavez" clearly distinguishable.

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



March 17, 2025

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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

(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'.

David Dubinsky
Chief Executive Officer



1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 8

DATE: June 20, 2025
TO: Transportation Authority Board
FROM: Rachel Hiatt - Deputy Director for Planning
SUBJECT: 07/10/2025 Board Meeting: Adopt the Walter U Lum Place Public Space Study Final Report

RECOMMENDATION	<input type="checkbox"/> Information	<input checked="" type="checkbox"/> Action
Adopt the Walter U Lum Place Public Space Study Final Report		
SUMMARY		
Former Transportation Authority Board Member Aaron Peskin requested that the Transportation Authority conduct the Walter U Lum Place Public Space Study to examine various scenarios for a people-first Walter U Lum Place and select one concept design for advancement. The enclosed draft final report presents a concept design that responds to community input; improves connections between the alleyway, Portsmouth Square, and other destinations in Chinatown; addresses trade-offs between pedestrian and loading access; and is compatible with the ongoing renovation of Portsmouth Square. The Study, which was funded with District 3 Neighborhood Transportation Program funds, includes a funding and implementation strategy.		
<div><input type="checkbox"/> Fund Allocation</div> <div><input type="checkbox"/> Fund Programming</div> <div><input type="checkbox"/> Policy/Legislation</div> <div><input checked="" 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>		

BACKGROUND

Former Transportation Authority Board Member Aaron Peskin requested that the Transportation Authority conduct the Walter U Lum Place Public Space Study to examine various scenarios for a people-first Walter U Lum Place and develop an urban design strategy to cohesively connect the alleyway with other cultural destinations in Chinatown and improve the public streetscape. Transportation Authority staff contracted and collaborated with the Chinatown Community Development Center (CCDC), San Francisco Department of Public Works (SFPW), and San Francisco Municipal Transportation Authority (SFMTA) on this study.



In 2020, Transportation Authority staff completed the Portsmouth Square Community Based Transportation Plan to identify solutions to improve transportation safety and circulation around Portsmouth Square and access to Chinatown as a whole. Study recommendations included improvements to Walter U Lum Place such as widened sidewalks and a raised speed table to make the alleyway more of a shared space with low vehicle speeds.

DISCUSSION

The Study began with existing conditions analysis, including multimodal counts and observations of parking and loading behavior. Community outreach defined community priorities and preferences for design elements, which guided the development of three potential design concepts, and selection of the final, recommended design.

Outreach. The study included two primary rounds of outreach and ongoing input from a seven-member steering committee. For each round, we worked closely with CCDC and the steering committee to promote outreach surveys through mailing lists and WeChat groups. The project team also collected feedback through in-person community meetings, open house events, and merchant focus groups. The survey from the first outreach round had a high response rate from seniors and underrepresentation of youths. The second outreach round engaged the CCDC youth team. Community priorities identified in the first round of outreach included: safety, connectivity and circulation, community identity, livability, cleanliness, and delivery access. The most popular design elements were landscaping and specialty lighting. Feedback from the second round of outreach was used to refine the concept design.

Concept Refinement and Selection Process. Based on technical analysis and findings from the first round of outreach, we identified three potential design concepts to test different physical solutions for the alleyway and to get feedback on community interest in design features. The potential designs addressed parts of the alleyway that were out of compliance, including the cross-slope of the sidewalk and substandard width of the cut-in loading zone. Other significant constraints included the grading of the street, drainage, street width, and the planned park renovation design, led by the San Francisco Recreation and Parks Department.

Recommended Concept Design. The final concept design was selected based on input from the second outreach round and feedback from the steering committee. The main features of the concept design include:

1. Widened, ADA-accessible 13-foot sidewalk on the west-side of the street. This design expands the sidewalk into the existing cut-in loading zone.
2. Narrow overall street width from 22.5 feet to 18.5 feet, providing a single lane of traffic and a continuous loading zone at the curb. This modifies the existing,



substandard 4.5-foot-wide cut-in loading zone into a standard, 8-foot-wide loading lane.

3. Low retaining wall to provide a less than 2%, ADA accessible grade on the west-side sidewalk. To maintain pedestrian connectivity to the street level, the retaining wall is split into two levels divided by a five-foot-wide step. The step area can be used for planting or as an open area for walking and seating.
4. Expanded, raised crosswalk at Clay Street, to align with the Portsmouth Square entrance plaza, and new crosswalk and concrete bulb-outs to shorten the crossing distance at Washington Street.
5. Common paving materials and pattern for the street and sidewalk, matching the planned paving pattern in Portsmouth Square. This creates a common design language between the two spaces.
6. Poles or bollards mounted on either side of Clay Street and Washington Street that can be used for temporary street closures.
7. Art and culture opportunities through catenary lighting and historical plaques and handrail designs on the sidewalk steps.

Implementation Plan. The final report includes a discussion of detailed design and construction cost estimates, potential funding sources, and implementation next steps. Detailed design would be led by SFPW. There are some community concerns around parking and loading impacts of removing the cut-in loading zone. SFMTA should develop a parking and loading management strategy as part of the detailed design phase.

There is an opportunity to coordinate the Walter U Lum Place project with the upcoming renovation of Portsmouth Square by including the recommended design as a change order to the existing park renovation contract. This option would save time and money and minimize construction impacts. It would also require detailed design funding (estimated at \$870,000) to be secured by December 2025 and construction funds (\$4,350,000 conceptual planning level estimate) to be secured by September 2026. The Transportation Authority will continue to support City and County of San Francisco agencies to identify funding for detailed design and construction. Potential funding sources identified in the report include but are not limited to local funding sources such as Prop L and City and County of San Francisco funds, regional and state sources such as One Bay Area Grant, and private funds.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2025/26 budget.



CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Enclosure - Walter U Lum Place Public Space Study Draft Final Report



Memorandum

AGENDA ITEM 9

DATE: June 20, 2025

TO: Transportation Authority Board

FROM: Rachel Hiatt - Deputy Director for Planning

SUBJECT: 07/08/2025 Board Meeting: Approve a Two-Year Professional Services Contract with SITELAB urban studio in an Amount Not to Exceed \$1,100,000 for Consultant Services for the Geary-Fillmore Underpass Community Planning Study

RECOMMENDATION ☐ Information ☒ Action

- Approve a two-year professional services contract with SITELAB urban studio in an amount not to exceed \$1,100,000 for consultant services for the Geary-Fillmore Underpass Community Planning Study.
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions.

SUMMARY

The Geary-Fillmore Underpass Community Planning Study (Study) advances the ConnectSF Streets and Freeways Strategy to address past harms by integrating transportation and land use planning. This study is funded by a Federal Reconnecting Communities Grant and Prop L appropriation funds and aims to address the 1950's urban renewal efforts that widened Geary into an expressway and displaced many residents and divided the Japantown and Fillmore/Western Addition Neighborhood. These neighborhoods were historically cultural centers for the Black, Japanese, and Jewish communities, and engaging these ethnic groups is a core component of the study's outreach. Working in partnership with the San Francisco Planning Department, the Study will develop and recommend a concept to reimagine the Geary corridor, between Divisadero Street and Laguna Street.

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



We issued a Request for Proposals (RFP) on April 1, 2025 seeking consultant services for the Study. We received five proposals by the due date of May 5, 2025. Following evaluation of proposals and interviews, the selection panel, comprised of staff from the Transportation Authority and the San Francisco Planning Department recommends a contract award to SITELAB urban studio to provide the requested services.	
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BACKGROUND

In 2023, we received a \$2 million Federal Reconnecting Communities Grant from the U.S. Department of Transportation to study transportation and land use changes on the Geary Expressway, between Laguna Street and Divisadero Street, in partnership with the San Francisco Planning Department, San Francisco Municipal Transportation Agency, and the Geary-Fillmore Community. The Geary-Fillmore Underpass Community Study will envision a high-quality multimodal transportation-oriented neighborhood that brings connectivity and economic benefits to the Japantown and Fillmore neighborhoods.

The repair and redesign of Geary Boulevard, located in a Priority Development Area, combined with long-term plans for rail on the corridor, creates a significant opportunity for the community to rethink how future transportation and land use assets could be better positioned and leveraged to meet community needs, opening up opportunities for new housing, contemporary and sustainable spaces for cultural anchors, community serving businesses, and social institutions. The Study will result in a comprehensive plan that identifies a community vision and goals, a preferred design alternative for the Geary Expressway and Fillmore Underpass, complementary near- to long-term solutions to address circulation, connectivity, and safety, land use opportunities and priorities along Geary Boulevard, and an implementation framework including, costs, agency roles, and a planning level funding strategy.

The Study will use a community-driven process to reimagine how to redesign Geary Boulevard to re-connect the Japantown and Fillmore neighborhoods through transportation improvements and urban design/land use changes. Because significant changes to this corridor would also impact travel patterns in the surrounding area, the Study will include safety and connectivity improvements to ensure benefits to communities that have carried the impacts of the expressway



investment.

DISCUSSION

We are seeking consultant services for the Study, which will support the transportation and land use components of the project. Specific areas of support include:

- Complete existing conditions analysis of the transportation network and land use conditions;
- Develop a land use, housing, and urban design analysis to identify strategies to address housing needs, economic development, and community stabilization, emphasizing equitable and transit-oriented growth;
- Develop transportation and land use concepts, including an evaluation of alternatives, technical drawings, and cost estimates; and
- Provide technical support for community engagement.

The tasks (also provided in Attachment 1, Scope of Services) and estimated milestone schedule are listed below:

Estimated Project Milestone Schedule

Task	Completion
Task 1: Project management	Ongoing (Fall 2025-Summer 2027)
Task 2: Community collaboration	Ongoing (Fall 2025-Summer 2027)
Task 3: Existing Conditions and data collection	Winter 2025/2026
Task 4: Land Use, Housing, & Urban Design Opportunities and Issues Analysis	Spring 2026
Task 5: Transportation, Land Use, Housing, & Urban Design Concepts	Winter 2026
Task 6: Concept Evaluation, Selection, and Refinement	Spring 2027
Task 7: Engineering and Cost Estimates	Spring 2027
Task 8: Urban Design and Architectural Guidance	Spring 2027
Task 9: Implementation Plan and Final Report	Summer 2027



Procurement Process. We issued an RFP for consultant services for the Geary-Fillmore Community Planning Study on April 1, 2025. We hosted a pre-proposal conference on April 7, 2025, which provided opportunities for disadvantaged and small businesses to meet larger firms and form partnerships. Thirty-eight firms registered for the conference. We took steps to encourage participation from disadvantaged and small business enterprises, including advertising in five local newspapers: the San Francisco Chronicle, San Francisco Examiner, Nichi Bei, the Small Business Exchange, and El Reportero. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of May 5, 2025, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority and San Francisco Planning Department staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with three teams during the week of May 26, 2025. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: SITELAB urban studio. The SITELAB urban studio team distinguished itself based on their experience doing large scale visioning projects in San Francisco, having an integrated approach for land use and transportation planning, and a collaborative outreach approach.

We established a Disadvantaged Business Enterprise (DBE) goal of 21% for this contract. Proposals from all teams met the DBE goal. The SITELAB urban studio team includes 30.5% DBE participation from BAE Urban Economics, Inc. (Asian-Pacific American), M Lee Corporation (Asian-Pacific American), SORA Engineering (Subcontinent Asian American), TS Studio (Woman-Owned), and VST Engineering Incorporated (Hispanic American).

FINANCIAL IMPACT

The contract amount will be funded with Federal Reconnecting Communities Grant funds, with matching funds from Prop L sales tax funds, appropriated through Resolution 24-45. We included the first year's activities in the proposed Fiscal Year 2025/26 budget and work program and sufficient funds will be included in future year budgets to cover the remaining cost of the contract.



CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Scope of Services

Attachment 1

Scope of Services

TASK 1 - Project Management

A dedicated project manager from the consultant will be the single point of contact for the project and available to the Transportation Authority for coordination. The consultant will perform project management responsibilities throughout the project timeline, including leading project meetings, submitting monthly invoices and progress reports, and developing a revised work plan.

Task 1a: Project meetings

The consultant will prepare and conduct a project kick-off meeting and lead bi-weekly project team meetings. The consultant will be responsible for creating and distributing the agenda and sending out notes and action items after meetings.

Task 1b: On-going project management

The consultant will work with Transportation Authority staff to develop a revised work plan, including a refined scope, schedule, and budget. The consultant will maintain the work plan throughout the project as needed. The consultant is responsible for communicating any budgetary or scheduling issues to the project team as they are identified. Similarly, the consultant will communicate if a task request is outside of the original work plan scope.

Deliverables:

1. *Kick-off meeting agenda, materials, and notes*
2. *Bi-weekly project meeting agenda, materials, and notes*
3. *Project reporting and invoices by task*
4. *Revised work plan, including refined*

TASK 2 - Community Collaboration

The community collaboration (engagement) will extend through the full length of the study to establish a corridor vision and goals, identify priorities for the area, and develop and refine study concepts. The Project will also include a Community Council to provide guidance and liaise with the Japanese, Black, and Jewish communities in the Japantown and the Fillmore area throughout the Project.

Task 2A: Community Council

The Community Council will meet up to eight (8) times at key project milestones and support the project team in shaping outreach, gaining community participation and input, and providing feedback on draft and final plan materials. Meetings are expected to be in-person and up to two (2) hours long. Each meeting will be organized by the Project team and an outside facilitator will be used (through a separate contract procured by the Transportation Authority). The consultant will provide support to the project team by developing meeting materials, attending meetings to provide technical responses, and taking meeting minutes.

The Community Council meetings will be structured around key project deliverables and feedback obtained in these meetings will be incorporated into the final deliverables. Additionally, the Community Council members will have an option to arrange in-person and virtual outreach events within their community. Learnings and takeaways will be incorporated into outreach summaries, as relevant.

Task 2B: Public Engagement

Community outreach will happen over multiple rounds (anticipated 3 rounds) to ensure diverse voices are heard through a community-led process.

- The first round will determine community vision, goals, priorities for transportation and underused/new land uses, and challenges for the project.
- The second round will focus on developing and refining concept designs and associated policies, discussions on benefits and tradeoffs, understanding community preferences for future land uses, and how alternatives should be evaluated.
- The third round will bring plan recommendations, costs estimates, and expected benefits to hear final comments that will be documented to guide future phases of work that advance the recommendations into implementation.

Each outreach round will have up to three (3) in-person outreach events, which may include town halls, youth focused events, design charrettes, pop-up events, and community focus groups. In addition to the in-person events, outreach will also include, but not be not limited to, surveys and community briefings at regular intervals. The consultant will support the project team in the outreach process by developing an outreach plan, which will be brought to the Community Council for review and input, developing draft promotional materials including flyers, newspaper/social media ads, and draft communication for CBO partners, and providing input and review of outreach materials (e.g. boards, survey, etc.). The consultant, in collaboration with the project team, will develop a draft and final survey. The survey will be programmed by the Transportation Authority in Survey Monkey. The consultant will also be responsible for translating all materials into relevant languages including Spanish, Chinese, Japanese and, as needed, provide interpreters at in-person events.

Following the completion of each outreach round, the consultant will lead the review and analysis of outreach feedback and survey responses and draft a memo of outreach findings, which will be consolidated into a project outreach report that includes a community vision statement, community priorities, and transportation challenges to guide concept development.

The consultant will work with the project team to contact community-based organizations (CBOs) in the study area to gather feedback from additional community stakeholders (e.g. youth and senior groups). CBOs will have the option to support in the project promoting surveys, outreach efforts, and organizing meetings and presentations. Participating CBOs may receive stipends based on the level of support in promoting outreach efforts and members of the public may receive stipends for attendance. The consultant will be responsible for distributing stipends in a timely manner to each identified CBO and consider this in the proposed budget.

Task 2C: Technical Advisory Committee

The project team will lead the coordination and facilitation of up to eight (8) Technical Advisory Committee (TAC) Meetings. The TAC will include representatives from city agencies, which may include but not be limited to, the San Francisco Municipal Transportation Agency, Public Works, Recreation and Parks Department, Public Utilities Commission, Mayors Office of Housing and Community Development, etc. Meetings are expected to be up to 2 hours long and may be held in-person, virtual, or hybrid, depending on the content of each meeting. While the project team will lead each meeting, the consultant team will be required to attend each meeting and provide meeting summaries, takeaways, and action items. As needed, the consultant team may also be asked to present technical materials or answer questions.

Deliverable(s):

1. *Community Council meeting materials, attendance, and minutes*
2. *Project vision statement and goals*
3. *Draft and final outreach plan*
4. *Draft and final outreach promotional materials*
5. *Draft and final outreach report*
6. *Distribution of CBO stipends*
7. *Translation and interpretation services*
8. *TAC Meeting attendance and minutes*

TASK 3 - Existing Conditions and Data Collection

The existing conditions report will cover land use and transportation conditions in the study area. In preparation of the existing conditions report, the consultant will lead up to two (2) site visits with the project team and agency partners to identify observed opportunities and challenges, which will be documented in a connectivity map. The consultant will produce an *Existing Conditions Report* that synthesizes major findings across transportation, land use, housing, and urban design. The report should provide clear, relevant data to inform the analysis in Task 4 and be visually engaging, concise, and accessible to a broad audience, ensuring it is easy for community members to understand and engage with.

Transportation Component

The transportation component of the existing conditions report will include a discussion of the transportation network, crash analysis, transit conditions with a detailed discussion on the multimodal conditions at the intersection of Geary and Fillmore (Muni 38 and Muni 22 lines connect here), bike and pedestrian network, parking conditions, multimodal circulation network/gaps/barriers, and a review of existing plans and projects that aim to bring improvements. To support the transportation discussion, the consultant will collect multimodal counts at key intersections on Geary and within the study area.

Land Use & Urban Design Component

The land use analysis will evaluate the Japantown and Fillmore neighborhood's current and potential development context. The land use component of the existing conditions report will include the following components:

- *Urban Form Analysis*: Assess the existing urban form, including building typologies, heights, massing, setbacks, and overall neighborhood character, focused on the Geary corridor and other neighborhood-connecting pathways. Include a profile of existing retail, ground floor uses, and vacancies on key neighborhood commercial corridors.
- *Public Realm Inventory*: Identification of existing public spaces, such as parks, plazas, and pedestrian areas including sidewalks, highlighting their quality, accessibility, and usage patterns, as well as any gaps in services that are observed.

In support of this task, the Planning Department will provide the consultant with data and reports focused on:

- *Existing Land Use*: Inventory and mapping of existing land uses within the study area, including residential, commercial, institutional, and public spaces.
- *Zoning*: Map of existing zoning and building heights and information about current development standards.
- *Development Capacity*: Map of existing soft sites.
- *Housing Stock*: Evaluation of the existing housing inventory, focusing on affordability, tenure (ownership vs. rental), and age of housing stock.
- *Cooperative Housing*: Interim report and proposed recommendations.
- *Demographics*: Summary of demographic data, including population density, income levels, racial/ethnic composition, employment statistics, and demographic trends.
- *Development Pipeline*: Identification and assessment of proposed and ongoing development projects within and adjacent to the corridor.
- *Opportunities and Constraints*: Identification of underutilized parcels, vacant lots, and development opportunities, including potential sites for affordable housing, mixed-income housing, or economic development. This should include consideration of church-owned properties that could redevelop under SB 4.
- *Community Context*: Documentation of cultural, historic, and economic factors that shape neighborhood identity, with a focus on preserving and enhancing cultural districts and equity-priority areas.
- *Plans and Policies Review*: Summary of existing land use, housing, and community plans, policies, and strategies, including from the following efforts:
 - Western Addition Existing Conditions Report, 2025
 - Japantown Better Neighborhood Plan, 2009
 - Japantown Cultural Heritage and Economic Sustainability Strategy, 2013
 - Japantown Special Area Design Guidelines, 2019
 - Japantown Cultural History, Housing, and Economic Sustainability Strategy Report, 2023
 - D5 Housing Opportunities Report
 - Housing Authority Sites Inventory

Deliverable(s):

1. *Data Collection Summaries*
2. *Connectivity map based on site visits*
3. *Draft & Final Existing Conditions Report*

TASK 4 - Land Use, Housing, & Urban Design Opportunities and Issues Analysis

This task will explore opportunities and challenges related to land use, housing, and urban design within the Geary-Fillmore corridor. The analysis will focus on identifying strategies to address housing needs, economic development, and community stabilization, emphasizing equitable and transit-oriented growth. The task will be based on collaboration with stakeholders and leveraging ongoing efforts, including the Housing Element Implementation, Reimagine Japantown Framework (2025), and redevelopment plans for Freedom West and Plaza East. The outcomes of this task will guide inputs for the concepts development and refinement, using community feedback to align recommendations with existing priorities and aspirations.

The Planning Department will identify existing parcels and areas with potential for new development, adaptive re-use, or enhanced utilization, prioritizing underutilized parcels, commercial spaces, surface parking lots, vacant land, or areas with the greatest potential for community benefit. Based on the identified parcels, the project team will select up to six (6) key sites from the Opportunity Mapping analysis for further study, guided by the Community Council and TAC engagement process. Key sites will be located adjacent to Geary or other key connectivity paths in the study area.

To support this task, the consultant will assess and prioritize underutilized parcels and potential development sites, emphasizing affordable housing, mixed-use development, and economic revitalization opportunities. For the six key sites identified by Planning Department staff, the consultant will complete the following:

- Identify site-specific goals and community benefits with guidance from the Community Council.
- Evaluate urban design opportunities, including land use mix, general massing explorations, and potential public benefits.
- Analyze potential development yield.
- Explore high-level land use concepts and propose ideas for housing and land use changes, focusing on increasing affordable housing, economic development opportunities, and mixed-use development to support transit-oriented growth.
- Conduct high-level financial feasibility studies and phasing scenarios, considering zoning, financing options, affordable and low-income housing preservation, and community priorities. Include densification and phased rebuilding opportunities as one potential strategy. Evaluate the balance of residential, commercial, institutional, and public land uses to determine gaps and opportunities for diversification.

To define the urban design opportunities and issues, the consultant will examine existing urban form, including building typologies, heights, massing, and ground-floor conditions on the Geary corridor and other neighborhood-connecting pathways; evaluate the quality of the pedestrian environment

using criteria such as sidewalk conditions, lighting, and proximity to destinations; and identify areas for potential public realm improvements, including parks, plazas, and streetscapes that support vibrant, community-oriented spaces. Propose design improvements to create vibrant, community-focused streetscapes, emphasizing cultural identity, placemaking, and activation of underutilized public spaces and underperforming corridors; and identify and recommend enhancements for pedestrian amenities, including seating, shading, wayfinding, and public art, to improve comfort and usability.

Deliverables:

1. *Draft and Final Land Use & Housing Opportunities and Issues Memos*

TASK 5 - Transportation, Land Use, Housing, & Urban Design Concepts

Building off the existing conditions, the Land Use and Housing Issues and Opportunities, and the first round of outreach, the consultant will work with the project team to develop up to five (5) concepts that will be brought to the public in the second round of outreach. The concepts will include high-level ideas for how to reimagine the Geary underpass corridor, surrounding transportation networks and connections, and housing and land use that address challenges and advance the community vision and goals. Each idea or concept will be paired with an overview of tradeoffs, considerations, and overall impact. Concepts will be presented in public-friendly graphics and fact sheets. Within the concept options, the concepts should include and identify near-term options to advance connectivity across Geary.

Task 5A - Geary Underpass Concepts

Geary, between Laguna and Divisadero, is wide with an underpass at Fillmore and surface-level access roads in each direction. There have been recent quickbuild improvements to narrow the corridor and prioritize transit and pedestrian access. This task will use community input, the project vision statement, and network assessment to guide the subsequent concepts related to land use and neighborhood circulation.

The consultant will work with the project team to develop a draft concept for Geary and the underpass. The concept should reflect future demand, multimodal access and circulation priorities from relevant plans, and create a high-quality transit connection (e.g. mobility hub) between the 22 Fillmore bus line and 38 Geary bus line. The concepts should also consider plans for and not preclude a future Geary/19th Avenue rail. The underpass is a critical aspect of this concept, and concepts will need to be feasible. As such, the consultant should conduct a desk study using publicly available GIS files or other equivalent data to assess utilities and geotechnical conditions.

To support Task 5B, the concepts for Geary will clearly identify new space generated by each concept design and potential land use opportunities. Concepts should also clearly identify new connection paths, and circulation and/or access changes.

Subtask 5B - Land Use Concept

Complementary high-level land use concepts will emphasize transit-oriented development around key nodes like Geary and Fillmore, with mixed-use developments featuring active ground-floor uses, affordable and mixed-income housing on underutilized parcels, and opportunities for adaptive reuse

of existing buildings. These concepts should integrate seamlessly with the neighborhood's fabric and historic and cultural identity, enhancing walkability, connectivity, and public spaces while aligning with transportation goals to create a vibrant, equitable corridor.

Subtask 5C - Supportive Transportation Concepts (Near-Mid Term)

Building on the concepts developed in subtasks 5A and 5B, supportive transportation concepts will be developed to ensure benefits in the Japantown and Fillmore neighborhoods. The concepts developed in this task will aim to reduce potential congestion and circulation impacts of a reimagined Geary and improve safety access to key cross-Geary routes and nearby transit.

Subtask 5D - Evaluation Metrics

Informed by the Community Council and community input, the consultant will develop draft and final evaluation metrics that will be used to present concept tradeoffs and fact sheets, as well as a more detailed evaluation of concepts that advance in Task 6. The evaluation criteria for the transportation concepts should reflect community input and capture, but will not be limited to connectivity, equity, economic vitality, mode shift/trip capture, transportation access, and congestion mitigation. Land Use concepts evaluation metrics could incorporate the number of affordable and market-rate housing units delivered, impact fee revenue generated, open space square footage generated, delivery of public benefits, among others.

Prior to going to outreach, the concept and evaluation metrics will be presented to the Community Council to receive input and guide any adjustments before finalizing the deliverables. The consultant will develop materials to effectively communicate concepts to the public, including:

- *Graphics and Maps*: Visually engaging maps, diagrams, 3D visualizations when needed, and infographics showing proposed transportation and land use concepts.
- *Fact Sheets*: Easy-to-understand summaries of each concept, outlining objectives, benefits, tradeoffs, and alignment with community goals.
- *Scenario Comparisons*: Side-by-side comparisons of multiple scenarios to help stakeholders weigh options and make informed decisions.

Deliverable(s):

1. *Up to five draft Transportation, Land Use and Urban Design Concepts*
2. *Fact Sheets*
3. *Evaluation metrics*
4. *Community Feedback Integration*

TASK 6 - Concept Evaluation, Selection, and Refinement

In incorporating community feedback from outreach round 2, it is expected this process will reduce the total concepts based on relative level of support from the community. The consultant will refine up to two leading transportation, land use, housing and urban design scenarios. Each scenario will include a detailed evaluation using the evaluation metrics developed in Task 5A. The evaluation process will be documented in a Memo of Concept Evaluation and Selection and guide the third round of outreach where a final preferred concept is presented for feedback. As needed, this

documentation will include a traffic analysis to ensure that recommended changes to the circulation function under existing and projected road conditions.

For the selected scenarios, the consultant will provide 10% concept-level recommendations for building heights, setbacks, and massing (focused on Geary Boulevard and connecting corridors, to create human-scale, context-sensitive development through visual aids, such as maps, diagrams, plan and section views, or renderings, to illustrate how recommendations could be implemented.

These recommendations should assess tradeoffs and potential impacts, such as changes to neighborhood density, displacement risks, and infrastructure needs, while identifying strategies to integrate new land uses with the existing neighborhood fabric to enhance walkability, connectivity, community identity, and public spaces. They should encourage culturally sensitive design approaches and propose preliminary urban design interventions to improve pedestrian and cyclist movement across the corridor. Additionally, strategies should address integrating superblock developments into the urban fabric to enhance permeability and connectivity.

Deliverable(s):

1. *Draft and Final Concept Evaluation Memorandum*
2. *Traffic analysis, as needed*
3. *Feasibility Summaries*
4. *Community Feedback Summaries*
5. *Refined Concept Design*

TASK 7 - Engineering and Cost Estimates

The consultant will develop 10% preliminary schematic engineering of the recommended concepts and corresponding planning-level implementation cost estimates for transportation infrastructure and land use components. Cost estimates should be broken out by specific element and include potential funding sources, key considerations, assumptions, and risk, as applicable. The cost estimates will be reviewed by city agencies and refined based on feedback.

The 10% schematic design shall include major utilities. Utility infrastructure maps can be obtained from their respective owner and/or the City department and shall be incorporated into the design and in the cost estimate if disturbed or relocated.

Future planned transportation projects in the vicinity of the developed Geray and Fillmore concept shall account and show "Potential Future Transportation Project" in the 10% schematic design (at minimum show limits).

The cost estimates should be paired with the following components in a technical memorandum.

- *Transportation and Public Realm Improvements Infrastructure Costs:* Estimate costs for proposed transportation and public realm improvements, including construction, materials, and maintenance.
- *Phasing Strategy:* Propose a phased implementation plan to prioritize improvements based on feasibility, funding availability, and community needs.
- *Funding Context:* Provide cost breakdowns tailored to potential funding opportunities, including grants, public-private partnerships, and local funding mechanisms.

- Identify potential risks or barriers to implementation (e.g., regulatory challenges, community opposition) and propose mitigation strategies.

Deliverable(s):

1. *Preliminary Engineering Designs (10%) Outline Memo*
2. *Preliminary Engineering Designs (10%)*
3. *Draft and Final Cost Estimates*
4. *Phasing strategy*

Task 8 - Urban Design and Architectural Guidance

Led by the Planning Department, this task will produce concept-level studies and guidance on site design, building massing/envelope, development yield and technical opportunities and constraints guidance on key sites and overall corridor and neighborhood urban design.

The consultant will create a unified design framework for the main corridors, addressing streetscapes, public spaces, and neighborhood transitions, while recommending strategies to integrate new development into the existing context and enhance walkability, connectivity, and public spaces. Preliminary recommendations will include building envelope standards such as height limits, setbacks, bulk controls, and design typologies, with architectural strategies for transitions between higher-density and lower-density areas. Ground-floor activation approaches will also be proposed, focusing on pedestrian engagement through design elements like transparent façade, active uses, and shading. All findings, recommendations, and visuals will be compiled into an Urban Design Guidance document.

Deliverables:

1. *Draft and Final Urban Design Guidelines*

Task 9 - Implementation Plan and Final Report

The project team will lead the development of the implementation plan, mainly through coordination with city agencies to ensure recommendations are feasible and have a path towards implementation. The project team will develop key documents for inclusion in the final report. The consultant will be responsible for reviewing and finalizing draft implementation plan materials prior to incorporating them into the final report.

A final report will be developed, incorporating key deliverables from all tasks in this scope of work.

Deliverable(s):

1. *Final implementation plan*
2. *Draft and Final Report*



Memorandum

AGENDA ITEM 10

DATE: June 18, 2025

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 7/8/2025 Board Meeting: Allocate \$2,441,000 and Appropriate \$100,000 in Prop L Funds, with Conditions, and Allocate \$2,360,572 in Prop AA Funds, with Conditions, for Six Requests

RECOMMENDATION ☐ Information ☒ Action

Allocate \$2,141,000 in Prop L funds to San Francisco Public Works (SFPW) for:

1. Curb Ramps Various Locations No. 18 (\$1,155,000)
2. Public Sidewalk and Curb Repair (\$586,000)
3. Street Repair and Cleaning Equipment (\$400,000)

Allocate \$300,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

4. Bicycle Safety Education and Outreach (\$200,000)
5. Neighborhood Transportation Program Coordination (\$100,000)

Appropriate \$100,000 in Prop L funds for:

6. Neighborhood Transportation Program Coordination

Allocate \$2,360,572 in Prop AA funds, with conditions, to SFPW for:

7. Various Locations Pavement Renovation No. 90

SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to

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



answer any questions the Board may have regarding these requests.	
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DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate \$2,441,000 and appropriate \$100,000 in Prop L funds and allocate \$2,360,572 in Prop AA funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L and Prop AA Fiscal Year 2025/26 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's proposed FY 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L and Prop AA Allocations Summaries – FY25/26
- Enclosure – Allocation Request Forms (6)

							Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop L	15	SFPW	Street Repair and Cleaning Equipment	\$ 400,000	\$ -	\$ 535,000	95%	25%	Construction	Citywide
Prop L	16	SFPW	Public Sidewalk and Curb Repair	\$ 586,000	\$ -	\$ 977,760	78%	40%	Construction	Citywide
Prop L	18	SFMTA	Bicycle Safety Education and Outreach	\$ 200,000	\$ -	\$ 200,000	83%	0%	Construction	Citywide
Prop L	19	SFPW	Curb Ramps Various Locations No. 18	\$ 1,155,000	\$ -	\$ 1,736,037	80%	33%	Construction	2, 5, 6, 10
Prop L	25	SFCTA, SFMTA	Neighborhood Transportation Program Coordination	\$ 200,000	\$ -	\$ 200,000	78%	0%	Planning	Citywide
Prop AA	Street Repair	SFPW	Various Locations Pavement Renovation No. 90		\$ 2,360,572	\$ 5,620,000	NA	58%	Construction	7, 8, 11
TOTAL				\$ 2,541,000	\$ 2,360,572	\$ 8,733,797				

Footnotes

¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Street Resurfacing, Rehabilitation, and Maintenance, Pedestrian and Bicycle Facilities Maintenance, Safer and Complete Streets Curb Ramps, and Neighborhood Transportation Program) or the Prop AA Expenditure Plan line number referenced in the 2022 Prop AA Strategic Plan (e.g. Street Repair and Reconstruction).

² Acronym: SFPW (San Francisco Public Works, SFMTA (San Francisco Municipal Transportation Agency), SFCTA (San Francisco County Transportation Authority)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
15	SFPW	Street Repair and Cleaning Equipment	\$ 400,000	\$ -	Requested funds will be used to purchase one full size street sweeper to replace equipment that has exceeded its useful life. This piece of equipment is California Air Resources Board compliant and will meet current emissions standards. The sweeper is expected to be placed in service by June 2026.
16	SFPW	Public Sidewalk and Curb Repair	\$ 586,000	\$ -	SFPW is responsible for repairing sidewalks around City-maintained trees, adjacent to City properties, and at the angular returns of all intersections. The Tree Maintenance Fund is used to repair sidewalks damaged by City-maintained trees. Requested Prop L funds will be used to repair damaged public sidewalk, curb and gutters, and angular returns not related to street tree damage at approximately 200 locations. See attached Allocation Request Form with a list of outstanding sidewalk and curb repair locations. SFPW expects to complete the work funded by this request by June 2026.
18	SFMTA	Bicycle Safety Education and Outreach	\$ 200,000	\$ -	Requested funds will support the safe use of San Francisco streets by providing at least 68 bicycle safety classes as well as monthly bicycle safety outreach engaging over 12,000 people across the city in multiple languages and in a culturally competent manner. Classes funded by this grant will commence in October 2025 and conclude in December 2026.
19	SFPW	Curb Ramps Various Locations No. 18	\$ 1,155,000	\$ -	This project will construct 30 curb ramps at 7 intersections and meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide curb ramps that are readily and easily usable by people with disabilities. The project includes curb ramps at the following locations: Bay Street and Larkin Street, Octavia Street and Pacific Avenue, Brush Place and Hallam Street, 8th Street and I-80 off-ramp, Alemany Boulevard and 101 off-ramp, Ingalls Street and Egbert Avenue, and Ashbury Street and Frederick Street. The project is expected to be open for use by December 2026.
25	SFCTA, SFMTA	Neighborhood Transportation Program Coordination	\$ 200,000	\$ -	The Transportation Authority's Neighborhood Program (NTP) funds planning, development, and implementation of community-based, neighborhood-scale transportation improvements. This request provides support for a NTP Coordinator role at both the Transportation Authority and the SFMTA (in the amount of \$100,000 for each agency) to support Transportation Authority Board members' efforts to identify potential NTP projects, to develop proposed scope, schedule, budget and funding to support allocation requests, and to conduct project delivery oversight. This request will fund work through June 2026.
Street Repair	SFPW	Various Locations Pavement Renovation No. 90	\$ -	\$ 2,360,572	The Prop AA funds requested will fund the paving scope of work which includes demolition, pavement renovation of 46 blocks, construction and retrofit of 29 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within the project limits. See attached Allocation Request Form for a list and map of locations. The project is expected to be open for use by December 2027.
TOTAL			\$2,541,000	\$2,360,572	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
15	SFPW	Street Repair and Cleaning Equipment	\$ 400,000	\$ -	
16	SFPW	Public Sidewalk and Curb Repair	\$ 586,000	\$ -	
18	SFMTA	Bicycle Safety Education and Outreach	\$ 200,000	\$ -	<p>Special Condition: Reimbursement is conditioned upon SFMTA acquiring from the contractor detailed records for each expenditure line item to ensure that Prop L funds were used for eligible expenditures. SFMTA shall attach these receipts to any invoices submitted to SFCTA and certify that funds were used for eligible expenses.</p> <p>Special Condition: The program evaluation shall include demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as report on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from 2024 evaluation shall be provided when available.</p>
19	SFPW	Curb Ramps Various Locations No. 18	\$ 1,155,000	\$ -	
25	SFCTA, SFMTA	Neighborhood Transportation Program Coordination	\$ 200,000	\$ -	<p>Special Condition: The recommended allocation is contingent upon a waiver of Prop L policy prohibiting reimbursement of project costs incurred prior to execution of the Standard Grant Agreement to make eligible expenses beginning July 1, 2025.</p>

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
Street Repair	SFPW	Various Locations Pavement Renovation No. 90	\$ -	\$ 2,360,572	<p>Special Condition: The recommended allocation is conditioned upon concurrent amendment of the Prop AA 5-Year Project List to add the subject project with \$2,360,572 reprogrammed from the Brotherhood Way, Holloway Ave and Lake Merced Blvd Pavement Renovation project. See Prop AA 5-Year Project List amendment attached to the allocation request form for details.</p> <p>The Brotherhood Way, Holloway Ave and Lake Merced Blvd project has a conflict with a future San Francisco Public Utilities Commission (SFPUC) project that will be constructed through multiple phases into the early 2030s. SFPW has delayed the Holloway and Lake Merced Boulevard pavement renovation to start design in mid-2028 with construction expected in late 2030 to better coordinate with the SFPUC project and to ensure the water work is complete before the paving work and the street is placed under a 5 year paving moratorium. Brotherhood Way pavement renovation has been delayed to have design start in early 2032 with construction in 2034.</p>
TOTAL			\$ 2,541,000	\$ 2,360,572	

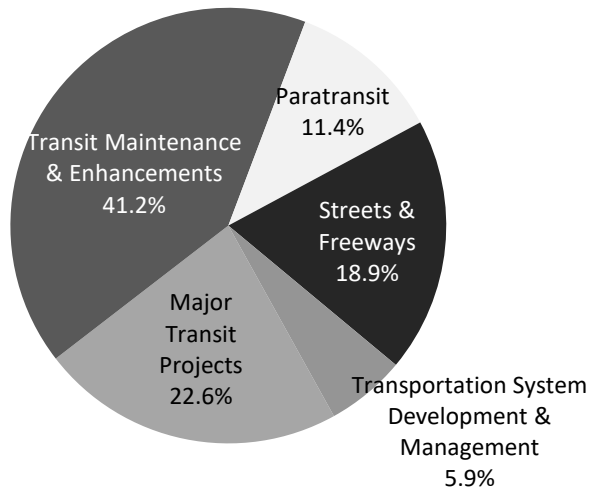
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2024/25

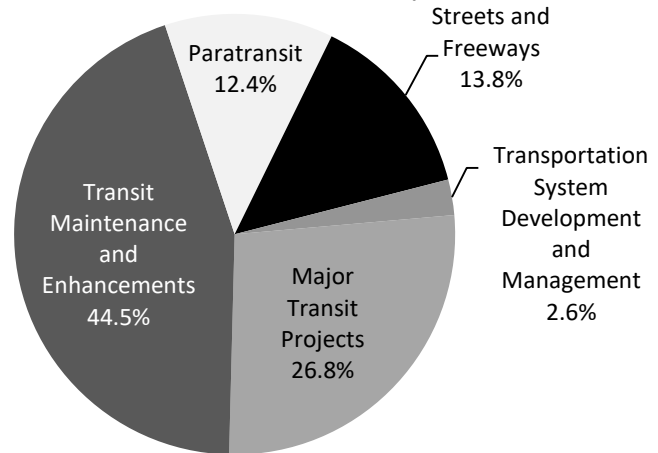
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,541,000	\$ 851,000	\$ 1,690,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 2,541,000	\$ 851,000	\$ 1,690,000	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2025/26 allocations and appropriations approved to date, along with the current recommended allocations.

Prop L Expenditure Plan



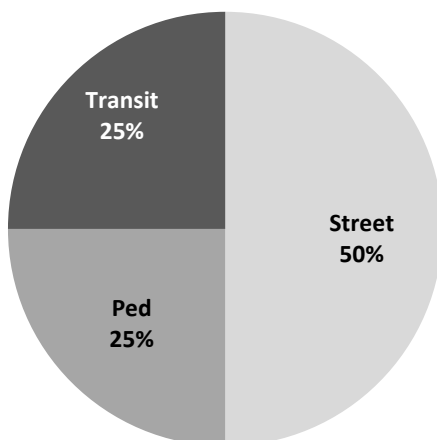
Prop L Investments To Date (Including Pending Allocations)



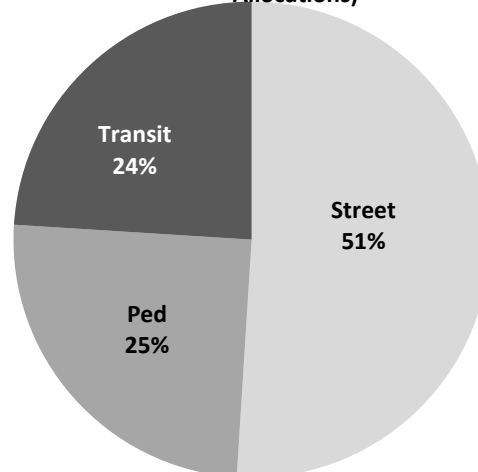
PROP AA VEHICLE REGISTRATION FEE						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,360,572	\$ 950,000	\$ 950,000	\$ 460,572	\$ -	\$ -
New Total Allocations	\$ 2,360,572	\$ 950,000	\$ 950,000	\$ 460,572	\$ -	\$ -

The above table shows total cash flow for all FY 2025/26 allocations approved to date, along with the current recommended allocations.

Prop AA Expenditure Plan



Prop AA Investments To Date (Including Pending Allocations)



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San Francisco
County Transportation
Authority



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

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.

PHASE	PREREQUISITE MILESTONE(S) FOR ALLOCATION
Planning	<ul style="list-style-type: none"> ● Funds programmed by the Board
Design Studies (PS&E)	<ul style="list-style-type: none"> ● Funds programmed by the Board ● Approved environmental document ● Capital construction phase included in programming document, such as Capital Improvement Program
Construction	<ul style="list-style-type: none"> ● 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 Projects¹**

Fiscal Year (FY)	Status	Amount Available for Projects¹
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 Projects²		\$ 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

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Application-Based Traffic Calming Program Update

SFCTA – Community Advisory Committee

06 | 25 | 2025

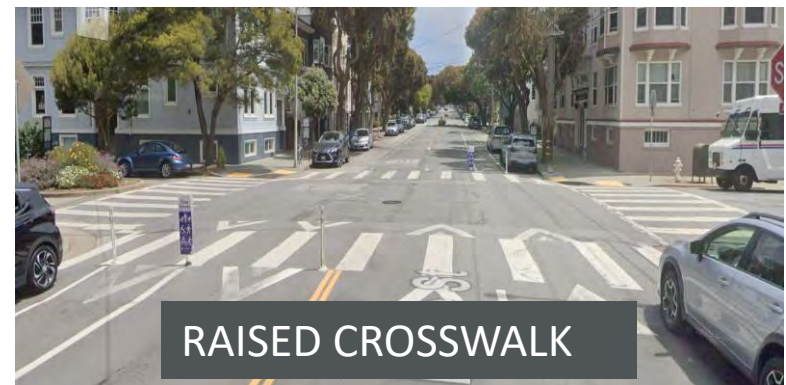
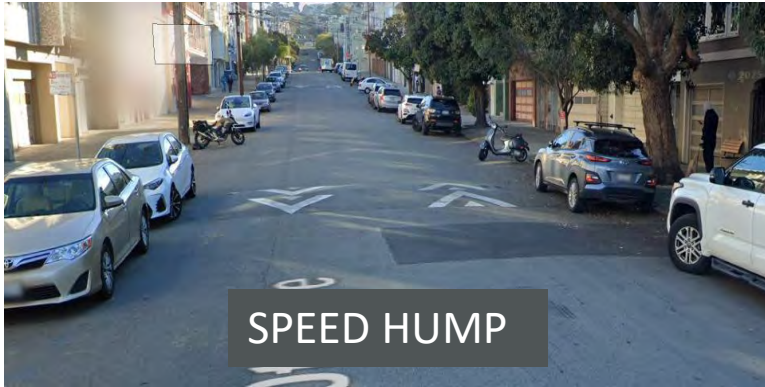
Overview

- 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.

154 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

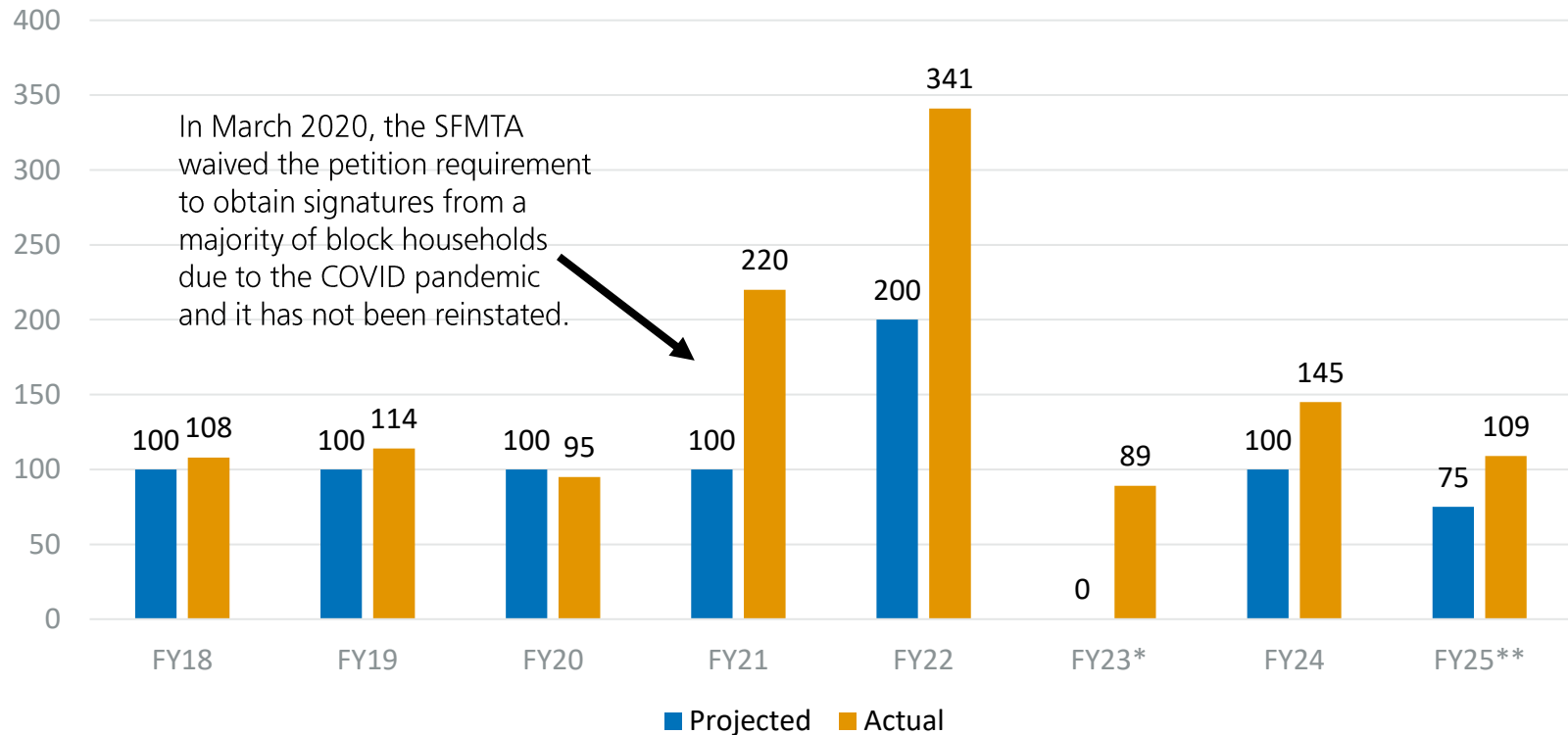
July 2023: Rolling program with quarterly evaluations

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.

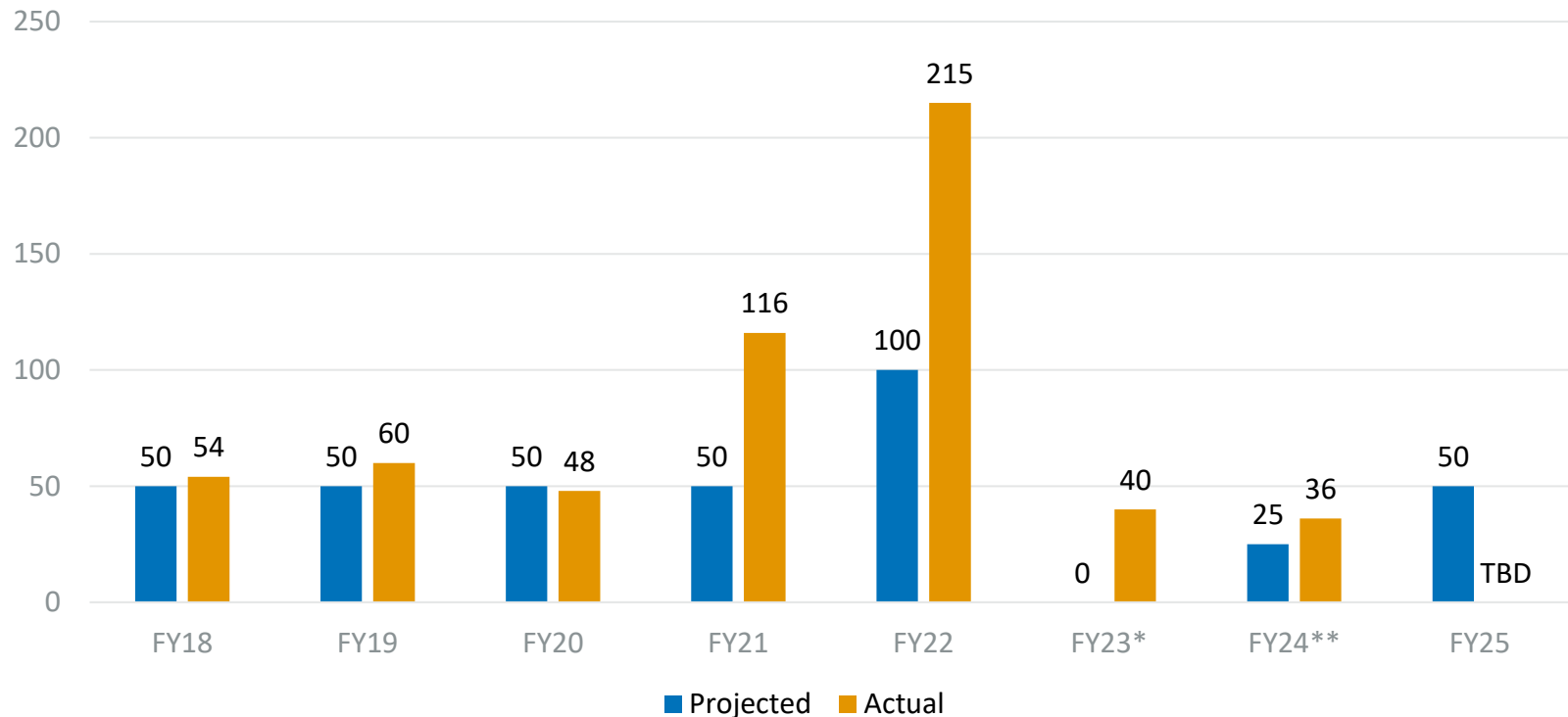
Traffic Calming Applications Received (July 2017-June 2025)



* 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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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 unforeseen 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
Project Details

05.14.2025

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

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

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 Jennings 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

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
Supervisory 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.	
<p>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.</p> <p>The remaining improvements include 28 individual traffic calming devices on 17 separate blocks in San Francisco Supervisory Districts 3, 6, 8, 10, and 11.</p> <p>The scope of work for design phase includes the following tasks:</p> <ol style="list-style-type: none"> 1. Selection of proposed device types and quantities 2. Final review and approval <p>The scope of work for construction phase includes the following tasks:</p> <ol style="list-style-type: none"> 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 <p>The cost for the FY21 cycle is higher than originally projected in prior allocation request due to unforeseen design complexities at remaining locations, as well as labor and construction cost increases.</p> <p>Delivery</p> <p>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.</p>	
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	\$ -	\$ -	\$ -	\$ -
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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					
Supervisory 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.						
<p>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.</p> <p>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).</p> <p>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.</p> <p>The scope of work for construction phase includes the following tasks:</p> <ol style="list-style-type: none"> 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					
Supervisory 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.						
<p>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.</p> <p>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.</p> <p>The recommended improvements include approximately 80 individual traffic calming devices on 40 separate blocks throughout San Francisco.</p> <p>The scope of work for design phase includes the following tasks: 1. Review and approval of proposed designs</p> <p>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 construction phase.</p>						
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)

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 12

DATE: June 20, 2025

TO: Transportation Authority Board

FROM: Anna LaFore – Deputy Director of Policy and Programming

SUBJECT: 07/08/2025 Board Meeting: Allocate \$6,887,505 in TNC Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Three Projects

RECOMMENDATION ☐ Information ☒ Action

Allocate \$6,887,505 in TNC Tax funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for three projects:

1. Application-Based Residential Traffic Calming Program – FY21 Cycle Additional Funds (\$255,902)
2. Application-Based Residential Traffic Calming – FY22 Cycle (\$6,356,670)
3. Application-Based Residential Traffic Calming – FY23 Cycle (\$274,933)

SUMMARY

Attachment 1 lists the three allocation requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains staff recommendations. Our recommendation is conditioned upon the Board programming \$5,672,505 in TNC Tax funds to the proposed projects, which is a separate item on this agenda and SFMTA compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol for Traffic Calming (Attachment 5). The separate item addressing programming of TNC funds includes a discussion of project delivery issues for the application-based traffic calming program which led to the proposed oversight protocol that we developed in consultation with SFMTA. At the June 25th CAC

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



meeting and July 8 th Board meeting, SFMTA staff will attend the meeting to present on the status of the application-based residential traffic calming program (see presentation included as an attachment to the aforementioned TNC Tax programming item).	
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DISCUSSION

Attachment 1 summarizes the three TNC Tax requests, including information on proposed leveraging. Attachment 2 includes brief project descriptions and Attachment 3 summarizes the staff recommendations for these requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in Attachment 6, with more detailed information on scope, schedule, budget, funding, deliverables, and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$6,887,505 in TNC Tax funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Fiscal Year 2025/26 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Transportation Authority's proposed FY 2025/26 budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

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



SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - TNC Tax Allocation Summaries - FY 2025/26
- Attachment 5 - Enhanced Monitoring, Reporting, and Oversight Protocol for SFMTA's Application-Based Residential Traffic Calming Program
- Attachment 6 - Allocation Request Forms (3)

Attachment 1: Summary of Requests Received

						Leveraging			
Source	TNC Tax Category	Project Sponsor ¹	Project Name	Current TNC Tax Request	Total Cost for Requested Phase(s)	Expected Leveraging ²	Actual Leveraging by Project Phase(s) ³	Phase(s) Requested	District(s)
TNC Tax	Traffic Calming	SFMTA	Application-Based Residential Traffic Calming Program - FY21 Cycle Additional Funds	\$ 255,902	\$ 4,048,661	N/A	94%	Design, Construction	Citywide
TNC Tax	Traffic Calming	SFMTA	Application-Based Residential Traffic Calming - FY22 Cycle	\$ 6,356,670	\$ 6,356,670	N/A	0%	Construction	Citywide
TNC Tax	Traffic Calming	SFMTA	Application-Based Residential Traffic Calming - FY23 Cycle	\$ 274,933	\$ 366,577	N/A	25%	Design	Citywide
TOTAL				\$ 6,887,505	\$ 10,771,908				

Footnotes

¹ Acronym: SFMTA (San Francisco Municipal Transportation Agency)

² "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop L funds expected to be available for a given Prop L Expenditure Plan line item by the total expected funding for that Prop L Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop L funds should cover 90% of the total costs for all projects in that program, and Prop L should cover only 10%.

³ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, non-Prop AA, or non-TNC Tax funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop L dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions¹

TNC Tax Category	Project Sponsor	Project Name	TNC Tax Funds Requested for Allocation	Project Description
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming Program - FY21 Cycle Additional Funds	\$ 255,902	<p>Requested funds will be used to complete the design and construction phases of the Application-Based Traffic Calming Program FY21 Cycle. TNC Tax funds will supplement Prop K grants for the design and construction phases approved in 2021 and 2022, respectively. The cost for the FY21 cycle is higher than originally projected due to unforeseen design complexities at remaining locations, as well as labor and construction cost increases.</p> <p>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 (blocks), including speed humps, speed cushions, speed tables, raised crosswalks and traffic islands. All work is expected to be done by June 2026. See the attached Allocation Request Form for a list of traffic calming devices and the status of installation at each location.</p>
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming - FY22 Cycle	\$ 6,356,670	<p>Requested funds will be used 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 the Attached Request Form for a list of traffic calming devices at each location.</p>
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming - FY23 Cycle	\$ 274,933	<p>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 Allocation Request Form for a list of locations.</p>
TOTAL			\$6,887,505	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

TNC Tax Category	Project Sponsor	Project Name	TNC Tax Funds Recommended	Recommendations
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming Program - FY21 Cycle Additional Funds	\$ 255,902	<p>Special Conditions: The recommendation to allocate these funds is contingent upon the following conditions:</p> <ul style="list-style-type: none"> -Board approval to program \$255,902 in TNC Tax Funds to this project, which is the subject of a separate item on this agenda. -SFMTA compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program. See attached oversight protocol for details. -A waiver of Prop L policy prohibiting reimbursement of project costs incurred prior to execution of the Standard Grant Agreement.
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming - FY22 Cycle	\$ 6,356,670	<p>Special Conditions: The recommendation to allocate these funds is contingent upon the following conditions:</p> <ul style="list-style-type: none"> -Board approval to program \$5,141,670 in TNC Tax Funds to this project, which is the subject of a separate item on this agenda -SFMTA compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program. See attached oversight protocol for details.

Attachment 3: Staff Recommendations¹

TNC Tax Category	Project Sponsor	Project Name	TNC Tax Funds Recommended	Recommendations
Traffic Calming	SFMTA	Application-Based Residential Traffic Calming - FY23 Cycle	\$ 274,933	<p>Special Conditions: The recommendation to allocate these funds is contingent upon the following conditions:</p> <ul style="list-style-type: none"> -Board approval to program \$274,933 in TNC Tax Funds to this project, which is the subject of a separate item on this agenda -SFMTA compliance with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program. See attached oversight protocol for details.
TOTAL			\$ 6,887,505	

¹ See Attachment 1 for footnotes.

Attachment 4.
TNC Tax Summary - FY2025/26

TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)						
FY2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 6,887,505	\$ 6,505,835	\$ 381,670	\$ -	\$ -	\$ -
New Total Allocations	\$ 6,887,505	\$ 6,505,835	\$ 381,670	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2025/26 allocations approved to date, along with the current recommended allocation(s).

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.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY21 Cycle Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Traffic Calming
Current TNC TAX Request:	\$255,902
Supervisory Districts	Citywide

REQUEST

Brief Project Description

The SFMTA requests \$255,902 to complete the design and construction phases for remaining traffic calming measures identified through the FY21 application-based traffic calming program cycle. The work was funded by Prop K grants approved in 2021 (design) and 2022 (construction). 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.

Detailed Scope, Project Benefits and Community Outreach

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 unforeseen 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.

Project Location

See attached list of locations in the Budget & Attachment tab

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

Project Phase(s)

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

Justification for Multi-phase Request

We recommend a multi-phase allocation due to the overlapping schedule for the design and construction phases.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
TNC TAX Amount	\$255,902.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY21 Cycle Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2021	Apr-May-Jun	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2021		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2026

SCHEDULE DETAILS

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).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY21 Cycle Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-602: Traffic Calming	\$255,902	\$0	\$0	\$255,902
Prop K	\$0	\$0	\$2,937,777	\$2,937,777
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	\$0	\$0	\$854,982	\$854,982
Phases In Current Request Total:	\$255,902	\$0	\$3,792,759	\$4,048,661

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
TNC TAX	\$255,902	\$0	\$0	\$255,902
Prop K	\$0	\$0	\$3,158,164	\$3,158,164
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	\$0	\$0	\$2,104,195	\$2,104,195
Funding Plan for Entire Project Total:	\$255,902	\$0	\$5,262,359	\$5,518,261

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,469,600		Actuals + cost to complete
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$764,409	\$56,569	Actuals + cost to complete
Construction	\$3,284,252	\$199,333	Actuals + cost to complete
Operations	\$0		
Total:	\$5,518,261	\$255,902	

% Complete of Design:	94.0%
As of Date:	04/16/2025
Expected Useful Life:	25 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Application-Based Traffic Calming Program FY21 Cycle Added Funding

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
Actual Cost for Completed Work	\$ 707,840	
Current Request		
1. Total Labor	\$ 56,569	
2. Consultant	\$ -	
3. Other Direct Costs *	\$ -	
4. Contingency	\$ -	0%
Actual Cost for Completed Work So Far	\$ 707,840	
TOTAL DESIGN PHASE	\$ 764,409	
TOTAL CURRENT REQUEST	\$ 56,569	

TOTAL LABOR COST BY AGENCY	
SFMTA	
Actual Cost for Completed Work	\$ 707,840
Current Request	\$ 56,569
TOTAL SFMTA LABOR	\$ 764,409
SFPW	
	\$ -
TOTAL CURRENT REQUEST	\$ 56,569

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Application-Based Traffic Calming Program FY21 Cycle Added Funding

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Traffic Calming					
Task 1: Asphalt Raised Crosswalk	\$ 72,000.00	32%	\$ 72,000.00	\$ -	\$ -
Task 2: Speed Table	\$ 64,000.00	28%	\$ 64,000.00	\$ -	\$ -
Task 3: Speed Hump/Cushion	\$ 56,000.00	25%	\$ 56,000.00	\$ -	\$ -
Task 4: Traffic Island	\$ -	0%	\$ -	\$ -	\$ -
Task 5: Paint & Signs	\$ 36,000.00	16%	\$ -	\$ 36,000.00	\$ -
Subtotal	\$ 228,000.00	100%	\$ 192,000.00	\$ 36,000.00	\$ -
2. Construction Management/Support	\$ 122,333.00	54%	\$ -	\$ 122,333.00	
4. Other Direct Costs *	\$ -	0%	\$ -	\$ -	
5. Contingency	\$ -	0%	\$ -	\$ -	
Actual Cost for Completed Work	\$ 3,084,919.00				
Remaining funds from prior allocation	\$ (151,000.00)		\$ (100,000.00)	\$ (51,000.00)	
TOTAL CONSTRUCTION PHASE	\$ 3,284,252.00				
TOTAL CURRENT REQUEST	\$ 199,333		\$ 292,000	\$ 209,333	\$ -

There is \$151,000 remaining from prior allocations therefore the total amount being requested for CON phase is \$350,333 - \$151,000 = \$199,133.

Construction will be performed by SFPW city crews.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY21 Cycle Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total TNC TAX Requested:	\$255,902	Total TNC TAX Recommended	\$255,902

SGA Project Number:		Name:	Application-Based Residential Traffic Calming - FY21 Cycle Additional Funds
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
TNC TAX EP-602	\$56,569	\$56,569

Deliverables

1. 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.
2. On completion of the design phase, provide evidence of completion of design, i.e. SFMTA Board action(s) legislating the improvements planned for each location.

Special Conditions

1. The recommended allocation is contingent upon Board approval to program TNC Tax Funds to this project, see separate item on this agenda.
2. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program, as attached.
3. The recommended allocation is contingent upon a waiver of Prop L policy prohibiting reimbursement of project costs incurred prior to execution of the Standard Grant Agreement.

SGA Project Number:		Name:	Application-Based Residential Traffic Calming - FY21 Cycle Additional Funds
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027

Phase:	Construction	Fundshare:	100.0%
Cash Flow Distribution Schedule by Fiscal Year			
Fund Source	FY2025/26	FY2026/27	Total
TNC TAX EP-602	\$174,333	\$25,000	\$199,333
Deliverables			
1. 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.			
2. QPRs shall include 2-3 photos of existing conditions, work being performed, and completed work, and photos documenting compliance with the TNC Tax attribution requirements as described in the SGA.			
Special Conditions			
1. The recommended allocation is contingent upon a waiver of Prop L policy prohibiting reimbursement of project costs incurred prior to execution of the Standard Grant Agreement.			
2. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program, as attached.			
3. The recommended allocation is contingent upon a waiver of Prop L policy prohibiting reimbursement of project costs incurred prior to execution of the Standard Grant Agreement.			
Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	93.68%	No PROP L
Actual Leveraging - This Project	No PROP AA	95.36%	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY21 Cycle Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	\$255,902
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	damon.curtis@sfmta.com	kathryn.studwell@sfmta.com

Application-Based Traffic Calming Program FY20-21 Cycle
Project Number: SFMTA-099; Grant Nos. 138-907149, -176, -185

05.14.2025

FY25-Q3 Quarterly Report

CON Phase - Locations and Devices

NO.	FY	LOCATION	BLOCK	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT	STATUS
1	FY21	03rd Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1	Completed 7/12/23
2	FY21	10th Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1	Completed 7/12/23
3	FY21	19th Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1	Completed 7/13/23
4	FY21	21st Ave, Cabrillo St to Fulton St	700	Speed Cushion	3-lump	2	1	Completed 7/13/23
5	FY21	27th Ave, Cabrillo St to Fulton St	800	Speed Cushion	3-lump	2	1	Completed 7/14/23
6	FY21	30th Ave, Cabrillo St to Fulton St	800	Speed Cushion	3-lump	2	1	Completed 7/14/23
7	FY21	34th Ave, Anza St to Balboa St	600	Speed Cushion	3-lump	2	1	Completed 7/20/23
8	FY21	34th Ave, Balboa St to Cabrillo St	700	Speed Cushion	3-lump	2	1	Completed 7/20/23
9	FY21	34th Ave, Cabrillo St to Fulton St	800	Speed Cushion	3-lump	2	1	Completed 7/20/23
10	FY21	Clement St, 28th Ave to 29th Ave	2700	Speed Cushion	3-lump	1	1	Completed 7/14/23
11	FY21	Anza St, Blake St to Cook St	400	Speed Cushion	3-lump	1	2	Completed 11/16/23
12	FY21	Anza St, Cook St to Spruce St	500	Speed Cushion	3-lump	1	2	Completed 11/16/23
13	FY21	Anza St, Spruce St to Parker Ave	600	Speed Cushion	3-lump	1	2	Completed 11/17/23
14	FY21*	Filbert St, Leavenworth St to Hyde St (one-way EB)	1100	Speed Hump	n/a	1	3	Coordinating construction by SFPW
15	FY21	22nd Ave, Taraval St to Ulloa St	2400	Speed Hump	n/a	2	4	Completed 7/21/23
16	FY21	34th Ave, Quintara St to Rivera St	2100	Speed Hump	n/a	2	4	Completed 7/21/23
17	FY21	35th Ave, Lincoln Way to Irving St	1200	Speed Cushion	3-lump	2	4	Completed 8/10/23
18	FY21	35th Ave, Kirkham St to Lawton St	1500	Speed Cushion	3-lump	2	4	Completed 8/10/23
19	FY21	35th Ave, Ortega St to Pacheco St	1900	Speed Cushion	3-lump	2	4	Completed 8/14/23
20	FY21	42nd Ave, Lincoln Way to Irving St	1200	Speed Cushion	3-lump	2	4	Completed 8/14/23
21	FY21	45th Ave, Pacheco St to Quintara St	2000	Speed Cushion	3-lump	2	4	Completed 8/15/23
22	FY21	47th Ave, Taraval St to Ulloa St	2400	Speed Cushion	3-lump	2	4	Completed 8/16/23
23	FY21	Clearfield Dr, Sloat Blvd/Morningside Dr to Ocean Ave	Unit	Speed Cushion	3-lump	2	4	Completed 8/16/23
24	FY21	09th Ave, Judah St to Kirkham St	1400	Speed Cushion	5-lump	2	5	Completed 8/17/23
25	FY21	Linden St, Octavia St to Laguna St	400	Speed Hump	n/a	2	5	Completed 8/17/23
26	FY21	Oak St, Shrader St to Stanyan St (one-way EB)	2000	Speed Cushion	3-lump	2	5	Completed 8/18/23
27	FY21	Harriet St, Folsom St to Harrison St (one-way SB)	100	Speed Cushion	3-lump	2	6	Completed 8/18/23
28	FY21*	Hawthorne St, Folsom St to Harrison St (one-way SB)	100	Speed Cushion	3-lump	2	6	Working with SFFD on approval
29	FY21	Shipley St, 4th St to 5th St (one-way WB)	100	Speed Cushion	3-lump	3	6	Completed 8/25/23
30	FY21	Shipley St, 5th St to 6th St (one-way WB)	200	Speed Cushion	3-lump	2	6	Completed 8/25/23
31	FY21	14th Ave, Ulloa St to Vicente St	2500	Speed Cushion	3-lump	2	7	Completed 9/27/23
32	FY21	15th Ave, Santiago St to Rivera St (one-way NB)	2200	Speed Cushion	3-lump	2	7	Completed 9/27/23
33	FY21	15th Ave, Ulloa St to Vicente St	2500	Speed Cushion	3-lump	2	7	Completed 9/28/23
34	FY21	16th Ave, Santiago St to Rivera St (one-way NB)	2200	Speed Cushion	3-lump	2	7	Completed 9/28/23
35	FY21	Palmetto Ave, Alemany Blvd/St Charles Ave to Chester Ave (one-way WB)	600	Speed Cushion	3-lump	1	7	Completed 4/4/22
36	FY21	Rockridge Dr, Funston Ave to Radio Terrace	Unit	Speed Cushion	3-lump	1	7	Completed 9/28/23
37	FY21	Vasquez Ave, Hernandez Ave to Pacheco St	100	Speed Cushion	3-lump	1	7	Completed 9/29/23
38	FY21	Vasquez Ave, Pacheco St to Garcia Ave	100	Speed Cushion	3-lump	1	7	Completed 9/29/23
39	FY21	Westgate Dr, Kenwood Way to Upland Dr	100	Speed Cushion	3-lump	2	7	Completed 9/29/23
40	FY21	Yerba Buena Ave, Ravenwood Dr to Hazelwood Ave	200	Speed Cushion	4-lump	1	7	Completed 3/6/24
41	FY21	Yerba Buena Ave at Brentwood Ave	Intersection	Raised Crosswalk	south leg	1	7	Completed 3/6/24
42	FY21	Yerba Buena Ave, Brentwood Ave to Plymouth Ave	300	Speed Cushion	4-lump	1	7	Completed 3/8/24
43	FY21	Yerba Buena Ave, Plymouth Ave to Monterey Blvd	400	Speed Cushion	4-lump	1	7	Completed 3/8/24
44	FY21	18th St, Danvers St to Market St	4700	Speed Cushion	5-lump	2	8	Completed 9/8/23
45	FY21	22nd St, Dolores St to Chattanooga St	3500	Speed Hump	n/a	1	8	Completed 9/11/23
46	FY21	23rd St, Noe St to Castro St	4000	Speed Cushion	3-lump	2	8	Completed 9/12/23
47	FY21	Day St, Dolores St to Church St	100	Speed Cushion	3-lump	2	8	Completed 9/13/23
48	FY21	Elizabeth St, Castro St to Diamond St	600	Speed Cushion	3-lump	2	8	Completed 9/14/23
49	FY21	Joost Ave, Acadia St to Baden St	100	Speed Cushion	3-lump	2	8	Completed 9/15/23
50	FY21	Merritt St, Market St to Danvers St	3000	Speed Cushion	3-lump	1	8	Completed 9/11/23
51	FY21*	Richland Ave, Arlington St to Mission St	Unit	Speed Cushion	3-lump	2	8	Working with SFFD on approval
52	FY21	Pond St, 16th St to 17th St (one-way SB)	Unit	Speed Hump	n/a	2	8	Completed 9/18/23
53	FY21	Sharon St, 15th St to 16th St	Unit	Speed Cushion	3-lump	2	8	Completed 9/19/23
54	FY21	Felton St, Bowdoin St to Dartmouth St	700	Speed Cushion	3-lump	1	9	Completed 11/8/23
55	FY21	Felton St, Dartmouth St to Colby St	800	Speed Cushion	3-lump	1	9	Completed 11/8/23
56	FY21	Florida St, 25th St to 26th St	1300	Speed Hump	n/a	2	9	Completed 11/9/23
57	FY21	Folsom St, Powhattan Ave to Eugenia Ave	3600	Speed Cushion	3-lump	2	9	Completed 11/10/23
58	FY21	Hampshire St, 22nd St to 23rd St	1000	Speed Cushion	3-lump	2	9	Completed 11/10/23
59	FY21	San Carlos St, 18th St to 19th St (one-way NB)	100	Speed Cushion	3-lump	2	9	Completed 11/13/23
60	FY21	Shotwell St, 25th St to 26th St	1100	Speed Cushion	3-lump	2	9	Completed 11/14/23
61	FY21	Woodward St, Duboce Ave to 14th St (one-way NB)	Unit	Speed Hump	n/a	2	9	Completed 11/15/23
62	FY21	York St, 23rd St to 24th St	1100	Speed Cushion	3-lump	2	9	Completed 11/15/23
63	FY21	Arelious Walker Dr, Carroll Ave to Donner Ave	2500	Speed Cushion	3-lump	1	10	Completed 6/28/23
64	FY21	Bayview St, Latona St to Pomona St	Unit	Speed Cushion	3-lump	1	10	Completed 9/20/23
65	FY21	Bayview St, Pomona St to Flora St	Unit	Speed Cushion	3-lump	1	10	Completed 9/20/23
66	FY21	Carroll Ave, Arelious Walker Dr to Giants Dr	1100	Speed Cushion	3-lump	1	10	Completed 6/28/23
67	FY21	Donahue St, Galvez Ave to Innes Ave	100	Speed Cushion	3-lump	2	10	Completed 8/8/23
68	FY21	Gilman Ave, Bill Walsh Way to Griffith St	900	Speed Cushion	4-lump	2	10	Completed 7/13/23
69	FY21	Gilman Ave, Griffith St to Hawes St	1000	Speed Cushion	5-lump	1	10	Completed February 2021
70	FY21	Gilman Ave, Hawes St to Ingalls St	1100	Speed Cushion	5-lump	2	10	Completed 7/12/23
71	FY21	Gilman Ave, Ingalls St to Jennings St	1200	Speed Cushion	5-lump	2	10	Completed 7/25/23
72	FY21	Gilman Ave, Jennings St to 3rd St	1300	Speed Cushion	5-lump	2	10	Completed 7/26/23
73	FY21	Indiana St, 19th St to 20th St	700	Speed Cushion	3-lump	1	10	Completed 8/10/23
74	FY21	Ingerson Ave, Ingalls St to Jennings St	1000	Speed Cushion	3-lump	2	10	Completed 7/31/23
75	FY21	Kansas St, 17th St to Mariposa St	400	Speed Cushion	3-lump	1	10	Completed 8/11/23
76	FY21*	La Salle Ave, Newcomb Ave to Cashmere St (divided roadway)	1400	Speed Table	n/a	2	10	Working with SFFD on approval
77	FY21*	La Salle Ave, Cashmere St to Mendell St (divided roadway)	1500	Speed Table	n/a	2	10	Working with SFFD on approval
78	FY21	Middle Point Rd, Innes Ave to Harbor Rd	200	Speed Cushion	4-lump	1	10	Completed 8/9/23
79	FY21	Rhode Island St, 20th St to Southern Heights Ave	800	Speed Cushion	5-lump	2	10	Completed 8/10/23
80	FY21	Santa Fe Ave, Silver Ave to Quint St (one-way NB)	Unit	Speed Cushion	3-lump	2	10	Completed 7/24/23
81	FY21*	Silver Ave at Elmira St	Intersection	Raised Crosswalk	east leg	1	10	Working with SFFD on approval

Application-Based Traffic Calming Program FY20-21 Cycle
Project Number: SFMTA-099; Grant Nos. 138-907149, -176, -185

05.14.2025

FY25-Q3 Quarterly Report

CON Phase - Locations and Devices

NO.	FY	LOCATION	BLOCK	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT	STATUS
82	FY21*	Silver Ave at Scotia Ave	Intersection	Raised Crosswalk	east leg	1	10	Working with SFFD on approval
83	FY21*	Silver Ave at Topeka Ave	Intersection	Raised Crosswalk	east leg	1	10	Working with SFFD on approval
84	FY21*	Silver Ave at Revere Ave	Intersection	Raised Crosswalk	west leg	1	10	Working with SFFD on approval
85	FY21	Thornton Ave, Neptune St to Venus St	400	Speed Cushion	3-lump	1	10	Completed 8/1/23
86	FY21	Underwood Ave, Keith St to Lane St	1500	Speed Cushion	3-lump	2	10	Completed 8/3/23
87	FY21	Wallace Ave, Keith St to 3rd St	1600	Speed Cushion	3-lump	2	10	Completed 7/28/23
88	FY21	Whitney Young Cir, Mabrey/Richards Lane to Lindsay Cir/Hillview Ct	100	Speed Cushion	3-lump	1	10	Completed 8/9/23
89	FY21	Wisconsin St, 22nd St to Madera St	800	Speed Cushion	3-lump	1	10	Completed 8/11/23
90	FY21	Wisconsin St, Madera St to 23rd St	900	Speed Cushion	3-lump	1	10	Completed 8/15/23
91	FY21	Caine Ave, Lakeview Ave to Lobos Ave (one-way SB)	100	Speed Cushion	3-lump	2	11	Completed 8/17/23
92	FY21	Cambridge St, Felton St to Burrows St	400	Speed Cushion	3-lump	2	11	Completed 9/21/23
93	FY21	Cambridge St, Burrows St to Bacon St	500	Speed Hump	n/a	1	11	Completed 9/22/23
94	FY21	Lobos Ave, Caine Ave to Plymouth Ave (one-way WB)	Unit	Speed Cushion	3-lump	3	11	Completed 8/18/23
95	FY21*	Dublin St/LaGrande Ave, Brazil Ave to Persia Ave	300 & Unit	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW
96	FY21	Howth St, Geneva Ave to Niagara Ave (one-way SB)	100	Speed Cushion	3-lump	2	11	Completed 8/16/23
97	FY21*	Lakeview Ave, Granada Ave to Miramar Ave	600	Speed Cushion	3-lump	1	11	Coordinating construction by SFPW
98	FY21*	Louisburg St, Geneva Ave to Niagara Ave (one-way NB)	100	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW
99	FY21*	Maynard St, Mission St to Craut St	Unit	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW
100	FY21*	Naples St, Peru Ave to Avalon Ave	100	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW
101	FY21*	Paris St, Excelsior Ave to Brazil Ave	200	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW
102	FY21*	Ralston St, Shields St to Garfield St	300	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW
103	FY21*	Vienna St, Excelsior Ave to Brazil Ave	300	Speed Cushion	3-lump	2	11	Coordinating construction by SFPW

* Current TNC Request

Total Speed Humps:	15	
Total Speed Cushions:	149	Completed: 145
Total Speed Tables:	4	Pending: 28
Total Raised Crosswalks:	5	
Total "tbd":	0	
Grand Total:	173	

Accepted Applications Advanced Outside of App-Based Program

NO.	FY	LOCATION	BLOCK	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT	STATUS
1	FY21**	Anza St, Wood St to Collins St	200	Speed Cushion	3-lump	1	1,2	Completed May 2022
2	FY21**	Anza St, Collins St to Blake St	300	Speed Cushion	3-lump	1	1,2	Completed May 2022
3	FY21**	10th Ave, Irving St to Judah St	1300	Speed Hump	n/a	2	7	Completed March 2022
4	FY21**	Joost Ave, Genessee St to Ridgewood Ave	700	Speed Cushion	3-lump	2	7	Completed March 2022
5	FY21**	San Anselmo Ave, San Benito Way to Santa Clara Ave	Unit	Speed Hump	n/a	1	7	Completed May 2022
6	FY21**	Cortland Ave, Mission St to Coleridge St	Unit	Speed Cushion	5-lump	1	9	Completed July 2021
7	FY21**	Cortland Ave, Prospect Ave to Winfield St	100	Speed Cushion	5-lump	1	9	Completed July 2021
8	FY21**	Cortland Ave, Bronte St to Bradford St	1400	Speed Cushion	5-lump	1	9	Completed July 2021
9	FY21**	Cortland Ave, Peralta Ave to Hilton St	1600	Speed Cushion	5-lump	1	9	Completed August 2021
10	FY21**	Crescent Ave, Mission St to Lesse St	Unit	Speed Table	n/a	1	9	Completed April 2023
11	FY21**	Crescent Ave at Murray St	n/a	Raised Crosswalk	west leg	1	9	Completed April 2023
12	FY21**	18th St, Arkansas St to Carolina St	1600-1700	Speed Hump	n/a	2	10	Completed March 2021
13	FY21**	Palou Ave, Silver Ave/Quint St to Rankin St	1900	Speed Cushion	5-lump	2	10	Completed August 2023
14	FY21**	Jules Ave, Grafton Ave to Holloway Ave	100	Speed Hump	n/a	1	11	Completed April 2022
15	FY21**	Lakeview Ave, Caine Ave to Majestic Ave	100	Speed Cushion	3-lump	1	11	Completed April 2022
16	FY21**	London St, France Ave to Italy Ave	600	Speed Cushion	3-lump	2	11	Completed August 2023
17	FY21**	Maynard St, Craut St to Congdon St	100	Speed Hump	n/a	1	11	Completed February 2022
18	FY21**	Mt Vernon Ave, Ellington Ave to Del Monte St	Unit	Speed Hump	n/a	1	11	Completed March 2022

** Accepted Applications Advanced Outside of App-Based Program

Total Speed Humps:	8	
Total Speed Cushions:	13	
Total Speed Tables:	1	Completed: 23
Total Raised Crosswalks:	1	Pending: 0
Grand Total:	23	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY22 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Traffic Calming
Current TNC TAX Request:	\$6,356,670
Supervisory District	Citywide

REQUEST

Brief Project Description

The SFMTA requests \$6,356,670 in funds 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.

Detailed Scope, Project Benefits and Community Outreach

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 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

Project Location

See attached list of locations.

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

Project Phase(s)

Construction (CON)

Justification for Multi-phase Request

We recommend a multi-phase allocation due to the overlapping schedule for the design and construction phases.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
TNC TAX Amount	\$6,356,670.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY22 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2022	Apr-May-Jun	2023
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2023	Oct-Nov-Dec	2024
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2025		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2026

SCHEDULE DETAILS

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).

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY22 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-602: Traffic Calming	\$5,141,670	\$1,215,000	\$0	\$6,356,670
Phases In Current Request Total:	\$5,141,670	\$1,215,000	\$0	\$6,356,670

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
TNC TAX	\$5,141,670	\$1,215,000	\$0	\$6,356,670
Prop K	\$0	\$0	\$562,000	\$562,000
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	\$0	\$0	\$3,117,080	\$3,117,080
Funding Plan for Entire Project Total:	\$5,141,670	\$1,215,000	\$3,679,080	\$10,035,750

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$2,496,120		Actuals (phase substantially complete)
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,182,960		Actuals (phase substantially complete)
Construction	\$6,356,670	\$6,356,670	Estimate based on JOC cost proposals
Operations	\$0		
Total:	\$10,035,750	\$6,356,670	

% Complete of Design:	99.0%
As of Date:	04/16/2025
Expected Useful Life:	25 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Application-Based Traffic Calming Program FY22 Cycle Added Funding

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. JOC Traffic Calming Construction					
1.1: Traffic Control	\$ 712,672.98	18%	\$ -	\$ -	\$ 712,672.98
1.2: Construction	\$ 2,337,168.60	60%	\$ -	\$ -	\$ 2,337,168.60
1.3: Excavation Permits	\$ 25,000.00	1%	\$ -	\$ -	\$ 25,000.00
2. Permanent Markings and Signs	\$ 810,000.00	21%	\$ -	\$ 810,000.00	\$ -
Subtotal	\$ 3,884,841.58	100%	\$ -	\$ 810,000.00	\$ 3,074,841.58
3. Construction Support	\$ 1,314,634.13	34%	\$ -	\$ 1,314,634.13	
4. JOC Fees					
4.1: JOC Technology - FOS of Canon Design	\$ 61,496.83	2.0%	\$ 61,496.83		
4.2: JOC Admin & Project Mgmt	\$ 245,987.33	8.0%	\$ 245,987.33		
4.3: JOC Construction Mgmt	\$ 461,226.24	15%	\$ 461,226.24		
5. Other Direct Costs *	\$ -	0%	\$ -	\$ -	
6. Contingency	\$ 388,484.16	10%	\$ -	\$ 388,484.16	
TOTAL CONSTRUCTION PHASE	\$ 6,356,670		\$ 768,710	\$ 2,513,118	\$ 3,074,842

Construction will be performed by SFPW JOC As-Needed contractors.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY22 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total TNC TAX Requested:	\$6,356,670	Total TNC TAX Recommended	\$6,356,670

SGA Project Number:		Name:	Application-Based Traffic Calming - FY22 Cycle
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
TNC TAX EP-602	\$6,000,000	\$356,670	\$6,356,670

Deliverables

1. 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.

2. QPRs shall include 2-3 photos of existing conditions, work being performed, and completed work, and photos documenting compliance with the TNC Tax attribution requirements as described in the SGA.

Special Conditions

1. Conditioned upon Board approval to program TNC Tax Funds to this project, see separate item on this agenda

2. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program, as attached

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	0.0%	No PROP L
Actual Leveraging - This Project	No PROP AA	36.66%	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY22 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	\$6,356,670
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	damon.curtis@sfmta.com	kathryn.studwell@sfmta.com

Application-Based Traffic Calming Program FY22 Cycle Added Funding

05.14.2025

Project Details

TNC Tax

NO.	FY	LOCATION	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT	STATUS
1	FY22	11th Ave, Geary Blvd to Anza St (400 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
2	FY22	15th Ave, Cabrillo St to Fulton St (700 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
3	FY22	16th Ave, Geary Blvd to Anza St (400 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
4	FY22	24th Ave, Clement St to Geary Blvd (400 block)	Speed Hump	n/a	2	1	Scoped in SFPW JOC Task Order J53-04
5	FY22	24th Ave, Cabrillo St to Fulton St (800 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
6	FY22	30th Ave, California St to Clement St (300 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
7	FY22	33rd Ave, Cabrillo St to Fulton St (800 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
8	FY22	37th Ave, Geary Blvd to Anza St (500 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
9	FY22	42nd Ave, Balboa St to Cabrillo St (700 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
10	FY22	43rd Ave, Anza St to Balboa St (600 block)	Speed Cushion	3-lump	2	1	Scoped in SFPW JOC Task Order J53-04
11	FY22	Beaumont Ave, Geary Blvd to Anza St (Unit block)	Speed Cushion	3-lump	1	1	Scoped in SFPW JOC Task Order J53-04
12	FY22	Green St, Gough St to Octavia St (1700 block)	Speed Cushion	3-lump	1	2	Scoped in SFPW JOC Task Order J53-04
13	FY22	Washington St, Gough St to Octavia St (2000 block)	Speed Cushion	3-lump	1	2	Scoped in SFPW JOC Task Order J53-04
14	FY22	Washington St, Octavia St to Laguna St (2100 block)	Speed Cushion	3-lump	1	2	Scoped in SFPW JOC Task Order J53-04
15	FY22	Jones St, Greenwich St to Lombard St (2200 block)	Speed Cushion	3-lump	1	3	Scoped in SFPW JOC Task Order J57-09
16	FY22	Victoria St, Urbano Dr South to Urbano Dr North (700 block)	Speed Cushion	3-lump	2	3	Scoped in SFPW JOC Task Order J57-09
17	FY22	17th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
18	FY22	24th Ave, Lawton St to Moraga St (1600 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
19	FY22	25th Ave, Lincoln Wy to Irving St (1200 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
20	FY22	27th Ave, Ulloa St to Vicente St (2500 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
21	FY22	31st Ave, Lincoln Wy to Irving St (1200 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
22	FY22	34th Ave, Lincoln Wy to Irving St (1200 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
23	FY22	35th Ave, Taraval St to Ulloa St (2400 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
24	FY22	36th Ave, Lincoln Wy to Irving St (1200 block)	Speed Table	n/a	1	4	Pending future construction coordinaton
25	FY22	37th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
26	FY22	37th Ave, Lawton St to Moraga St (1600 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
27	FY22	38th Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
28	FY22	42nd Ave, Ulloa St to Vicente St (2500 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
29	FY22	43rd Ave, Lawton St to Moraga St (1600 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
30	FY22	44th Ave, Ortega St to Pacheco St (1900 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
31	FY22	45th Ave, Noriega St to Ortega St (1800 block)	Speed Cushion	3-lump	2	4	Pending future construction coordinaton
32	FY22	46th Ave, Irving St to Judah St (1300 block)	Speed Cushion	5-lump	2	4	Pending future construction coordinaton
33	FY22	Buena Vista East, Park Hill Ave to Upper Ter (300-400 block)	Speed Cushion	5-lump	3	5	Scoped in SFPW JOC Task Order J57-09
34	FY22	Golden Gate Ave, Divisadero St to Broderick St (1700 block)	Speed Cushion	3-lump	1	5	Scoped in SFPW JOC Task Order J57-09
35	FY22	Hugo St, 6th Ave to 7th Ave (500 block)	Speed Hump	n/a	1	5	Scoped in SFPW JOC Task Order J57-09
36	FY22	McAllister St, Gough St to Octavia St (700 block)	Speed Cushion	5-lump	2	5	Scoped in SFPW JOC Task Order J57-09
37	FY22	McAllister St, Octavia St to Laguna St (800 block)	Speed Cushion	5-lump	2	5	Scoped in SFPW JOC Task Order J57-09
38	FY22	Parnassus Ave, Willard St to Hillpoint Ave (300 block)	Speed Cushion	7-lump	1	5	Scoped in SFPW JOC Task Order J57-09
39	FY22	Seymour St, Golden Gate Ave to Turk St (Unit block)	Speed Table	n/a	1	5	Scoped in SFPW JOC Task Order J57-09
40	FY22	McCoppin St, Jessie St to Stevenson St (Unit block)	Speed Cushion	3-lump	1	6	Scoped in SFPW JOC Task Order J57-09
41	FY22	Natoma St, 8th St to 7th St (One-Way EB; 600 block)	Speed Table	n/a	2	6	Scoped in SFPW JOC Task Order J57-09
42	FY22	10th Ave, Ortega St to Pacheco St (1900 block)	Speed Cushion	5-lump	2	7	Scoped in SFPW JOC Task Order J59-12
43	FY22	10th Ave, Pacheco St to Quintara St (2000 block)	Speed Cushion	5-lump	2	7	Scoped in SFPW JOC Task Order J59-12
44	FY22	14th Ave, Rivera St to Santiago St (2200 block)	Speed Table	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
45	FY22	16th Ave, Quintara St to Rivera St (2100 block)	Speed Cushion	3-lump	2	7	Scoped in SFPW JOC Task Order J59-12
46	FY22	17th Ave, Noriega St to Ortega St (1800 block)	Speed Cushion	3-lump	2	7	Scoped in SFPW JOC Task Order J59-12
47	FY22	18th Ave, Kirkham St to Lawton St (1500 block)	Speed Cushion	3-lump	2	7	Scoped in SFPW JOC Task Order J59-12
48	FY22	18th Ave, Pacheco St to Quintara St (2000 block)	Speed Cushion	3-lump	2	7	Scoped in SFPW JOC Task Order J59-12
49	FY22	Christopher Dr, Crestmont Dr to Oak Park Dr (200 block)	Speed Table	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
50	FY22	Clearfield Dr, Ocean Ave to Eucalyptus Dr (100 block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
51	FY22	Clearfield Dr, Eucalyptus Dr to Gellert Dr (100 block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
52	FY22	Diamond St, Surrey St to Cheney St (2700 block)	Speed Table	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
53	FY22	Flood Ave, Edna St to Foerster St (300 block)	Speed Hump	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
54	FY22	Flood Ave, Genessee St to Frida Kahlo Wy (500 block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
55	FY22	Flood Ave, Frida Kahlo Wy to Ridgewood Ave (500 block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
56	FY22	Foerster St, Flood Ave to Hearst Ave (200 block)	Speed Table	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
57	FY22	Funston Ave, Judah St to Kirkham St (1400 block)	Speed Cushion	3-lump	2	7	Scoped in SFPW JOC Task Order J59-12
58	FY22	Harold Ave, Bruce Ave to Ocean Ave (200 block)	Speed Cushion	3-lump	2	7	Scoped in SFPW JOC Task Order J59-12
59	FY22	Hazelwood, Judson to Staples (Unit block)	Speed Table	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
60	FY22	Hazelwood Ave, Staples Ave to Flood Ave (Unit block)	Speed Table	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
61	FY22	Hazelwood Ave, Flood Ave to Montecito Ave (Unit block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
62	FY22	Magellan Ave, Sola Ave to Pacheco St (200 block) [REMOVE EXISTING]	Speed Hump	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
63	FY22	Magellan Ave, Sola Ave to Pacheco St (200 block) [INSTALL NEW]	Speed Table	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
64	FY22	Malta Dr, Mercato Ct to Valletta Ct (Unit block)	Speed Table	n/a	4	7	Scoped in SFPW JOC Task Order J59-12
65	FY22	Miraloma Dr, Marne Ave to Juanita Wy (Unit block)	Speed Table	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
66	FY22	Miraloma Dr, Juanita Wy to Yerba Buena Ave (Unit-100 block)	Speed Table	n/a	3	7	Scoped in SFPW JOC Task Order J59-12
67	FY22	Miramar Ave, Eastwood/Westwood Dr to Wildwood Wy (500 Block)	Speed Table	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
68	FY22	Miramar Ave, Wildwood Wy to Eastwood/Westwood Dr (600 Block)	Speed Table	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
69	FY22	Pacheco St, 8th Ave to 9th Ave (400 block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
70	FY22	Plymouth Ave, Lakeview Ave to Grafton Ave (900 block)	Speed Cushion	5-lump	2	7	Scoped in SFPW JOC Task Order J59-12
71	FY22	Plymouth Ave, Wildwood Wy to Greenwood Ave (1400 block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
72	FY22	Ridgewood Ave, Flood Ave to Hearst Ave (Unit block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
73	FY22	Ridgewood Ave, Hearst Ave to Monterey Blvd (100 block)	Speed Cushion	3-lump	1	7	Scoped in SFPW JOC Task Order J59-12
74	FY22	San Benito Wy, Upland Dr to Ocean Ave (300 block)	Speed Table	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
75	FY22	Skyview Way, Gladeview Way to Aquavista Way (Unit block)	Speed Table	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
76	FY22	Skyview Way, Aquavista Way to Marview Way (100 block)	Speed Table	n/a	3	7	Scoped in SFPW JOC Task Order J59-12
77	FY22	Sotelo Ave, Santa Rita Ave to 9th Ave (Unit block)	Speed Table	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
78	FY22	Stratford Dr, Banbury Dr to Junipero Serra Blvd (300 block)	Speed Hump	n/a	2	7	Scoped in SFPW JOC Task Order J59-12
79	FY22	Upland Dr, San Aleso Ave to Aptos Ave (500 block)	Speed Hump	n/a	1	7	Scoped in SFPW JOC Task Order J59-12
80	FY22	17th St, Ord St to Temple St (4300 block)	Speed Cushion	5-lump	1	8	Pending future construction coordinaton

Application-Based Traffic Calming Program FY22 Cycle Added Funding

05.14.2025

Project Details

TNC Tax

NO.	FY	LOCATION	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT	STATUS
81	FY22	19th St, Diamond St to Eureka St (4300 block)	Speed Cushion	3-lump	1	8	Pending future construction coordinaton
82	FY22	23rd St, Douglass St to Hoffman St (4300 block)	Speed Cushion	3-lump	2	8	Pending future construction coordinaton
83	FY22	23rd St, Guerrero St to Fair Oaks St (3600 block)	Speed Table	n/a	2	8	Pending future construction coordinaton
84	FY22	23rd St, Fair Oaks St to Dolores St (3600 block)	Speed Table	n/a	2	8	Pending future construction coordinaton
85	FY22	29th St, Dolores St to Church St (200 block)	Speed Cushion	3-lump	2	8	Pending future construction coordinaton
86	FY22	Bemis St, Miguel St to Addison St (Unit block)	Speed Table	n/a	1	8	Pending future construction coordinaton
87	FY22	Bemis St, Mateo St to Roanoke St (100 block)	Speed Table	n/a	1	8	Pending future construction coordinaton
88	FY22	Corbett Ave, Iron Aly to Graystone Ter (500 block)	Speed Table	n/a	2	8	Pending future construction coordinaton
89	FY22	Corbett Ave, Romain St to Hopkins Ave (700-800 block)	Speed Table	n/a	1	8	Pending future construction coordinaton
90	FY22	Corbett Ave, Hopkins Ave to Cuesta Ct (900 block)	Speed Cushion	4-lump	3	8	Pending future construction coordinaton
91	FY22	Diamond St, 21st St to 22nd St (400 block)	Speed Cushion	3-lump	2	8	Pending future construction coordinaton
92	FY22	Duncan St, Guerrero St to Dolores St (100 block)	Speed Cushion	3-lump	2	8	Pending future construction coordinaton
93	FY22	Eureka St, 21st St to 22nd St (400 block)	Speed Cushion	5-lump	1	8	Pending future construction coordinaton
94	FY22	Hartford St, 18th St to 19th St (100 block)	Speed Cushion	3-lump	2	8	Pending future construction coordinaton
95	FY22	Hartford St, 19th St to 20th St (200 block)	Speed Cushion	3-lump	2	8	Pending future construction coordinaton
96	FY22	Laidley St, Miguel St to Mateo St (300 block)	Speed Cushion	3-lump	1	8	Pending future construction coordinaton
97	FY22	Lippard Ave, Chenery St to Bosworth St (Unit block)	Speed Table	n/a	1	8	Pending future construction coordinaton
98	FY22	Lunado Wy, Estero Ave to Mercedes Wy (100 block)	Speed Table	n/a	2	8	Pending future construction coordinaton
99	FY22	Randall St, Chenery St to Whitney St (100 block)	Speed Table	n/a	2	8	Pending future construction coordinaton
100	FY22	21st St, Alabama St to Harrison St (2800 block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
101	FY22	23rd St, Mission St to Bartlett St (3300 block)	Speed Table	n/a	2	9	Scoped in SFPW JOC Task Order J53-04
102	FY22	Benton Ave, Genebern Wy to College Ave (100 block)	Speed Table	n/a	1	9	Scoped in SFPW JOC Task Order J53-04
103	FY22	Cambridge St, West View Ave to Sweeny St (100 block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
104	FY22	Cambridge St, Sweeny St to Silver Ave (100 block)	Speed Cushion	3-lump	2	9	Scoped in SFPW JOC Task Order J53-04
105	FY22	Cambridge St, Pioche St to Silliman St (200 block)	Speed Table	n/a	2	9	Scoped in SFPW JOC Task Order J53-04
106	FY22	Cambridge St, Silliman St to Felton St (300 block)	Speed Cushion	3-lump	2	9	Scoped in SFPW JOC Task Order J53-04
107	FY22	Cambridge St, Bacon St to Wayland St (600 block)	Speed Cushion	3-lump	2	9	Scoped in SFPW JOC Task Order J53-04
108	FY22	Felton St, University St to Princeton St (1000 block)	Speed Cushion	5-lump	1	9	Scoped in SFPW JOC Task Order J53-04
109	FY22	Felton St, Princeton St to Amherst St (1100 block)	Speed Cushion	5-lump	1	9	Scoped in SFPW JOC Task Order J53-04
110	FY22	Florida St, 24th St to 25th St (1200 block)	Speed Hump	n/a	2	9	Scoped in SFPW JOC Task Order J53-04
111	FY22	Folsom St, Eugenia Ave to Cortland Ave (3700 block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
112	FY22	Genebern Wy, College Ave to Murray St (Unit block)	Speed Cushion	3-lump	2	9	Scoped in SFPW JOC Task Order J53-04
113	FY22	Girard St, Olmstead St to Mansell St (800 block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
114	FY22	Nebraska St, Powhattan St to Cortland St (Unit block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
115	FY22	San Carlos St, 20th St to 21st St (300 block)	Speed Table	n/a	2	9	Scoped in SFPW JOC Task Order J53-04
116	FY22	Santa Marina St, Mission St to Gladys St (Unit block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
117	FY22	Santa Marina St, Gladys St to Prospect Ave (Unit block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
118	FY22	Santa Marina St, Prospect Ave to Elsie St (100 block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
119	FY22	Shotwell St, 16th St to 17th St (200 block)	Speed Cushion	3-lump	2	9	Scoped in SFPW JOC Task Order J53-04
120	FY22	Silliman St, Oxford St to Harvard St (1500 block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
121	FY22	Sweeny St, Princeton St to Cambridge St (700 block)	Speed Cushion	3-lump	3	9	Scoped in SFPW JOC Task Order J53-04
122	FY22	Wayland St, Princeton St to Amherst St (1200 block)	Speed Cushion	3-lump	1	9	Scoped in SFPW JOC Task Order J53-04
123	FY22	25th St, Tennessee St to Minnesota St (1000 block)	Speed Cushion	3-lump	1	10	Scoped in SFPW JOC Task Order J57-09
124	FY22	25th St, Indiana St to Pennsylvania St (1200 block)	Speed Cushion	3-lump	1	10	Scoped in SFPW JOC Task Order J57-09
125	FY22	Alpha St, Goettingen St to Tucker Ave (Unit block)	Speed Table	n/a	2	10	Scoped in SFPW JOC Task Order J57-09
126	FY22	Blanken Ave, Peninsula Ave to Tocoloma Ave (300 block)	Speed Cushion	4-lump	1	10	Scoped in SFPW JOC Task Order J57-09
127	FY22	Blanken Ave, Tocoloma Ave to Nueva Ave (400 block)	Speed Cushion	4-lump	1	10	Scoped in SFPW JOC Task Order J57-09
128	FY22	Blanken Ave, Nueva Ave to Gillette Ave (500 block)	Speed Cushion	4-lump	1	10	Scoped in SFPW JOC Task Order J57-09
129	FY22	Brookdale Ave, Blythdale Ave to Geneva Ave (200 block)	Speed Cushion	3-lump	3	10	Scoped in SFPW JOC Task Order J57-09
130	FY22	Hampshire St, 23rd St to 24th St (1100 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
131	FY22	Indiana St, 20th St to 22nd St (800 block)	Speed Cushion	3-lump	3	10	Scoped in SFPW JOC Task Order J57-09
132	FY22	Kirkwood Ave, Earl St to Dormitory Rd (700 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
133	FY22	Middle Point Rd, West Point to Innes Ave (100 block)	Speed Cushion	4-lump	1	10	Scoped in SFPW JOC Task Order J57-09
134	FY22	Quesada Ave, Lane St to 3rd St (1600 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
135	FY22	Raymond Ave, Elloit St to Sawyer St (400 block)	Speed Table	n/a	2	10	Scoped in SFPW JOC Task Order J57-09
136	FY22	Raymond Ave, Sawyer St to END (500 block)	Speed Table	n/a	2	10	Scoped in SFPW JOC Task Order J57-09
137	FY22	Sawyer St, Visitacion Ave to Sunnydale Ave (400 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
138	FY22	Shafter Ave, Ingalls St to Jennings St (1300 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
139	FY22	Sunnydale Ave, Garrison Ave to Sawyer St (1200-1300 block)	Speed Cushion	5-lump	2	10	Scoped in SFPW JOC Task Order J57-09
140	FY22	Teddy Ave, Rutland St to Delta St (200 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
141	FY22	Tennessee, 19th St to 20th St (800 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
142	FY22	Tucker Ave, Alpha St to Rutland St (100 block)	Speed Table	n/a	2	10	Scoped in SFPW JOC Task Order J57-09
143	FY22	Underwood Ave, Jennings St to Keith St (1400 block)	Speed Cushion	3-lump	2	10	Scoped in SFPW JOC Task Order J57-09
144	FY22	Venus St, Topeka Ave to Thornton Ave (Unit block)	Speed Table	n/a	1	10	Scoped in SFPW JOC Task Order J57-09
145	FY22	Wilde Ave, Gottengen St to Rutland St (300 block)	Speed Cushion	5-lump	3	10	Scoped in SFPW JOC Task Order J57-09
146	FY22	Bright St, Randolph St to Sargent St (200 block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton
147	FY22	Dublin St, Persia Ave to Russia Ave (100 block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton
148	FY22	Lee Ave, Grafton Ave to Holloway Avenue (100 block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton
149	FY22	Liebig St, Lessing St to San Jose Ave (Unit block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton
150	FY22	Louisburg St, Mt. Vernon Ave to Ridge Ln (300 block)	Speed Hump	n/a	1	11	Pending future construction coordinaton
151	FY22	Madrid St, France Ave to Italy Ave (700 block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton
152	FY22	Margaret Ave, Ridge Ln to Lakeview Ave (Unit block)	Speed Hump	n/a	1	11	Pending future construction coordinaton
153	FY22	Minerva St, Summit St to Plymouth Ave (Unit block)	Speed Table	n/a	2	11	Pending future construction coordinaton
154	FY22	Mt Vernon Ave, Cayuga Ave to Delano Ave (200 block)	Speed Cushion	3-lump	1	11	Pending future construction coordinaton
155	FY22	Niagara Ave, Mission St to Alemany Blvd (One Way WB; Unit block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton
156	FY22	Prague St, Brazil Ave to Persia Ave (100 block)	Speed Cushion	5-lump	2	11	Pending future construction coordinaton
157	FY22	Sadowa St, Capitol Ave to Orizaba Ave (200 block)	Speed Cushion	3-lump	3	11	Pending future construction coordinaton
158	FY22	Victoria St, Garfield St to Holloway Ave (500 block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton
159	FY22	Vienna St, Brazil Ave to Persia Ave (400 block)	Speed Cushion	3-lump	2	11	Pending future construction coordinaton

Project Details

TNC Tax

NO.	FY	LOCATION	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT	STATUS
Total Speed Humps:					13		
Total Speed Cushions:					191	Completed: 0	
Total Speed Tables:					66	Pending: 270	
Grand Total:					270		

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY23 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

TNC TAX Expenditure Plans	Traffic Calming
Current TNC TAX Request:	\$274,933
Supervisory District	Citywide

REQUEST

Brief Project Description

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.

Detailed Scope, Project Benefits and Community Outreach

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 construction phase.

Project Location

See attached list of locations.

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

Project Phase(s)

Design Engineering (PS&E)

Justification for Multi-phase Request

We recommend a multi-phase allocation due to the overlapping schedule for the design and construction phases.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
TNC TAX Amount	\$274,933.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY23 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2023	Apr-May-Jun	2024
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2025	Apr-May-Jun	2026
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2026		
Operations (OP)				
Open for Use			Apr-May-Jun	2027
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2027

SCHEDULE DETAILS

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). Therefore planning and design phases share the same start date and all three phases share the same end date.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY23 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-602: Traffic Calming	\$274,933	\$0	\$0	\$274,933
Phases In Current Request Total:	\$274,933	\$0	\$0	\$274,933

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
TNC TAX	\$2,093,580	\$0	\$0	\$2,093,580
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	\$0	\$0	\$750,244	\$750,244
Funding Plan for Entire Project Total:	\$2,093,580	\$0	\$750,244	\$2,843,824

COST SUMMARY

Phase	Total Cost	TNC TAX - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$658,600		Engineering cost estimates
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$366,577	\$274,933	Engineering cost estimates
Construction	\$1,818,647		Engineering cost estimates
Operations	\$0		
Total:	\$2,843,824	\$274,933	

% Complete of Design:	25.0%
As of Date:	04/16/2025
Expected Useful Life:	25 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Application-Based Traffic Calming Program FY23 Cycle Funding

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 274,933	
2. Consultant	\$ -	
3. Other Direct Costs *	\$ -	
4. Contingency	\$ -	0%
TOTAL PHASE	\$ 274,933	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 274,933
SFPW	\$ -
TOTAL	\$ 274,933

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY23 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total TNC TAX Requested:	\$274,933	Total TNC TAX Recommended	\$274,933

SGA Project Number:		Name:	Application-Based Traffic Calming - FY23 Cycle
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2026
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
TNC TAX EP-602	\$274,933	\$274,933

Deliverables

1. 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.
2. On completion of the design phase, provide evidence of completion of design, i.e. SFMTA Board action(s) legislating the improvements planned for each location.
3. Upon completion of design, SFMTA shall provide an updated scope, schedule, budget and funding plan for the proposed recommendations. This condition can be met with with an Allocation Request Form for construction funds.

Special Conditions

1. Conditioned upon Board approval to program TNC Tax Funds to this project, see separate item on this agenda
2. SFMTA shall comply with the Enhanced Monitoring, Reporting, and Oversight Protocol for the SFMTA's Application-Based Residential Traffic Calming Program, as attached

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	0.0%	No PROP L
Actual Leveraging - This Project	No PROP AA	26.38%	No PROP L

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Application-Based Residential Traffic Calming - FY23 Cycle
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current TNC TAX Request:	\$274,933
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Damon Curtis	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	damon.curtis@sfmta.com	kathryn.studwell@sfmta.com

NO.	FY	LOCATION	DEVICE TYPE	DEVICE DETAIL	QUANTITY	SUPERVISOR DISTRICT	STATUS
1	FY23	05th Ave, Anza St to Balboa St (500 block)	tbd	tbd	tbd	1	Pending final device review and approval
2	FY23	09th Ave, Cabrillo St to Fulton St (700 block)	tbd	tbd	tbd	1	Pending final device review and approval
3	FY23	16th Ave, Anza St to Balboa St (500 block)	tbd	tbd	tbd	1	Pending final device review and approval
5	FY23	Washington St, Cherry St to Maple St (3800 block)	tbd	tbd	tbd	2	Pending final device review and approval
4	FY23	Midway St, Bay St to Francisco St (Unit block)	tbd	tbd	tbd	3	Pending final device review and approval
7	FY23	11th Ave, Irving St to Judah St (1300 block)	tbd	tbd	tbd	4	Pending final device review and approval
6	FY23	17th Ave, Ulloa St to Vicente St (2500 block)	tbd	tbd	tbd	4	Pending final device review and approval
8	FY23	27th Ave, Taraval St to Ulloa St (2400 block)	tbd	tbd	tbd	4	Pending final device review and approval
9	FY23	39th Ave, Moraga St to Noriega St (1700 block)	tbd	tbd	tbd	4	Pending final device review and approval
10	FY23	40th Ave, Quintara St to Rivera St (2100 block)	tbd	tbd	tbd	4	Pending final device review and approval
11	FY23	41st Ave, Judah St to Kirkham St (1400 block)	tbd	tbd	tbd	4	Pending final device review and approval
12	FY23	45th Ave, Irving St to Lincoln Way (1200 block)	tbd	tbd	tbd	4	Pending final device review and approval
13	FY23	Laguna St, Cleary Ct to Geary Blvd (1400 block)	tbd	tbd	tbd	5	Pending final device review and approval
14	FY23	O'Farrell St, Pierce St to Scott St (1900 block)	tbd	tbd	tbd	5	Pending final device review and approval
15	FY23	Townsend St, The Embarcadero to Colin P Kelley Jr St (Unit block)	tbd	tbd	tbd	6	Pending final device review and approval
16	FY23	16th Ave, Cecilia Ave to Santiago St (2300 block)	tbd	tbd	tbd	7	Pending final device review and approval
17	FY23	18th Ave, Taraval St to Ulloa St (2400 block)	tbd	tbd	tbd	7	Pending final device review and approval
18	FY23	18th Ave, Santiago St to Taraval St (2300 block)	tbd	tbd	tbd	7	Pending final device review and approval
19	FY23	Cecilia Ave, 16th Ave to Santiago St (2300 block)	tbd	tbd	tbd	7	Pending final device review and approval
20	FY23	Mangels Ave, Genessee St to Ridgewood Ave (600 block)	tbd	tbd	tbd	7	Pending final device review and approval
21	FY23	O'Shaughessy Blvd, Frontage Road South of Portola Dr (100 block)	tbd	tbd	tbd	7	Pending final device review and approval
22	FY23	Wawona St, 15th Ave to 16th Ave (400 block)	tbd	tbd	tbd	7	Pending final device review and approval
23	FY23	Wawona St, 30th Ave to 33rd Ave (2000 block)	tbd	tbd	tbd	7	Pending final device review and approval
24	FY23	Randall St, Sanchez St to Whitney St (200 block)	tbd	tbd	tbd	8	Pending final device review and approval
25	FY23	Sanchez St, 14th St to Duboce Ave (Unit block)	tbd	tbd	tbd	8	Pending final device review and approval
26	FY23	20th St, Folsom St to Harrison St (3200 block)	tbd	tbd	tbd	9	Pending final device review and approval
27	FY23	Alabama St, 25th St to 26th St (1300 block)	tbd	tbd	tbd	9	Pending final device review and approval
28	FY23	Alabama St, Montcalm St to Ripley St (1700 block)	tbd	tbd	tbd	9	Pending final device review and approval
29	FY23	Randall St, Harper St to Sanchez St (200 block)	tbd	tbd	tbd	9	Pending final device review and approval
30	FY23	Vermont St, 18th St to 19th St (600 block)	tbd	tbd	tbd	9	Pending final device review and approval
31	FY23	Gilman Ave, Donahue St to Earl St (600 block)	tbd	tbd	tbd	10	Pending final device review and approval
32	FY23	Gilman Ave, Earl St to Arelious Walker Way (700-800 block)	tbd	tbd	tbd	10	Pending final device review and approval
33	FY23	Shafter Ave, Keith St to Lane St (1500 block)	tbd	tbd	tbd	10	Pending final device review and approval
34	FY23	Wisconsin St, 23rd St to Coral St/Connecticut St (1000 block)	tbd	tbd	tbd	10	Pending final device review and approval
35	FY23	Wisconsin St, Coral St/Connecticut St to 25th St (1100 block)	tbd	tbd	tbd	10	Pending final device review and approval
36	FY23	Grafton Ave, Granada Ave to Miramar Ave (400 block)	tbd	tbd	tbd	11	Pending final device review and approval
37	FY23	Hanover St, Allison St to Watt Ave (100 block)	tbd	tbd	tbd	11	Pending final device review and approval
38	FY23	Hanover St, Concord St to Guttenberg St (200 block)	tbd	tbd	tbd	11	Pending final device review and approval
39	FY23	Morse St, Newton St to Rolph St (Unit block)	tbd	tbd	tbd	11	Pending final device review and approval
40	FY23	Seminole Ave, Cayuga Ave to Delano Ave (Unit block)	tbd	tbd	tbd	11	Pending final device review and approval

I-280 Southbound Ocean Ave Off-Ramp Improvement Project



San Francisco
County Transportation
Authority

Community Advisory Committee - Agenda Item 13
June 25, 2025

Project Location

Southbound I-280 Off-Ramp

The study area extends from the Ocean off ramp to Howth Street, along the north side of Ocean Avenue.



Existing Challenges

- High-speed, uncontrolled off-ramp
- Limited visibility and long distance hamper the opportunities to cross the ramp
- Lane merging creates safety risks for all travelers
- Bike lane transitions to shared lane at off-ramp
- Grade difference between the Muni tracks and the vehicle lanes
- Future growth will increase travel in the area

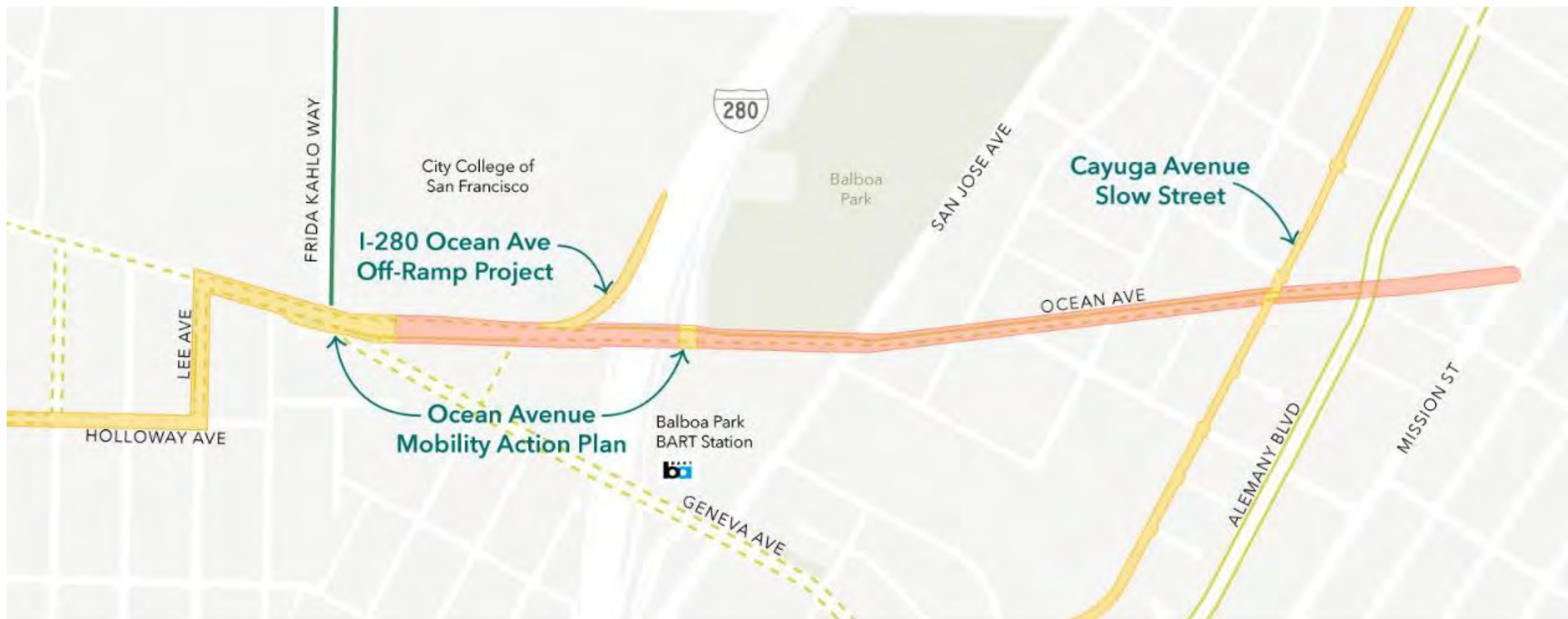


Project History

The Balboa Park Station Area Circulation Study (2014) recommended redesigning and signaling the Ocean Ave off-ramp to improve pedestrian and bicyclist safety.



Recommendations along Ocean Ave



Existing design from another study

No existing design

Class II Bike Lane
(Striped one-way
bike lane)

Class III Bike Route
(Shared bike/
vehicle travel lane)

Class IV Separated Bikeway
(Physically separated on-
street bike lane)



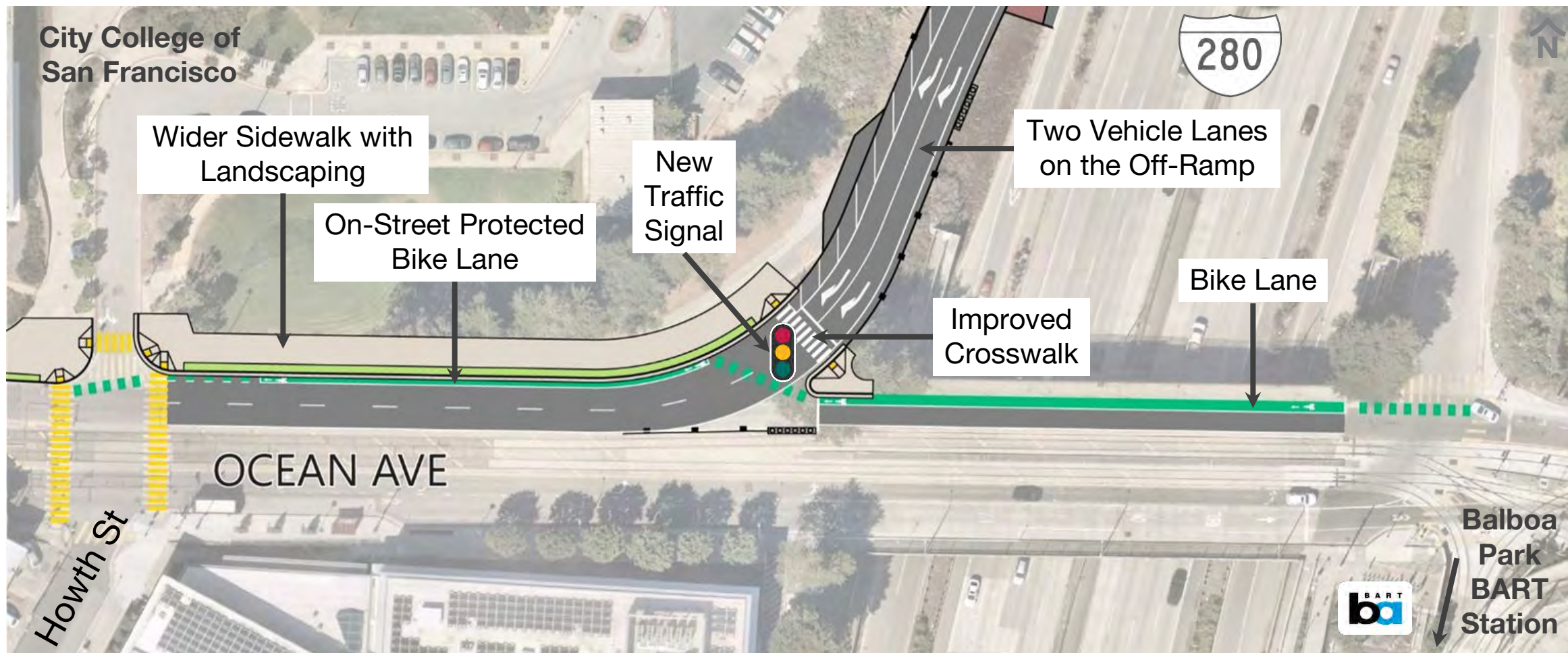
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Community Outreach (2016-2020)

Findings from previous outreach through the environmental process included:

- Address congestion
- Improve access for people walking and biking
- Consider a mid-block crosswalk and left turns at the off-ramp
- Understand construction impacts and project priority

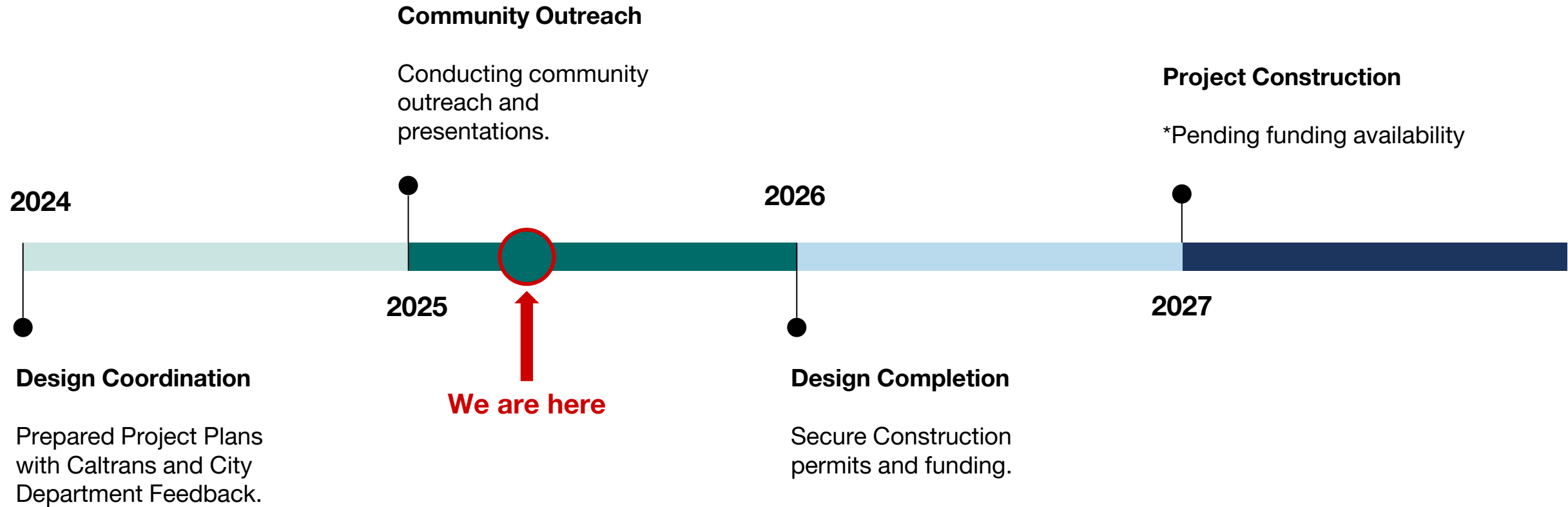
Project Map



Implementation

- Estimated construction cost: \$14-17M
- Minimal construction impact along Ocean Ave
- Short term roadway closure of the off-ramp (Caltrans property)

Project Timeline



Thank you.

Project website: sfcta.org/projects/280-Ocean-Ave-Ramp

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