



Memorandum

AGENDA ITEM 5

DATE: August 25, 2025

TO: Transportation Authority Board

FROM: Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 9/9/2025 Board Meeting: Allocate \$14,340,000 in Prop L Funds, with Conditions, for Three Requests and Amend the Prop K Standard Grant Agreement for the Next Generation Sanchez Slow Street [NTIP Capital] Project (Project) and Release \$190,000 in Funds Held in Reserve for the Project’s Construction, with Conditions

RECOMMENDATION ☐ Information ☒ Action Allocate \$14,340,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for: 1. New Flyer Midlife Overhauls Phase II (\$12,640,000) 2. New Traffic Signal Contract 66 – Additional Funds (\$1,100,000) 3. Slow Streets Implementation (\$600,000) Amend the Prop K Standard Grant Agreement (SGA) for the SFMTA’s Next Generation Sanchez Slow Street [NTIP Capital] project to update the scope, schedule, budget, and funding plan to reflect completion of design and add construction phase details, and to release \$190,000 in sales tax funds held in reserve for construction. 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, including recommended deliverables and special conditions. Attachment 6 summarizes the SFMTA’s requested amendment to the Prop K SGA for Next Generation Sanchez Slow Street. We are recommending concurrent amendment of the SGA and release of \$190,000 for construction held in reserve now	☒ Fund Allocation ☒ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Other: _____
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that SFMTA has satisfied the requirements to release the construction funds including completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form for the construction phase of the project. SFMTA staff will attend the meeting to answer any questions the Board may have regarding these requests.	
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DISCUSSION

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

Attachment 6 includes a summary of the recommended amendment to the SGA for the Next Generation Sanchez Slow Street project, as requested by SFMTA, along with an updated allocation request for that project. SFMTA has satisfied the special conditions established by the Transportation Authority Board to release the construction funds including completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form for the construction phase of the project.

FINANCIAL IMPACT

The recommended actions would allocate \$14,340,000 in Prop L funds and release \$190,000 in previously allocated Prop K funds. The allocations and proposed SGA amendment would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop L Fiscal Year 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 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 September 3, 2025 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop L Allocations Summary - FY25/26
- Attachment 5 - Allocation Request Forms (3)
- Attachment 6 - Proposed SGA Amendment for Next Generation Slow Sanchez Street

Attachment 1: Summary of Requests Received

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop L 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	6	SFMTA	New Flyer Midlife Overhauls Phase II	\$ 12,640,000	\$ 119,867,557	90%	89%	Construction	Citywide
Prop L	18	SFMTA	New Traffic Signal Contract 66 - Additional Funds	\$ 1,100,000	\$ 2,400,000	83%	48%	Design	1, 4, 5, 6, 7, 8, 9, 11
Prop L	18	SFMTA	Slow Streets Implementation	\$ 600,000	\$ 600,000	83%	0% for requested phase, 80% for entire project	Design	Citywide
TOTAL				\$ 14,340,000	\$ 122,867,557				

Footnotes

¹ "EP Line No./Category" is the Prop L Expenditure Plan line number referenced in the Prop L Strategic Plan (e.g. Muni Maintenance and Safer and Complete Streets) or the Prop AA Expenditure Plan line number referenced in the 2022 Prop AA Strategic Plan (e.g. Street Repair and Reconstruction).

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Project Description
6	SFMTA	New Flyer Midlife Overhauls Phase II	\$ 12,640,000	This request will fund scheduled mid-life overhauls in accordance with manufacturer recommendations on the New Flyer fleet for vehicles put into service between 2016-2019. The SFMTA committed to maintain the vehicles in a state of good repair, including a midlife overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines, as a condition of the Prop K allocations to purchase these vehicles. Phase II of the overhaul program includes substantial work to 152 40' motor coaches and 69 60' motor coaches, and replacing the ISB engines in-house for 40' motor coaches. Rehabilitation of the fleet significantly improves vehicle reliability, reduces incidents of breakdowns, and prevents service interruptions and additional costly repairs. SFMTA expects that all the vehicles will be overhauled by September 2028. Note: The Transportation Authority previously approved \$7,952,000 in State Transportation Improvement Program funds for this project.
18	SFMTA	New Traffic Signal Contract 66 - Additional Funds	\$ 1,100,000	In September 2021 the Transportation Authority allocated \$300,000 in Prop K funds for the design of the New Traffic Signal Contract 66 project. The original scope included design of new traffic signals at 10 intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Additional design funds are requested due to the stricter interpretation of ADA accessibility standards leading to more scope at five locations for curb ramp, drainage, and/or curb and gutter work and the expedition of the curb ramp and electrical design at 41st Avenue/Lincoln due to the recent closure of the Upper Great Highway from Lincoln to Sloat. SFMTA expects the project to be open for use by September 2028.
18	SFMTA	Slow Streets Implementation	\$ 600,000	This grant will support design and outreach activities for the SFMTA's Slow Streets Program, which establishes low-vehicle-traffic corridors that prioritize walking, biking, and community building. Funds will be used to develop and refine street design treatments such as traffic calming, volume management, and intersection safety measures on existing Slow Streets corridors. Improvements will be guided by speed and volume data, community input, and operational needs. This grant does not fund program expansion beyond the current network. SFMTA has secured \$2,480,000 in Prop B funds for construction. SFMTA expects the project to be open for use by September 2027.
TOTAL			\$14,340,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Recommendations
6	SFMTA	New Flyer Midlife Overhauls Phase II	\$ 12,640,000	Note: The Metropolitan Transportation Commission expects to program \$30M in committed funds to the project in the FY 2026/27 Transit Capital Program (federal transit formula funds) by mid Fiscal Year 2026/27. These funds, along with \$5,267,431 anticipated from the Mission Rock development fee, will fund overhauls for 75-80 of the 40-foot motor coaches under subsequent Notices to Proceed once funds are secured.
18	SFMTA	New Traffic Signal Contract 66 - Additional Funds	\$ 1,100,000	Special condition: The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP to add the subject project with \$1,100,000 reprogrammed from the Contract 67 New Traffic Signals project. See the 5YPP amendment attached to the allocation request form for details.
18	SFMTA	Slow Streets Implementation	\$ 600,000	Special condition: The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP to reprogram \$600,000 in construction funds for the subject project to its design phase. See the 5YPP amendment attached to the allocation request form for details.
TOTAL			\$ 14,340,000	

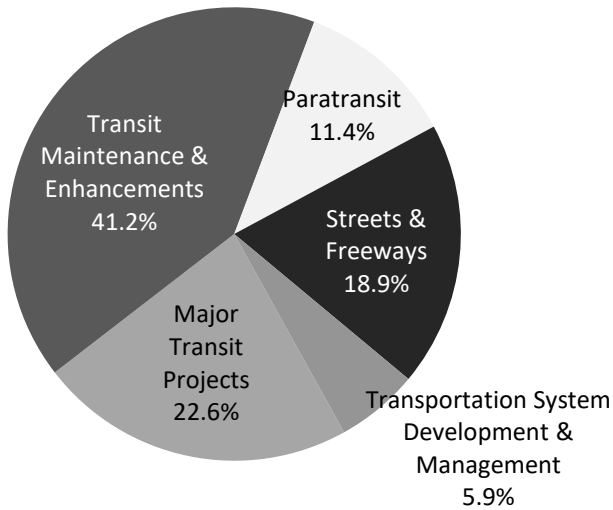
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2025/26

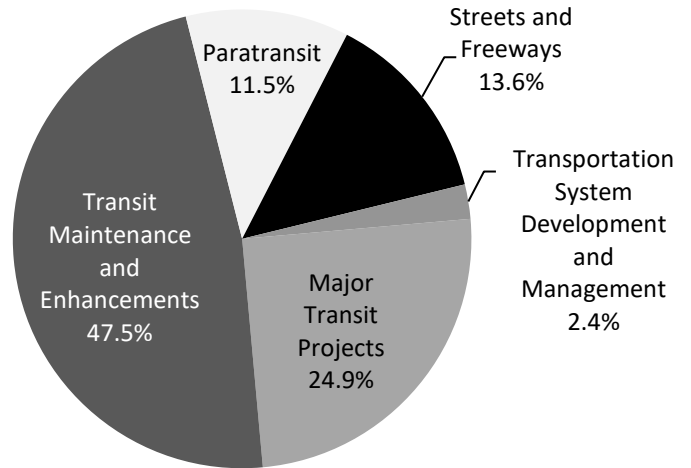
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 2,541,000	\$ 851,000	\$ 1,690,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 14,340,000	\$ 3,750,000	\$ 5,850,000	\$ 4,740,000	\$ -	\$ -
New Total Allocations	\$ 16,881,000	\$ 4,601,000	\$ 7,540,000	\$ 4,740,000	\$ -	\$ -

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)



ATTACHMENT

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Flyer Midlife Overhauls Phase II
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Muni Maintenance
Current PROP L Request:	\$12,640,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Perform scheduled mid-life overhauls in accordance with manufacturer recommendations on the New Flyer fleet for vehicles put into service between 2016-2019. Phase II of the overhaul program includes substantial work to 152 40' motor coaches and 69 60' motor coaches, and replace the ISB engines in-house for 40' motor coaches. Rehabilitation of the fleet significantly improves vehicle reliability, reduces incidents of breakdowns, and prevents service interruptions and additional costly repairs.

Detailed Scope, Project Benefits and Community Outreach

The Federal Transit Administration Agency (FTA) has established standard expectations for the useful life of transit fleets. Motor coaches have an anticipated useful life of 12 years, and trolley coaches are expected to operate for 15 years. Midlife overhauls are a critical component in ensuring a state of good repair for the SFMTA's revenue service fleet. From 2016 to 2019 the SFMTA put into service the 221 hybrid electric vehicles to be overhauled in the New Flyer Midlife Overhaul Phase II project. Prop K contributed \$38.3M to the purchase of these vehicles. As a condition of the Prop K allocations, the SFMTA committed to maintain the vehicles in a state of good repair, including a midlife overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines. A midlife overhaul is recommended and it is also a common practice to ensure that the vehicles continue to operate reliably for the remainder of their useful life. Midlife overhauls differ from regular preventative maintenance cycles in that entire subsystems are replaced, and major cosmetic updates are completed as part of a monthlong effort for each vehicle.

See the attached table for a summary of the vehicle numbers and delivery dates of the buses to be overhauled, as well as the list of individual vehicles.

Applying Midlife Overhaul Phase I lessons learned, the scope of the work will be like-to-like replacement. Vehicles will not be upgraded to the latest vehicle configuration. The scope of work will include, but is not limited to, the propulsion system, suspension system, Operator area refurbishment, electronic equipment, power steering components, pneumatic & hydraulic fluid lines, articulated table, 3-bike capacity rack, flooring and Heating Ventilation and Air Conditioning (HVAC).

The vehicles will each be out of service for approximately 40 days with a maximum of 10-15 vehicles out of service at a time. The anticipated throughput is about 6-8 coaches per month returning to the SFMTA. Each vehicle will undergo various stages of overhaul processes at the Contractor site, such as incoming inspection, disassembling, remove & replace components and subsystems, replace the ISB engines in-house for 40' motor coaches, re-assembling, functional testing and validation, road test and out-going inspection. As part of the project, the SFMTA will hire a consultant to provide inspectors at the Contractor's facility to ensure the quality is up to SFMTA standards. Each vehicle will have a Travel Document from the Contractor that documents each production process and certification. After overhaul work is completed on the vehicle, it will go through subsystem verification, testing, and validation. That is followed by a burn-in test of over 500 driven miles. Once the vehicle is delivered, the SFMTA Quality Assurance team will conduct inspections on the

vehicle before releasing it for revenue service.

This pacing takes into consideration fleet availability and service demands and is designed to ensure that regular operations continue unimpacted for the duration of the overhaul program. Once the Contract NTP is issued, the SFMTA will dispatch the first vehicle to the Contractor site approximately 6 months afterwards due to materials purchasing logistics. Once the overhaul process is matured, the SFMTA anticipates the Contractor increasing the throughput and estimates completion of the Construction phase in 30-36 months.

Planning for midlife overhauls also reduces the impact on the riding public, as work is performed on a predictable basis. In lieu of a midlife overhaul program, the SFMTA would need to address component failures on a case-by-case, reactive basis, which would diminish the overall availability and reliability of this critical fleet. This is costly and disruptive to customers and would result in higher rates of vehicle failures.

Project Location

Citywide

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

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop L 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
PROP L Amount	\$12,640,000.00

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Flyer Midlife Overhauls Phase II
Primary Sponsor:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	N/A
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2023	Jul-Aug-Sep	2025
Advertise Construction	Jul-Aug-Sep	2024		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2028
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2030

SCHEDULE DETAILS

For the Construction Phase, the project team will

- Closely coordinate with SFMTA Transit's Operations & Scheduling subdivision to ensure that enough vehicles are available to sustain revenue service.
- Communicate with Maintenance staff and analyze the vehicle performance data to determine if any rising failure trends shall be included in the project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Flyer Midlife Overhauls Phase II
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-206: Muni Maintenance	\$0	\$12,640,000	\$0	\$12,640,000
Dev Fee - Mission Rock	\$5,267,431	\$0	\$0	\$5,267,431
FTA 5337 FY2022	\$0	\$0	\$8,938,313	\$8,938,313
FTA 5337 FY2024	\$0	\$20,000,000	\$0	\$20,000,000
FTA Transit Capital Priorities - FY2026	\$0	\$31,896,602	\$0	\$31,896,602
FTA Transit Capital Priorities - FY2027	\$30,000,000	\$0	\$0	\$30,000,000
Low Carbon Fuel Sales	\$0	\$470,000	\$0	\$470,000
Prop B General Fund	\$0	\$818,725	\$1,884,486	\$2,703,211
STIP	\$0	\$0	\$7,952,000	\$7,952,000
Phases In Current Request Total:	\$35,267,431	\$65,825,327	\$18,774,799	\$119,867,557

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$0	\$12,640,000	\$0	\$12,640,000
Dev Fee - Mission Rock	\$5,267,431	\$0	\$0	\$5,267,431
FTA 5337 FY2021	\$0	\$0	\$173,168	\$173,168
FTA 5337 FY2022	\$0	\$0	\$8,938,313	\$8,938,313
FTA 5337 FY2024	\$0	\$20,000,000	\$0	\$20,000,000
FTA Transit Capital Priorities - FY2026	\$0	\$31,896,602	\$0	\$31,896,602
FTA Transit Capital Priorities - FY2027	\$30,000,000	\$0	\$0	\$30,000,000
Low Carbon Fuel Sales	\$0	\$470,000	\$91,331	\$561,331
Prop B General Fund	\$0	\$818,725	\$2,325,717	\$3,144,442
STIP	\$0	\$0	\$7,952,000	\$7,952,000
Funding Plan for Entire Project Total:	\$35,267,431	\$65,825,327	\$19,480,529	\$120,573,287

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$705,730		Previous Contract - lessons
Construction	\$119,867,557	\$12,640,000	Previous Contract - lessons learned
Operations	\$0		
Total:	\$120,573,287	\$12,640,000	

% Complete of Design:	60.0%
As of Date:	04/16/2025
Expected Useful Life:	5 Years

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	Others	SFMTA	Contractor
1. Contract					
Vehicle Contract Work	\$ 103,736,875				\$ 103,736,875
Subtotal	\$ 103,736,875				\$ 103,736,875
2. OCS Replacement	\$ -				
3. In-House components Rebuild & Vehcile Inspections	\$ 5,834,463	5%		\$ 5,834,463	
3. Construction Management/Support	\$ 5,581,950	5%	\$ -	\$ 5,581,950	
4. Consultant Services	\$ 1,000,000	1%	\$ 1,000,000		
4. Other Direct Costs *	\$ 420,000	0%	\$ -	\$ 420,000	
5. Contingency	\$ 3,294,270.00	3%	\$ 3,294,270		
TOTAL PROJECT COST	\$ 119,867,558		\$ 4,294,270	\$ 11,836,413	\$ 103,736,875

* Travel expenditures for the SFMTA personnel to conduct random quality assurance audit at the production sites.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Flyer Midlife Overhauls Phase II
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$12,640,000	Total PROP L Recommended	\$12,640,000

SGA Project Number:		Name:	New Flyer Midlife Overhauls Phase II
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2028
Phase:	Construction	Fundshare:	10.54%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-206	\$3,000,000	\$5,000,000	\$4,640,000	\$12,640,000

Deliverables

- Quarterly progress reports shall provide the number of vehicles on which overhauls were completed in the previous quarter and the year that each overhauled vehicle will reach its FTA approved useful life. Progress reports shall also include the most recent data on the mean distance between failures for the motor coach fleet compared to a baseline of September 2025 (or the most recent month for which SFMTA has data).
- With each quarterly report provide 1-2 photos of buses returned to service, as well as 1-2 photos of each of the major types of systems being upgraded, in addition to the requirements described in the SGA.

Notes

- The Metropolitan Transportation Commission (MTC), as part of its Core Capacity Challenge Grant Program, has committed \$30M to SFMTA New Flyer Midlife Overhauls Phase II. MTC expects to program these committed funds in the FY 2026/27 Transit Capital Program by winter 2026-27. These funds, along with the \$5,267,431 anticipated from the Mission Rock development fee, will fund overhauls for 75-80 of the 40-foot motor coaches. The SFMTA will issue subsequent Notices to Proceed (NTPs) for overhauling these vehicles once the anticipated funds are secured.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	89.46%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	89.52%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Flyer Midlife Overhauls Phase II
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$12,640,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

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CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Gary Chang	Kathryn Studwell
Title:	Project Manager	Grant Administration Manager
Phone:	555-5555	(415) 517-7015
Email:	gary.chang@sfmta.com	kathryn.studwell@sfmta.com

New Flyer Midlife Overhauls Phase II
Vehicles to be Overhauled
Summary

Coach #s	Length	Quantity	Delivery Date
8848 - 8901	40-ft	54	October 2016
6629 - 6697	60-ft	69	May 2017
8902 - 8969	40-ft	68	June 2018
8751 - 8780	40-ft	30	June 2017

New Flyer Midlife Overhauls Phase II

Vehicles to be Overhauled

	Coach	Length	VIN #	Conditional Acceptance (In Service)
1	6629	60-ft	5FYH8YU08HC051454	12/21/2017
2	6630	60-ft	5FYH8YU0XHC051455	12/21/2017
3	6631	60-ft	5FYH8YU01HC051456	12/28/2017
4	6632	60-ft	5FYH8YU03HC051457	1/26/2018
5	6633	60-ft	5FYH8YU05HC051458	1/5/2018
6	6634	60-ft	5FYH8YU07HC051459	1/5/2018
7	6635	60-ft	5FYH8YU03HC051460	12/21/2017
8	6636	60-ft	5FYH8YU05HC051461	1/18/2018
9	6638	60-ft	5FYH8YU09HC051463	12/28/2017
10	6639	60-ft	5FYH8YU00HC051464	1/5/2018
11	6640	60-ft	5FYH8YU02HC051465	1/18/2018
12	6641	60-ft	5FYH8YU04HC051466	1/5/2018
13	6642	60-ft	5FYH8YU06HC051467	1/19/2018
14	6643	60-ft	5FYH8YU08HC051468	1/18/2018
15	6644	60-ft	5FYH8YU0XHC051469	1/19/2018
16	6645	60-ft	5FYH8YU06HC051470	1/26/2018
17	6646	60-ft	5FYH8YU08HC051471	1/26/2018
18	6647	60-ft	5FYH8YU0XHC051472	1/26/2018
19	6649	60-ft	5FYH8YU03HC051474	1/19/2018
20	8751	40-ft	5FYH8FR03HC051357	11/2/2017
21	8752	40-ft	5FYH8FR05HC051358	9/29/2017
22	8753	40-ft	5FYH8FR07HC051359	9/29/2017
23	8754	40-ft	5FYH8FR03HC051360	9/29/2017
24	8755	40-ft	5FYH8FR05HC051361	10/12/2017
25	8756	40-ft	5FYH8FR07HC051362	10/4/2017
26	8757	40-ft	5FYH8FR09HC051363	9/29/2017
27	8758	40-ft	5FYH8FR00HC051364	10/4/2017
28	8759	40-ft	5FYH8FR02HC051365	10/12/2017
29	8760	40-ft	5FYH8FR04HC051366	10/4/2017
30	8761	40-ft	5FYH8FR06HC051367	9/29/2017
31	8762	40-ft	5FYH8FR08HC051368	10/24/2017
32	8763	40-ft	5FYH8FR0XHC051369	9/29/2017
33	8764	40-ft	5FYH8FR06HC051370	10/6/2017
34	8765	40-ft	5FYH8FR08HC051371	11/2/2017
35	8766	40-ft	5FYH8FR0XHC051372	11/9/2017
36	8767	40-ft	5FYH8FR01HC051373	10/30/2017
37	8768	40-ft	5FYH8FR03HC051374	10/30/2017
38	8769	40-ft	5FYH8FR05HC051375	11/2/2017
39	8770	40-ft	5FYH8FR07HC051376	10/6/2017
40	8771	40-ft	5FYH8FR09HC051377	11/2/2017
41	8772	40-ft	5FYH8FR00HC051378	10/24/2017

New Flyer Midlife Overhauls Phase II

Vehicles to be Overhauled

	Coach	Length	VIN #	Conditional Acceptance (In Service)
42	8773	40-ft	5FYH8FR02HC051379	10/24/2017
43	8774	40-ft	5FYH8FR09HC051380	11/9/2017
44	8775	40-ft	5FYH8FR00HC051381	11/2/2017
45	8776	40-ft	5FYH8FR02HC051382	11/9/2017
46	8777	40-ft	5FYH8FR04HC051383	11/9/2017
47	8778	40-ft	5FYH8FR06HC051384	11/14/2017
48	8779	40-ft	5FYH8FR08HC051385	12/20/2017
49	8780	40-ft	5FYH8FR0XHC051386	12/20/2017
50	8848	40-ft	5FYH8FU09GC050199	12/16/2016
51	8849	40-ft	5FYH8FU01GC050200	12/16/2016
52	8850	40-ft	5FYH8FU03GC050201	12/22/2016
53	8851	40-ft	5FYH8FU05GC050202	12/22/2016
54	8852	40-ft	5FYH8FU07GC050203	12/22/2016
55	8853	40-ft	5FYH8FU09GC050204	12/22/2016
56	8854	40-ft	5FYH8FU00GC050205	12/22/2016
57	8855	40-ft	5FYH8FU02GC050206	1/6/2017
58	8856	40-ft	5FYH8FU04GC050207	12/22/2016
59	8857	40-ft	5FYH8FU06GC050208	1/13/2017
60	8858	40-ft	5FYH8FU08GC050209	1/6/2017
61	8859	40-ft	5FYH8FU04GC050210	1/18/2017
62	8860	40-ft	5FYH8FU06GC050211	2/10/2017
63	8861	40-ft	5FYH8FU08GC050212	1/6/2017
64	8862	40-ft	5FYH8FU0XGC050213	2/10/2017
65	8863	40-ft	5FYH8FU01GC050214	1/18/2017
66	8864	40-ft	5FYH8FU03GC050215	1/13/2017
67	8865	40-ft	5FYH8FU05GC050216	1/13/2017
68	8866	40-ft	5FYH8FU07GC050217	1/13/2017
69	8867	40-ft	5FYH8FU09GC050218	2/3/2017
70	8868	40-ft	5FYH8FU00GC050219	1/13/2017
71	8869	40-ft	5FYH8FU07GC050220	1/13/2017
72	8870	40-ft	5FYH8FU09GC050221	5/3/2017
73	8871	40-ft	5FYH8FU00GC050222	1/13/2017
74	8872	40-ft	5FYH8FU02GC050223	1/18/2017
75	8873	40-ft	5FYH8FU04GC050224	1/18/2017
76	8874	40-ft	5FYH8FU06GC050225	5/3/2017
77	8875	40-ft	5FYH8FU08GC050226	2/3/2017
78	8876	40-ft	5FYH8FU0XGC050227	2/3/2017
79	8877	40-ft	5FYH8FU01GC050228	2/3/2017
80	8878	40-ft	5FYH8FU03GC050229	4/14/2017
81	8879	40-ft	5FYH8FU0XGC050230	7/27/2017
82	8880	40-ft	5FYH8FU01GC050231	2/3/2017

New Flyer Midlife Overhauls Phase II

Vehicles to be Overhauled

	Coach	Length	VIN #	Conditional Acceptance (In Service)
83	8881	40-ft	5FYH8FU03GC050232	4/24/2017
84	8882	40-ft	5FYH8FU05GC050233	4/28/2017
85	8883	40-ft	5FYH8FU07GC050234	4/13/2017
86	8884	40-ft	5FYH8FU09GC050235	2/10/2017
87	8885	40-ft	5FYH8FU00GC050236	12/8/2017
88	8886	40-ft	5FYH8FU02GC050237	3/16/2017
89	8887	40-ft	5FYH8FU04GC050238	4/28/2017
90	8888	40-ft	5FYH8FU06GC050239	5/8/2017
91	8889	40-ft	5FYH8FU02GC050240	5/5/2017
92	8890	40-ft	5FYH8FU04GC050241	3/16/2017
93	8891	40-ft	5FYH8FU06GC050242	2/23/2017
94	8892	40-ft	5FYH8FU08GC050243	5/10/2017
95	8893	40-ft	5FYH8FU0XGC050244	7/27/2017
96	8894	40-ft	5FYH8FU01GC050245	3/16/2017
97	8895	40-ft	5FYH8FU03GC050246	4/7/2017
98	8896	40-ft	5FYH8FU05GC050247	4/21/2017
99	8897	40-ft	5FYH8FU07GC050248	5/3/2017
100	8898	40-ft	5FYH8FU09GC050249	4/14/2017
101	8899	40-ft	5FYH8FU05GC050250	4/24/2017
102	8900	40-ft	5FYH8FU07GC050251	5/3/2017
103	8901	40-ft	5FYH8FU09GC050252	5/12/2017
104	8902	40-ft	5FYH8FU02JB054589	8/8/2018
105	6637	60-ft	5FYH8YU07HC051462	3/23/2018
106	6648	60-ft	5FYH8YU01HC051473	3/15/2018
107	6650	60-ft	5FYH8YU05HC051475	2/15/2018
108	6651	60-ft	5FYH8YU07HC051476	3/7/2018
109	6652	60-ft	5FYH8YU09HC051477	2/23/2018
110	6653	60-ft	5FYH8YU00HC051478	2/2/2018
111	6654	60-ft	5FYH8YU02HC051479	2/2/2018
112	6655	60-ft	5FYH8YU09HC051480	4/6/2018
113	6656	60-ft	5FYH8YU00HC051481	3/23/2018
114	6657	60-ft	5FYH8YU02HC051482	3/9/2018
115	6658	60-ft	5FYH8YU04HC051483	4/6/2018
116	6659	60-ft	5FYH8YU06HC051484	3/13/2018
117	6660	60-ft	5FYH8YU08HC051485	2/23/2018
118	6661	60-ft	5FYH8YU0XHC051486	4/2/2018
119	6662	60-ft	5FYH8YU01HC051487	3/7/2018
120	6663	60-ft	5FYH8YU03HC051488	4/2/2018
121	6664	60-ft	5FYH8YU05HC051489	3/28/2018
122	6665	60-ft	5FYH8YU08JC052965	3/28/2018
123	6666	60-ft	5FYH8YU0XJC052966	6/8/2018

New Flyer Midlife Overhauls Phase II

Vehicles to be Overhauled

	Coach	Length	VIN #	Conditional Acceptance (In Service)
124	6667	60-ft	5FYH8YU01JC052967	4/2/2018
125	6668	60-ft	5FYH8YU03JC052968	4/6/2018
126	6669	60-ft	5FYH8YU05JC052969	4/13/2018
127	6670	60-ft	5FYH8YU01JC052970	5/14/2018
128	6671	60-ft	5FYH8YU03JC052971	5/18/2018
129	6672	60-ft	5FYH8YU05JC052972	5/18/2018
130	6673	60-ft	5FYH8YU07JC052973	6/8/2018
131	6674	60-ft	5FYH8YU09JC052974	5/24/2018
132	6675	60-ft	5FYH8YU00JC052975	6/8/2018
133	6676	60-ft	5FYH8YU02JC052976	5/25/2018
134	6677	60-ft	5FYH8YU04JC052977	6/8/2018
135	6678	60-ft	5FYH8YU06JC052978	4/25/2018
136	6679	60-ft	5FYH8YU08JC052979	6/8/2018
137	6680	60-ft	5FYH8YU04JC052980	5/25/2018
138	6681	60-ft	5FYH8YU06JC052981	6/22/2018
139	6682	60-ft	5FYH8YU08JC052982	5/24/2018
140	6683	60-ft	5FYH8YU0XJC052983	6/1/2018
141	6684	60-ft	5FYH8YU01JC052984	6/13/2018
142	6685	60-ft	5FYH8YU03JC052985	7/11/2018
143	6686	60-ft	5FYH8YU05JC052986	6/13/2018
144	6687	60-ft	5FYH8YU07JC052987	6/15/2018
145	6688	60-ft	5FYH8YU09JC052988	6/15/2018
146	6689	60-ft	5FYH8YU00JC052989	6/15/2018
147	6690	60-ft	5FYH8YU07JC052990	6/8/2018
148	6691	60-ft	5FYH8YU09JC052991	6/22/2018
149	6692	60-ft	5FYH8YU00JC052992	6/15/2018
150	6693	60-ft	5FYH8YU02JC052993	6/20/2018
151	6694	60-ft	5FYH8YU04JC052994	6/15/2018
152	6695	60-ft	5FYH8YU06JC052995	6/22/2018
153	6696	60-ft	5FYH8YU08JC052996	6/20/2018
154	6697	60-ft	5FYH8YU0XJC052997	6/22/2018
155	8903	40-ft	5FYH8FU09JB054590	9/7/2018
156	8904	40-ft	5FYH8FU00JB054591	9/7/2018
157	8905	40-ft	5FYH8FU02JB054592	9/5/2018
158	8906	40-ft	5FYH8FU04JB054593	9/5/2018
159	8907	40-ft	5FYH8FU06JB054594	9/7/2018
160	8908	40-ft	5FYH8FU08JB054595	9/14/2018
161	8909	40-ft	5FYH8FU0XJB054596	9/14/2018
162	8910	40-ft	5FYH8FU01JB054597	9/21/2018
163	8911	40-ft	5FYH8FU03JB054598	11/30/2018
164	8912	40-ft	5FYH8FU05JB054599	10/1/2018

New Flyer Midlife Overhauls Phase II

Vehicles to be Overhauled

	Coach	Length	VIN #	Conditional Acceptance (In Service)
165	8913	40-ft	5FYH8FU08JB054600	10/5/2018
166	8914	40-ft	5FYH8FU0XJB054601	9/27/2018
167	8915	40-ft	5FYH8FU01JB054602	10/12/2018
168	8916	40-ft	5FYH8FU03JB054603	10/12/2018
169	8917	40-ft	5FYH8FU05JB054604	10/12/2018
170	8918	40-ft	5FYH8FU07JB054605	10/19/2018
171	8919	40-ft	5FYH8FU09JB054606	10/19/2018
172	8920	40-ft	5FYH8FU00JB054607	10/12/2018
173	8921	40-ft	5FYH8FU02JB054608	11/21/2018
174	8922	40-ft	5FYH8FU04JB054609	11/21/2018
175	8923	40-ft	5FYH8FU00JB054610	10/19/2018
176	8924	40-ft	5FYH8FU02JB054611	11/2/2018
177	8925	40-ft	5FYH8FU04JB054612	11/2/2018
178	8926	40-ft	5FYH8FU06JB054613	11/21/2018
179	8927	40-ft	5FYH8FU08JB054614	11/7/2018
180	8928	40-ft	5FYH8FU0XJB054615	11/30/2018
181	8929	40-ft	5FYH8FU01JB054616	12/13/2018
182	8930	40-ft	5FYH8FU03JB054617	12/7/2018
183	8931	40-ft	5FYH8FU05JB054618	12/11/2018
184	8932	40-ft	5FYH8FU07JB054619	11/9/2018
185	8933	40-ft	5FYH8FU03JB054620	11/27/2018
186	8934	40-ft	5FYH8FU05JB054621	11/13/2018
187	8935	40-ft	5FYH8FU07JB054622	2/20/2019
188	8936	40-ft	5FYH8FU09JB054623	12/7/2018
189	8937	40-ft	5FYH8FU00JB054624	12/14/2018
190	8938	40-ft	5FYH8FU02JB054625	12/20/2018
191	8939	40-ft	5FYH8FU04JB054626	12/11/2018
192	8940	40-ft	5FYH8FU06JB054627	12/21/2018
193	8941	40-ft	5FYH8FU08JB054628	12/21/2018
194	8942	40-ft	5FYH8FU0XJB054629	1/29/2019
195	8943	40-ft	5FYH8FU06JB054630	12/31/2018
196	8944	40-ft	5FYH8FU08JB054631	1/4/2019
197	8945	40-ft	5FYH8FU0XJB054632	1/4/2019
198	8946	40-ft	5FYH8FU01JB054633	1/15/2019
199	8947	40-ft	5FYH8FU03JB054634	1/11/2019
200	8948	40-ft	5FYH8FU05JB054635	1/11/2019
201	8949	40-ft	5FYH8FU07JB054636	1/18/2019
202	8950	40-ft	5FYH8FU09JB054637	1/18/2019
203	8951	40-ft	5FYH8FU00JB054638	1/22/2019
204	8952	40-ft	5FYH8FU02JB054639	1/24/2019
205	8953	40-ft	5FYH8FU09JB054640	1/24/2019

New Flyer Midlife Overhauls Phase II
Vehicles to be Overhauled

	Coach	Length	VIN #	Conditional Acceptance (In Service)
206	8954	40-ft	5FYH8FU00JB054641	1/30/2019
207	8955	40-ft	5FYH8FU02JB054642	2/1/2019
208	8956	40-ft	5FYH8FU04JB054643	4/24/2019
209	8957	40-ft	5FYH8FU06JB054644	2/8/2019
210	8958	40-ft	5FYH8FU08JB054645	2/15/2019
211	8959	40-ft	5FYH8FU0XJB054646	4/12/2019
212	8960	40-ft	5FYH8FU01JB054647	3/15/2019
213	8961	40-ft	5FYH8FU03JB054648	3/8/2019
214	8962	40-ft	5FYH8FU05JB054649	3/1/2019
215	8963	40-ft	5FYH8FU01JB054650	3/1/2019
216	8964	40-ft	5FYH8FU03JB054651	4/2/2019
217	8965	40-ft	5FYH8FU05JB054652	3/22/2019
218	8966	40-ft	5FYH8FU07JB054653	4/12/2019
219	8967	40-ft	5FYH8FU09JB054654	3/29/2019
220	8968	40-ft	5FYH8FU00JB054655	4/5/2019
221	8969	40-ft	5FYH8FU02JB054656	4/12/2019

ATTACHMENT

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Traffic Signal Contract 66 - Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$1,100,000
Supervisory Districts	District 01, District 04, District 05, District 06, District 07, District 08, District 09, District 11

REQUEST**Brief Project Description**

This request seeks \$1,100,000 in Prop L funds to supplement the previous design phase (131-907145) Prop K and other funds allocated for the Contract 66 New Traffic Signals project. Additional design funds are requested due to 1) stricter interpretation of ADA accessibility standards leading to more scope at five locations for curb ramp, drainage, and/or curb & gutter work and 2) the expedited electrical design at 41st Avenue/Lincoln because of the passage of Proposition K which closed Upper Great Highway from Lincoln to Sloat.

Detailed Scope, Project Benefits and Community Outreach

Contract 66 will design new traffic signals at ten intersections and a rectangular rapid flashing beacon at one intersection to improve traffic operations and pedestrian and bicycle safety. Improvements at all new signal locations will include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps, as needed. Nine of the eleven project locations are on the Vision Zero High Injury Network, and the planned improvements are intended to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right-of-way allocation for all users. Note that this project will design/construct permanent signals to replace the temporary signals installed at 41st/Lincoln in February 2025.

Project Location

4th Ave/Fulton, 4th St/Long Bridge, 4th St/Mission Rock, 10th Ave/Lincoln, 28th St/Guerrero, 39th Ave/Fulton, 41st Ave/Lincoln, Alemany/Cotter, Castro/Divisadero/Waller, Cesar Chavez/Florida, and Mission/Mary/Mint

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

Project Phase(s)

Design Engineering (PS&E)

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?	Greater than Programmed Amount
PROP L Amount	\$1,100,000.00

Justification for Necessary Amendment

This request includes an amendment to the Prop L Safer and Complete Streets 5YPP to reprogram \$1,100,000 from New Traffic Signals Contract 67 to fund the subject project. SFMTA considers Contract 66 to be a higher priority project since it is already at 65% design with an already identified scope while Contract 67 has not started design yet with no identified scope. The SFMTA will start the design phase for Contract 67 when it has identified 1) an alternative source of funds for the \$1.1 million that SFMTA is requesting for Contract 66 and 2) additional funds for construction phase.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Traffic Signal Contract 66 - 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)				
Environmental Studies (PA&ED)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2021
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Jan-Feb-Mar	2026
Advertise Construction	Apr-May-Jun	2026		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2027		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2028
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2029

SCHEDULE DETAILS

Community outreach is planned in the form of public hearings (already held in October 2022 to introduce proposals to add signals or flashing beacon at Contract 66 project locations) and postings at project locations to propose locations for signal controller cabinets (estimated be posted around October/November/December 2025). The City Traffic Engineer issued a directive to establish new traffic signals or flashing beacons in October 2022. Required design and construction coordination estimated as follows: CPMC Guerrero Plaza renovation work (estimated to start construction late 2026/early 2027) with 28th St/Guerrero and SFPUC water main replacement project called WD-2922 (estimated to start construction late 2026/early 2027) with 41st Street/Lincoln. CEQA exemption was issued for this project in January 2025. In response to passage of the ballot measure to close Upper Great Highway from Lincoln Way to Sloat, temporary signals (using a mix of Rec & Park and MTA funds) were activated at 41st St/Lincoln in February 2025.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Traffic Signal Contract 66 - Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$1,100,000	\$0	\$0	\$1,100,000
Developer Funding (5M)	\$0	\$0	\$500,000	\$500,000
Developer Funding (Mission Rock)	\$0	\$0	\$250,000	\$250,000
Prop K EP-131: New Signals and Signs	\$0	\$0	\$300,000	\$300,000
SFMTA Funds	\$0	\$0	\$250,000	\$250,000
Phases In Current Request Total:	\$1,100,000	\$0	\$1,300,000	\$2,400,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$1,100,000	\$3,300,000	\$0	\$4,400,000
Developer Funding (5M)	\$0	\$0	\$500,000	\$500,000
Developer Funding (Mission Rock)	\$0	\$0	\$250,000	\$250,000
Developer (Mission Rock)	\$0	\$750,000	\$0	\$750,000
Prop K EP-131: New Signals and Signs	\$0	\$0	\$300,000	\$300,000
SFMTA Funds	\$0	\$0	\$250,000	\$250,000
TBD (e.g., Prop B, Revenue Bond)	\$3,450,000	\$0	\$0	\$3,450,000
Funding Plan for Entire Project Total:	\$4,550,000	\$4,050,000	\$1,300,000	\$9,900,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$2,400,000	\$1,100,000	Similar projects
Construction	\$7,500,000		similar projects
Operations	\$0		
Total:	\$9,900,000	\$1,100,000	

% Complete of Design:	65.0%
As of Date:	07/25/2025
Expected Useful Life:	30 Years

San Francisco County Transportation Authority
Prop L - Allocation Request Form

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MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Totals	% of construction total	SFPW	SFMTA
1. SFPW Design Labor	\$ 600,000	55%	\$ 600,000	--
2. SFMTA Design Labor	\$ 500,000	45%	--	\$ 500,000
TOTAL DESIGN PHASE	\$ 1,100,000		\$ 600,000	\$ 500,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Traffic Signal Contract 66 - Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$1,100,000	Total PROP L Recommended	\$1,100,000

SGA Project Number:		Name:	New Traffic Signal Contract 66 - Additional Funds
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2026
Phase:	Design Engineering	Fundshare:	45.83%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	Total
PROP L EP-218	\$550,000	\$550,000	\$1,100,000

Deliverables

- Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- With the first quarterly progress report, SFMTA shall provide 2-3 photos of existing conditions.
- Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).
- Upon completion, SFMTA shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

Special Conditions

- The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	47.62%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	54.17%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	New Traffic Signal Contract 66 - Additional Funds
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$1,100,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Kathryn Studwell
Title:	Lead Engineer	Grant Administration Manager
Phone:	(415) 701-4675	(415) 517-7015
Email:	geraldine.deleon@sfmta.com	kathryn.studwell@sfmta.com

New Traffic Signal Contract 66 Background and Scope (updated August 2025)

New Traffic Signal Contract 66 New will include new traffic signals at ten locations, a rectangular rapid flashing beacon (RRFB) at one location, and related bicycle and pedestrian improvements. Improvements at all project locations will include new pedestrian countdown signals (PCS), accessible pedestrian signals (APS), controllers, conduit, wiring and poles. New curb ramps will be constructed at certain locations where they are missing and/or need to be upgraded to meet accessibility standards. Nine of the eleven project locations are on the Vision Zero High Injury Network (2022), and the planned improvements are intended to reduce injuries for pedestrians, cyclists, and motorists in addition to optimizing right-of-way allocation for all users.

Table 1: New Traffic Signal Contract 66 Project Locations

	Street 1	Street 2	Street 3	Pedestrian Improvements	High Injury Network (2022)	Supervisor District
1	4th Avenue	Fulton		PCS, APS		1
2	4th Street	Long Bridge		PCS, APS	X	6
3	4th Street	Mission Rock		RRFB, APS	X	6
4	10th Avenue	Lincoln		PCS, APS	X	7
5	28th Street	Guerrero		PCS, APS	X	8/9
6	39th Avenue	Fulton		PCS, APS	X	1
7	41st Avenue	Lincoln		PCS, APS		4
8	Alemaný	Cotter		PCS, APS	X	11
9	Castro	Divisadero	Waller	PCS, APS	X	5/8
10	Cesar Chavez	Florida		PCS, APS	X	9
11	Mary	Mint	Mission	PCS, APS	X	6

Implementation

The SFMTA Sustainable Streets Division will manage the scope of the detailed design.

Task

- Signal Design
- Civil Design
- Electrical Design
- Construction Support

Force Account Work Performed By

SFMTA Sustainable Streets Division
SFPW Infrastructure Design and Construction
SFPW Infrastructure Design and Construction
SFPW and SFMTA

Location Selection Criteria

The intersections in this scope were selected after review by SFMTA staff of traffic operations, constituent complaints, and collision patterns at each location. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities which allowed cost savings to the project (e.g. scheduled paving projects, corridor improvements). Finally, improvements were included in anticipation/response to an upcoming changing City landscape, particularly work that is tied to large scale and area-wide development projects and often include Developer contributions due to agreed-upon Developer Agreements with the City.

Community Outreach

The locations for Contract 66 have been taken to public hearings and subsequently to the SFMTA Board of Directors for final approval. In addition, per the TA's requirements, Prop K funding for the proposed locations were taken to the Community Advisory Committee and Transportation Authority Board meetings.

As many of the locations were chosen to be included on Contract 66 given their collision history and the average daily traffic at each location, the existing intersection deficiencies are fairly apparent to regular users. Indeed, the SFMTA has received numerous constituent complaints and requests for signals at many of these locations which were considered as part of the selection vetting process. In addition, it is rare that the public opposes the installation of signals as it is typically viewed as an investment in public safety and as a mechanism to improve intersection conditions and operations for most users.

Proposed Location Details and Project Benefits

- A. **4th Avenue and Fulton Street** is a side-street STOP location and is one of only three remaining intersections along the three-mile Fulton Street boundary of Golden Gate Park with a Muni bus stop and no signalized pedestrian crossing. Along the periphery of Golden Gate Park, Fulton Street is a four-lane roadway characterized by higher free-flow traffic speeds with limited interruption from cross street traffic. In the course of public outreach for the SFMTA's Fulton Street Safety and Transit Project, the Agency received several public comments requesting a signal at this location to improve pedestrian access to the bus stops and the park. The project team is working closely with the Agency's Transit Division to develop a mutually beneficial design. As the intersection is located on the edge of Golden Gate Park, the project team will also coordinate with the Recreation and Parks Department.

 - B. **4th Street and Long Bridge Street** is a side-street STOP location and is on the City's
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Vision Zero High Injury Network with four injury collisions reported in the five-year period from 2016 to 2020, two of which involved pedestrians. The surrounding Mission-Bay neighborhood has undergone significant development in the past decade and experienced corresponding increase in pedestrian and vehicular traffic. A signal will provide increased benefit to pedestrians by providing signalized crossings and will better clarify right-of-way for motorists and cyclists which is made especially necessary by the offset and skewed geometry of the intersection. The SFMTA has also received a request for signals to improve the pedestrian crossing at this location. To mitigate the impacts of increased vehicle and pedestrian traffic anticipated as a result of the Giants' development of Lot A and the surrounding area they have contributed \$1 million for improvements at this intersection as well as at the intersection of 4th Street and Mission Rock Street described below.

- C. **4th Street and Mission Rock Street** is the only rectangular rapid flashing beacon (RRFB) location included in the list of project locations. Although the location is on the City's Vision Zero High Injury Network, this intersection had no reported injury collisions in the five-year period from 2016 to 2020. However, in anticipation of further increased pedestrian and vehicular volumes as a result continued development, the SFMTA recommends installing an RRFB to better alert motorists of pedestrian activity which has historically been shown to increase driver yielding behavior. As mentioned in the description of the 4th Street and Long Bridge Street location above, the Giants have contributed \$1 million in funding toward improvements at both intersections as a condition of their development agreement with the City.
 - D. **10th Avenue and Lincoln Way** is a side-street STOP location along the southern perimeter of Golden Gate Park and adjacent to the San Francisco County Fair building. The location is on the City's Vision Zero High Injury Network with nine injury collisions in the five-year period from 2016 to 2020 with the majority of which involve traffic turning on or off of Lincoln Way, a high volume four-lane roadway. This pattern of collisions indicates that drivers are having difficulty choosing appropriate gaps in Lincoln Way traffic during which to make turns. Signalization of this intersection will provide an opportunity for drivers to make turns and will improve connectivity between the Inner Sunset and Golden Gate Park by providing pedestrians with another opportunity to cross Lincoln Way. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.
 - E. **28th Street and Guerrero Street** is the last remaining marked pedestrian crossing on Guerrero Street without a traffic signal and is located on the City's Vision Zero High Injury Network. For nearly a decade, residents of the surrounding neighborhood have lobbied SFMTA for traffic calming and pedestrian safety improvements along the Guerrero Street and San Jose Avenue corridor which to date have included reducing
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traffic lanes on both streets from six lanes to four, installing bike lanes, establishing a buffer zone on both sides of the center median, installing new traffic signals at the intersections of Guerrero with 27th and Duncan streets, transforming peak-hour tow-away lanes into parking, reducing the speed limit from 35 to 25 miles per hour, and scaling back multiple turn lanes. Signalizing this location represents another step towards realizing the vision for which neighbors have advocated. In anticipation of the installation of a traffic signal, underground electrical conduits were installed at this intersection in 2016 in coordination with a San Francisco Public Works repaving project. Design and construction at this intersection will be coordinated with the CPMC Guerrero Plaza renovation work.

- F. **39th Avenue and Fulton Street** is a side-street STOP location along the northern perimeter of Golden Gate Park and is located near the center of a six-block long segment of Fulton Street with no signalized crossings of this four-lane roadway. This intersection has been prioritized for signalization over neighboring intersections in response to the higher number of injury collisions recorded at this location with six such collisions occurring in the five-year period from 2016 to 2020. This intersection was added to the Vision Zero High Injury Network in 2022. Signalizing this intersection will reduce the distance between signalized crossings of Fulton Street improving pedestrian access to Golden Gate Park. Additionally, the new signal will be coordinated carefully with neighboring signals so as to better control vehicle speeds on Fulton Street which has been a consistent concern of local residents and park visitors. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department.
 - G. **41st Avenue and Lincoln Way** is currently controlled by temporary traffic signals that were activated in February 2025 after the passage of Proposition K which closed Upper Great Highway from Lincoln Way to Sloat. Previously, the intersection was an all-way STOP controlled intersection along the southern periphery of Golden Gate Park. It is located at the terminus of Chain of Lakes Drive, a popular vehicle crossing connecting the Sunset and Richmond districts through Golden Gate Park. Traffic crossing the park in this location has continued to increase in recent years with 2021 traffic volumes measured to be more than double those measured in 2018. The intersection is the site of 12 reported injuries in the past five years, five of which involved cyclists or pedestrians. Signalization of this location presents an opportunity to provide noticeable improvements to multiple modes as it is heavily utilized by motorists, cyclists, and pedestrians and will also reduce driver confusion that results from the use of stop signs on multi-lane streets. As the intersection is located on the edge of Golden Gate Park, the project team will coordinate with the Recreation and Parks Department. The design and construction work at this intersection will be coordinated with the SFPUC water main replacement project called WD-2922.
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- H. **Alemaný Boulevard and Cotter Street** is a side-street STOP location on the City's Vision Zero High Injury Network and has nine reported injury collisions in the five-year period from 2016 to 2020. The intersection's existing side-street STOP control poses challenges for drivers and pedestrians wishing to cross four lanes of uncontrolled traffic as evidenced by the seven reported broadside collisions. This location is particularly susceptible to severe injury collisions as the speed limit along Alemaný Boulevard is 35 MPH and the latest recorded 85th percentile speeds are around 40 MPH. Signalizing this location and the crossings will provide substantial benefit to pedestrians and eliminate the need for side-street motorists to manage both pedestrian yielding and finding the appropriate vehicular gap to cross into Alemaný Boulevard.
- I. **Castro Street, Divisadero Street, and Waller Street** is a side-street STOP location on the City's Vision Zero High Injury Network with four injury collisions reported in the five-year period from 2016 to 2020, two of which involved a pedestrian. Given the curvature of the roadway as it transitions from Castro Street to Divisadero Street, user awareness of right-of-way and adequate gap spacing can prove challenging. The SFMTA has received numerous requests from residents for signalization which have been strongly supported by Supervisor Mandelman's Office. In response, the Agency has made interim improvements including new daylighting and pedestrian crossing warning signs. Signalizing this location will better clarify right-of-way and provide dedicated crossing time for pedestrians.
- J. **Cesar Chavez Street and Florida Street** is a side-street STOP location on the City's Vision Zero High Injury Network with seven injury collisions reported in the five-year period from 2016 to 2020. The Cesar Chavez Street median extends through the intersection and Florida Street traffic is forced to turn right onto Cesar Chavez Street from both approaches. Florida Street is the last remaining unsignalized crossing of four-lane Cesar Chavez Street between Potrero Avenue and Guerrero Street. Signalizing this intersection will provide pedestrian improvements at a Muni bus stop location while clarifying right-of-way at this intersection with multiple lane uncontrolled approaches.
- K. **Mary Street, Mint Street, and Mission Street** is a side-street STOP controlled intersection located in the South of Market Neighborhood and adjacent to the 5M Development. The intersection is located on the City's Vision Zero High Injury Network with five injury collisions reported in the five-year period from 2016 to 2020. As a condition of their Development Agreement, the 5M Developer has contributed \$400,000 towards the construction of a new signalized pedestrian crossing of Mission Street at the Mary and Mint street alleyways in order to mitigate anticipated pedestrian impacts of the development and improve conditions for pedestrians already crossing in this location. Design of the new signal will be coordinated with other improvements constructed by the Developer including the conversion of Mary Street into a pedestrian only alleyway. In addition, the new signal will be carefully coordinated with the nearby
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signal at the intersection of 5th and Mission streets to prioritize the movement of transit along the Mission Street corridor.

New Traffic Signals Contract 66 - List of Locations

	Street 1	Street 2	Street 3	Pedestrian Improvements	High Injury Network (2022)	Supervisor District
1	4th Avenue	Fulton		PCS, APS		1
2	4th Street	Long Bridge		PCS, APS	X	6
3	4th Street	Mission Rock		RRFB, APS	X	6
4	10th Avenue	Lincoln		PCS, APS	X	7
5	28th Street	Guerrero		PCS, APS	X	8/9
6	39th Avenue	Fulton		PCS, APS	X	1
7	41st Avenue	Lincoln		PCS, APS		4
8	Alemaný	Cotter		PCS, APS	X	11
9	Castro	Divisadero	Waller	PCS, APS	X	5/8
10	Cesar Chavez	Florida		PCS, APS	X	9
11	Mary	Mint	Mission	PCS, APS	X	6

Contract 66 - New Traffic Signals

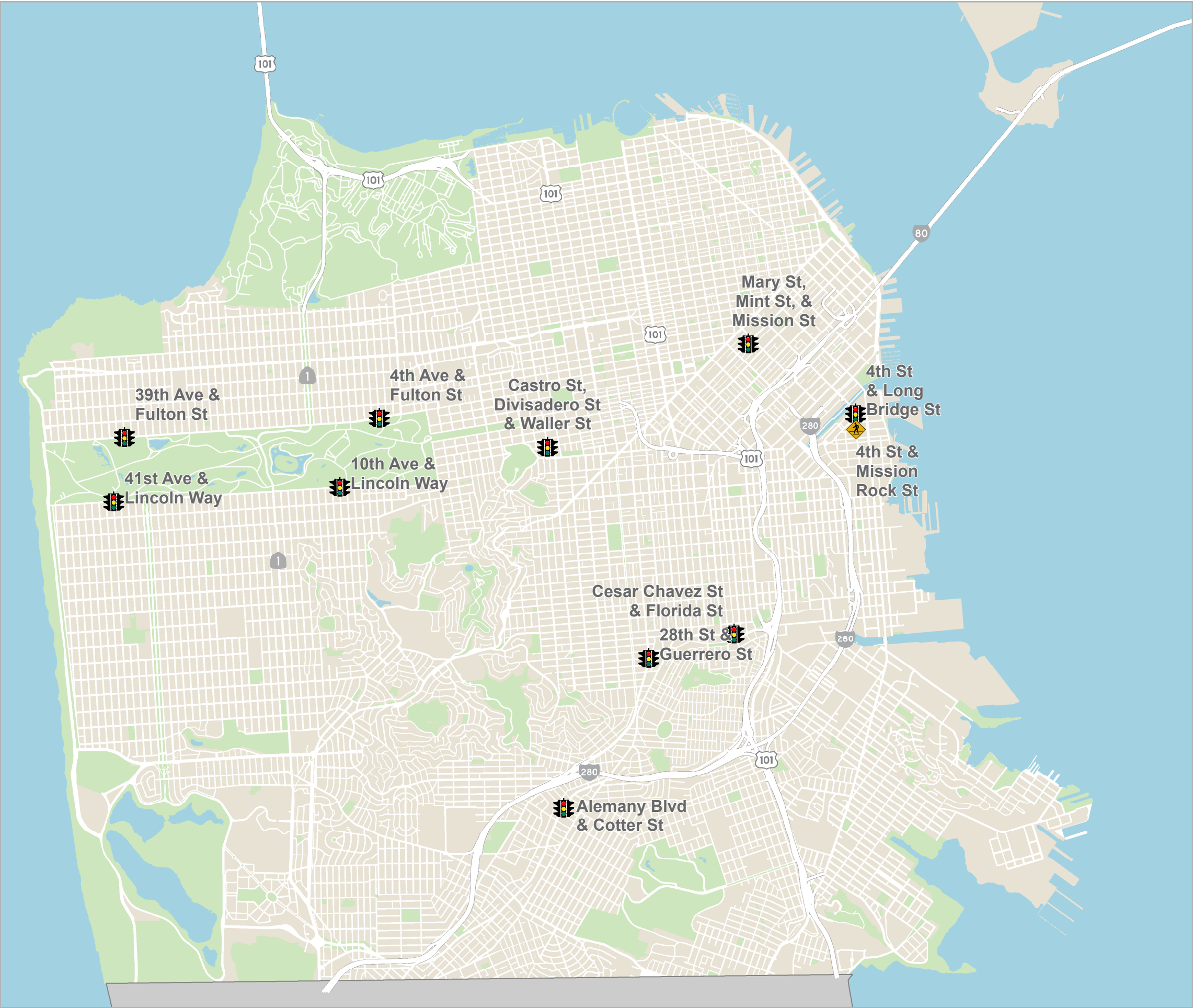
Project Locations

June 2021

This map shows the location of ten new traffic signals and one new rapid rectangular flashing beacon proposed for construction as part of the SFMTA Contract 66 - New Traffic Signals project.

LEGEND

-  New Traffic Signal
-  New RRFB



1 miles

Scale 1:51,243

Date Saved: 6/10/2021

For reference contact: Jarrett.Hornbostel@sfmta.com

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



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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending September 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation ^{4,5}	TBD	Programmed		\$1,256,000				\$1,256,000
SFMTA	Active Communities Plan Implementation ⁵	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	13th Street Safety Project ⁴	CON	Allocated		\$2,350,000				\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	PS&E	Allocated		\$284,000				\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	CON	Allocated		\$460,000				\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements ³	CON	Programmed	\$268,000					\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street ³	CON	Allocated		\$352,000				\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue ³	PS&E	Allocated		\$80,000				\$80,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	PS&E	Allocated	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	CON	Programmed		\$960,000				\$960,000
SFMTA	Howard Streetscape	CON	Programmed		\$2,000,000				\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			\$700,000			\$700,000
SFMTA	Page Slow Street	PS&E	Programmed		\$407,000				\$407,000
SFMTA	Page Slow Street	CON	Programmed			\$593,000			\$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program ²	PS&E	Programmed	\$0					\$0
SFMTA	School Traffic Calming Program ²	PLAN	Allocated	\$220,000					\$220,000
SFMTA	School Traffic Calming Program ²	CON	Allocated	\$1,780,000					\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed		\$220,000				\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed		\$1,780,000				\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed			\$220,000			\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed			\$1,780,000			\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				\$220,000		\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				\$1,780,000		\$1,780,000

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending September 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation ^{1, 7}	CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation ⁷	CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation ⁷	CON	Programmed			\$0			\$0
SFMTA	Slow Streets Implementation ⁷	PS&E	Pending			\$600,000			\$600,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Allocated		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending September 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
Subprogram: New Traffic Signals									
SFMTA	Contract 66 New Traffic Signals ⁵	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals ⁶	PS&E	Programmed		\$0				\$0
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
SFMTA	New Traffic Signal Contract 66 - Additional Funds ⁶	PS&E	Pending			\$1,100,000			\$1,100,000
Total Programmed in 2023 5YPP				\$7,488,000	\$14,685,000	\$10,636,000	\$8,001,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$4,412,000	\$1,700,000	\$0	\$0	\$10,032,000
Total Unallocated				\$3,568,000	\$10,273,000	\$8,936,000	\$8,001,000	\$6,508,000	\$37,286,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$592,000	\$1,500,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY2023/24 for design (Resolution 2024-041, 5/21/2024):
 Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.
 Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.
 Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.
- ² 5YPP amendment to fund School Traffic Calming Program with \$220,000 in FY2023/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):
 School Traffic Calming, FY2023/24 Design: Reduced from \$220,000 to \$0 in FY23/24.
 School Traffic Calming, FY2023/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.
 School Traffic Calming, FY2023/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.
- ³ 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)
 District 4 Street Improvements: Reduced placeholder FY2023/24 programming line from \$700,000 to \$268,000
 District 4 Street Improvements - Kirkham Street: Added project in FY2024/25 programming line for \$352,000 for construction
 District 4 Street Improvements - 41st Avenue: Added project in FY2024/25 programming line for \$80,000 for design
- ⁴ 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)
 Active Communities Plan Implementation (FY25): Reduced from \$4,350,000 to \$2,000,000 in FY2024/25
 13th Street Safety Project: Added project with \$2,350,000 in FY2024/25 for construction.
- ⁵ 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-046, 5/20/2025)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
Safer and Complete Streets (EP 18)
Programming and Allocations to Date
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Active Communities Plan Implementation (FY25): Reduced programming from \$2,000,000 to \$1,256,000 in FY2024/25.

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

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

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

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

⁶ 5YPP amendment to fund New Signal Contract 66 - Additional Funds (Resolution 2026-xxx, 9/30/2025)

Contract 67 New Traffic Signals: Reduced from \$1,100,000 to \$0 in FY2024/25 for design.

New Traffic Signal Contract 66 - Additional Funds: Added project with \$1,100,000 in FY2025/26 for design.

⁷ 5YPP amendment to fund design of Slow Streets Implementation in FY2025/26 (Resolution 2026-xxx, 9/30/2025)

Slow Streets Implementation: Reduced construction in FY2024/25 and FY2025/26 by \$400,000 and \$200,000, respectively, to \$0. Added \$600,000 in FY2025/26 for design.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Slow Streets Implementation
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	Safer and Complete Streets
Current PROP L Request:	\$600,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This grant supports design and outreach for the SFMTA's Slow Streets Program, which establishes low-vehicle-traffic corridors that prioritize walking, biking, and community building. Funds will be used to develop and refine street design treatments—such as traffic calming, volume management, and intersection safety measures—on existing Slow Streets corridors. Improvements will be guided by speed and volume data, community input, and operational needs.

Detailed Scope, Project Benefits and Community Outreach

Slow Streets are safe, comfortable, and low-vehicle-traffic routes that prioritize active transportation and community building. These shared streets are thoughtfully designed and implemented on residential streets to provide safe, comfortable alternatives to driving. They are open to all forms of transportation, including vehicles accessing properties along the corridor, and emphasize slow and safe speeds to support a diverse mix of uses. Each corridor is evaluated against SFMTA Board-adopted targets for vehicle speeds (a median of 15 mph) and volumes (1,000 vehicles per day). This grant supports design and outreach, focusing on street design measures to address speed, volume, and safety.

This grant does not fund the processing/design of routine maintenance requests or design phase activities for the Noe, Sanchez and Page corridors (which are separately-funded efforts*); nor the expansion of the Slow Streets Program beyond its current network.

Design toolkit

Grant funds will support design and outreach activities for the following categories of measures, based on the SFMTA's 2023 Slow Streets Design Toolkit:

- **Traffic calming**

Add speed humps, speed cushions, speed tables, raised crosswalks, roadway narrowing, and similar measures to reduce vehicle speeds.

- **Volume management**

Add traffic diverters and turn restrictions to manage traffic circulation and reduce through volumes. Some new and upgraded existing traffic diverters will feature concrete islands to better enforce circulation, reduce maintenance burden, and improve the street's appearance.

- **Signs and street markings**

Upgrade and maintain purple paddle signs, install "SLOW" pavement stencils, and implement branded wayfinding tools to support a consistent Slow Streets identity and assist with user navigation across the City's active-transportation network.

- **Intersection safety**

Design painted safety zones, daylighting treatments, concrete islands, intersection narrowing, and other visual cues to

improve visibility between street users at intersections and better identify the entrances and intersections of Slow Streets.

- **Performance monitoring**

Collect and analyze vehicle speeds, travel volumes, and other data to identify treatment locations, design decisions, and evaluate the effectiveness of measures.

Outreach will occur in tandem with design development, encompassing community meetings, stakeholder briefings, business engagement, and digital communications. Design proposals will be informed by community input, agency coordination, and operational considerations, such as emergency access, and are expected to be adjusted as they progress through this review process.

Corridor prioritization

Corridors have been grouped by the anticipated design effort and their status relative to program targets. These groupings reflect maintenance needs, potential traffic-calming measures, and the need for more substantial interventions based on public feedback, operational issues, and safety data.

1. Corridors with a maintenance-oriented focus (*limited spot improvements*)

Design phase activities for these corridors will be limited to minor changes along the corridor that require targeted outreach, engineering, and/or evaluation (new or revised traffic measures, not simply routine maintenance):

- 12th Ave
- 23rd Ave
- Clay
- Lake
- Lyon
- Shotwell
- SoMa

2. Corridors with a traffic-calming focus to address speeds (*medium-scale spot improvements*)

These corridors will receive new design refinements to manage travel speeds, which will require medium level outreach, engineering, and evaluation tasks:

- Arlington
- Cabrillo
- Hearst
- Minnesota
- Somerset

3. Corridors with a broader focus to address multiple issues (*more substantial efforts involving circulation changes*)

These corridors are expected to receive design attention for managing travel speeds, volumes, upgrades to existing interventions that are working well, and other refinements:

- **20th Street** — Traffic diverter(s), intersection-safety measures, traffic calming
- **Cayuga** — Existing Geneva traffic diverter upgraded with concrete islands, intersection-safety measures, traffic calming, and landscaping/placemaking opportunities
- **Golden Gate** — Existing Masonic diverter upgraded with concrete islands, visibility measures, and additional traffic calming and intersection safety improvements including along the western half of the segment to Parker Ave

Program-wide work

In addition to corridor-specific work, design activities will also support systemwide consistency and continued program development:

- **Formal speed limit reductions**

Evaluate and establish posted speed limits of 15 or 20 MPH on qualifying Slow Streets corridors

- **Refined program toolkit**

Continue piloting new design elements to align with shared-street best practices and refine the Slow Streets Design Toolkit based on corridor performance and community feedback

***NOTE: Page Slow Street** is utilizing Market-Octavia IPIC funding for completion of Project Approvals and Environmental Document (PAED) phase and design phase; SFMTA will seek programmed Prop L funding for the construction in late 2025 or early 2026. **Noe Slow Street** is utilizing previously allocated District 8 Neighborhood Program funds for planning of supportive/alternative Slow Street measures. **Sanchez Slow Street** is funded by District 8 Neighborhood Program funds for design and construction. See separate allocation item (part of this item) to amend the Prop K Standard Grant Agreement to specify the scope that SFMTA will implement and community coordination.

Project Location

Slow Streets Network in San Francisco

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

Project Phase(s)

Design Engineering (PS&E)

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
PROP L Amount	\$600,000.00

Justification for Necessary Amendment

This request includes an amendment to the Safer and Complete Streets 5YPP to reprogram funds from the construction phase to the design phase of the subject project. SFMTA has secured \$2.48 million in Prop B General Funds to fully fund construction and therefore seeks to fully fund the design phase with Prop L funds.

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Slow Streets Implementation
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)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2025	Jul-Aug-Sep	2027
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2025		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

Community outreach is conducted before any significant change to a Slow Street, such as introducing new circulation changes, adding traffic calming, adjusting parking/loading regulations, or replacing existing measures with more permanent ones like concrete islands. Staff coordinate planned Slow Streets work with resurfacing projects led by Public Works' various paving programs, as well as with known utility projects on relevant corridors.

Design and construction activities for the Slow Streets Program can often overlap, either between corridors that are in different stages of the development/outreach and even within a single corridor. For example, the SFMTA recently completed construction of traffic calming measures initially approved for the Cayuga Slow Street, while at the same time conducting outreach and listening sessions to both see how these devices were (or were not) working and explore new potential traffic-calming and placemaking measures. In other cases, initial outreach for corridors may yield clear support for small scale changes (like new stencils or striping changes) that can be implemented quickly while design and engagement for more complicated or potentially contentious items carries on.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Slow Streets Implementation
Primary Sponsor:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-218: Safer and Complete Streets	\$600,000	\$0	\$0	\$600,000
Phases In Current Request Total:	\$600,000	\$0	\$0	\$600,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP L	\$600,000	\$0	\$0	\$600,000
CCSF General Fund Prop B	\$0	\$2,480,000	\$0	\$2,480,000
Funding Plan for Entire Project Total:	\$600,000	\$2,480,000	\$0	\$3,080,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$600,000	\$600,000	Recent Slow Streets work
Construction	\$2,480,000		Recent Slow Streets work
Operations	\$0		
Total:	\$3,080,000	\$600,000	

% Complete of Design:	60.0%
As of Date:	06/01/2025
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop L/Prop AA/Prop D TNC Allocation Request Form

Slow Streets Implementation- ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

General Instructions

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For Environmental Studies, Right-of-Way, Design Engineering Phase:

- Provide total labor cost by agency, consultant costs, other direct costs, contract procurement(s), and contingency.

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 541,000	90%
2. Consultant	\$ 44,000	7%
3. Other Direct Costs *	\$ 15,000	3%
4. Contingency	\$ -	0%
TOTAL PHASE	\$ 600,000	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 600,000
SFPW	\$ -
TOTAL	\$ 600,000

* e.g. PUC costs

Job Class	Class Title	Fully Burdened Hourly Rate	Hours	% of total	Cost (nearest 100)
5366	Engineering Associate II	\$ 172.64	75	2.66%	\$ 13,000.00
5290	Transit Planner IV	\$ 220.13	75	2.66%	\$ 17,000.00
5289	Transit Planner III	\$ 188.13	755	26.82%	\$ 142,000.00
5288	Transit Planner II	\$ 161.48	500	17.76%	\$ 81,000.00
5211	Senior Engineer	\$ 282.99	60	2.13%	\$ 17,000.00
5207	Associate Engineer	\$ 218.98	600	21.31%	\$ 131,000.00
5203	Assistant Engineer	\$ 187.07	750	26.64%	\$ 140,000.00
			2,815.00		\$ 541,000.00

Estimates based off of historic labor data for the Slow Streets program.

ID	Task	Cost
1	High Priority Corridor - Cayuga Slow Street	\$ 94,000
2	High Priority Corridor - 20th Street	\$ 86,000
2	High Priority Corridor - Golden Gate Avenue	\$ 77,000
3	Programmatic spot improvements	\$ 154,000
4	Design toolkit development	\$ 62,000
5	Performance monitoring / speed limit reductions	\$ 68,000
6	Consultant (Data collection)	\$ 44,000
7	Hard costs (printing, mailers)	\$ 15,000
	TOTAL	\$ 600,000

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Slow Streets Implementation
Primary Sponsor:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP L Requested:	\$600,000	Total PROP L Recommended	\$600,000

SGA Project Number:		Name:	Slow Streets Implementation
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2028
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	FY2026/27	FY2027/28	Total
PROP L EP-218	\$200,000	\$300,000	\$100,000	\$600,000

Deliverables

- Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
- Upon completion of any specific corridor or program wide improvements, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar) and a final list of improvements (e.g. traffic calming measures) by location. For corridors with a broader focus to address multiple issues, SFMTA shall provide detailed corridor plans. For program wide speed limit reductions and individual traffic calming locations, SFMTA shall provide a map and list of locations/corridor segments. For maintenance-only corridors, SFMTA shall provide a written description of work to be done.

Special Conditions

- The recommended allocation is contingent upon amendment of the Safer and Complete Streets 5YPP. See attached 5YPP amendment for details.

Metric	PROP AA	TNC TAX	PROP L
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	80.52%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2025/26
Project Name:	Slow Streets Implementation
Primary Sponsor:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP L Request:	\$600,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Mark Dreger	Kathryn Studwell
Title:	Planner	Grant Administration Manager
Phone:	(415) 646-2719	(415) 517-7015
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Slow Streets

慢行街道 • Calles Lentas

Design Toolkit: Volume Management Tools



Soft Diversion - Traffic Diverter and Sign at Intersections

Traffic Safety Impact: Soft diversion at intersections discourages cut-through traffic while still allowing for local access.

Through strategic placement of Slow Streets flexible delineators, soft diversion helps keep traffic volumes low to support safe and comfortable active transportation.

Implementation Considerations: Traffic diverters cannot be installed at intersections where a traffic signal is present without an associated left-turn restriction on the cross street and, if present, the removal of an existing turn pocket. Additionally, traffic diverters generally cannot be placed where conflicts with driveways or other access issues exist.



Left-Turn Restrictions

Traffic Safety Impact: Left-turn restrictions help reduce cut-through traffic volumes on a Slow Street by prohibiting left turns.

Implementation Considerations: Local traffic, such as residents and mail/ delivery vehicles, can only access the block by making a right turn onto it. This treatment has an added benefit because it allows for the standard Slow Street delineator and sign treatment to be installed at intersections where a traffic signal is present.



Median Diverters

Traffic Safety Impact: Median diverters help reduce cut-through traffic by fully preventing a vehicle from continuing through to the next block and forcing vehicles to turn right.

A median diverter is created by installing several traffic delineators in the middle of the intersection. This treatment further discourages non-local traffic from utilizing the street by preventing them from traveling multiple blocks, and keeps traffic volumes low.

Implementation Considerations: Local traffic, such as residents and mail/ delivery vehicles, can only access the block by making a right turn onto it.



Concrete Islands

Traffic Safety Impact: Concrete islands provide a more durable barrier to discourage vehicle traffic.

Implementation Considerations: Concrete islands work best on streets where there is sufficient space to maintain vehicle access in the opposite direction. Street sweeping and drainage must be considered for concrete islands located close to the curb.

Concrete materials last longer, require less maintenance, and act as a more robust barrier for discouraging cut-through traffic than typical Slow Streets delineators, while allowing for bicycle and scooter access. Where possible, the islands could include space for community art and greening.

[SFMTA.com/SlowStreets](https://www.sfmta.com/SlowStreets)

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Slow Streets

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Design Toolkit: Speed Management Tools



Speed Cushions

Traffic Safety Impact: Speed cushions help to reduce vehicle speeds along a block.

Speed is a primary factor in most traffic safety-related conflicts. Speed cushions help mitigate the speeding issue by forcing oncoming traffic to slow down to travel over the vertical feature comfortably and safely. Placing consecutive speed cushions along a block discourages drivers from accelerating to unsafe speeds on longer blocks.

Implementation Considerations: Speed cushions are typically not installed on streets with steep grades.



Neighborhood Traffic Circle

Traffic Safety Impact: Traffic circles help to slow vehicle speeds at an intersection.

A traffic circle is a calming measure that improves safety at intersections. It's usually built of concrete, but other materials like safe-hit posts and paint can be used. The element in the middle of the intersection prevents drivers from traveling straight through and slows down vehicles as they navigate through the intersection, providing better cross-street visibility.

Implementation Considerations: Depending on materials used, this tool may require more maintenance and take longer to install; can be installed at intersections with or without stop signs.



Painted Safety Zones

Traffic Safety Impact: Painted safety zones help to increase the visibility of pedestrians at intersections and to encourage slower turning speeds.

Painted safety zones are painted areas of the road that wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving. Narrowing the intersection encourages slower vehicle travel speeds and decreases the crossing distance for pedestrians.

Implementation Considerations: May require parking removal.



Roadway Narrowing

Traffic Safety Impact: Roadway narrowing uses striping and/or vertical elements to visually and physically narrow the right of way to discourage cut-through traffic and to help reduce vehicle speeds.

Roadway narrowing can use multiple elements such as striping, bollards, and signage to discourage cut-through traffic and slow the speed of vehicles.

Implementation Considerations: May require the removal of parking spaces.

[SFMTA.com/SlowStreets](https://www.sfmta.com/SlowStreets)

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Slow Streets

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Design Toolkit: Active Transportation Safety Tools



Continental Crosswalks

Traffic Safety Impact: Continental crosswalks provide visual cues for motorists at intersections indicating that pedestrians may be present.

Continental crosswalks are high-visibility roadway markings comprised of thick, vertical striping. Case studies on their usage have shown that motorists are more likely to yield to pedestrians in continental crosswalks as compared to traditional crosswalks. Crosswalks also indicate to a driver where a pedestrian might be crossing the street

Implementation Considerations: Curb ramps are required to stripe crosswalks at intersections where the crosswalks are currently not marked.



Slow Street Pavement Markings

Traffic Safety Impact: Slow Street pavement markings help to communicate roadway conditions, encourage slow vehicle speeds, and indicate pedestrian and bicycle priority on the street.

Pavement markings are used to convey messages to roadway users. The Slow Streets roadway markings provide a visual cue that help to reinforce the character of the street as a place where all users should be traveling at slow speeds.

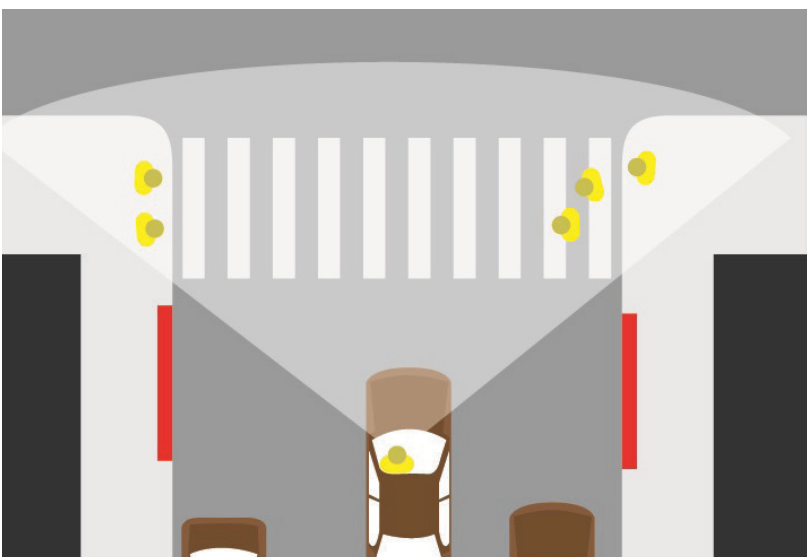
Implementation Considerations: No major requirements.



Slow Street Wayfinding and Identification Signs

Traffic Safety Impact: Slow Street wayfinding signs indicate the location of a Slow Street for approaching motorists and people walking, biking, and rolling. Like Slow Street pavement markings, Slow Street identification signs reinforce the character of the street as a place where all users should be traveling at slow speeds.

Implementation Considerations: No major requirements.



Intersection Daylighting (red curbs at intersection approach)

Traffic Safety Impact: Daylighting helps to improve visibility at intersections.

Daylighting is a simple safety treatment that makes everyone on the street easier to see at intersections. It removes visual barriers within a minimum of 10 feet of a crosswalk or intersection with a red zone. The red zone prohibits parking close to the intersection where it could reduce the sight distance of motorists as they approach the intersection or crosswalk.

Implementation Considerations: May require the removal of parking spaces.

[SFMTA.com/SlowStreets](https://www.sfmta.com/SlowStreets)

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Slow Streets Program

Adopted Network

May 2025

LEGEND

- Existing Bike Network
- Protected Bikeways

Adopted Slow Streets

- Implemented Slow Streets
- Planned Slow Streets

Other Related Projects

- Sunset Neighborways
- Bayview Community Pathway



1 miles

Scale 1:51,315

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

Corridor comparison – *future work*

		Speed (median)	Volume (daily)		Speed (median)	Volume (daily)	
	12 th Ave	17	700	Lake	17	820	
Project underway →	20th St	16	2,030	Lyon	16	480	
	23 rd Ave	15	600	Minnesota	15	1,090	← Diverter and islands installed
Traffic calming planned →	Arlington	19	900	Noe	16	1,690	← Duboce Triangle NTP study starting
	Cabrillo	18	370	Page	16	703 (-37%) whole corridor	
Project underway →	Cayuga	18	804	Sanchez	13	320	← Next-gen measures coming soon
	Clay	16	550	Shotwell	14	600	
Diverter planned →	Golden Gate	17	790	SoMa	15	973	
Speed tables recently installed →	Hearst	20	460	Somerset	17	490	

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending September 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
Subprogram: Capital Projects									
SFMTA	5th Street Corridor Improvements	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	7th Ave Bikeway	PS&E	Programmed		\$50,000				\$50,000
SFMTA	7th Ave Bikeway	CON	Programmed			\$100,000			\$100,000
SFMTA	Active Communities Plan Implementation ^{4,5}	TBD	Programmed		\$1,256,000				\$1,256,000
SFMTA	Active Communities Plan Implementation ⁵	TBD	Programmed			\$3,750,000			\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed				\$3,750,000		\$3,750,000
SFMTA	Active Communities Plan Implementation	TBD	Programmed					\$3,750,000	\$3,750,000
SFMTA	13th Street Safety Project ⁴	CON	Allocated		\$2,350,000				\$2,350,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	PS&E	Allocated		\$284,000				\$284,000
SFMTA	Northern Embarcadero and Jefferson Quick-Builds ⁵	CON	Allocated		\$460,000				\$460,000
SFMTA	Central Embarcadero Enhancement (OBAG Match)	PS&E	Allocated	\$200,000					\$200,000
SFMTA	District 4 Street Improvements ³	CON	Programmed	\$268,000					\$268,000
SFMTA	District 4 Street Improvements - Kirkham Street ³	CON	Allocated		\$352,000				\$352,000
SFMTA	District 4 Street Improvements - 41st Avenue ³	PS&E	Allocated		\$80,000				\$80,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	PS&E	Allocated	\$140,000					\$140,000
SFMTA	Golden Gate Greenway (Tenderloin) ¹	CON	Programmed		\$960,000				\$960,000
SFMTA	Howard Streetscape	CON	Programmed		\$2,000,000				\$2,000,000
SFPW	Market Octavia Living Alleys Phase 1B	CON	Programmed			\$700,000			\$700,000
SFMTA	Page Slow Street	PS&E	Programmed		\$407,000				\$407,000
SFMTA	Page Slow Street	CON	Programmed			\$593,000			\$593,000
SFMTA	Safe Streets Evaluation Program	PLAN	Allocated		\$450,000				\$450,000
SFMTA	Safe Streets Evaluation Program	PLAN	Programmed				\$400,000		\$400,000
SFMTA	School Traffic Calming Program ²	PS&E	Programmed	\$0					\$0
SFMTA	School Traffic Calming Program ²	PLAN	Allocated	\$220,000					\$220,000
SFMTA	School Traffic Calming Program ²	CON	Allocated	\$1,780,000					\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed		\$220,000				\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed		\$1,780,000				\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed			\$220,000			\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed			\$1,780,000			\$1,780,000
SFMTA	School Traffic Calming Program	PS&E	Programmed				\$220,000		\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed				\$1,780,000		\$1,780,000

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending September 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	School Traffic Calming Program	PS&E	Programmed					\$220,000	\$220,000
SFMTA	School Traffic Calming Program	CON	Programmed					\$1,780,000	\$1,780,000
SFPW	Sickles Avenue Streetscape	CON	Programmed		\$1,300,000				\$1,300,000
SFMTA	Slow Streets Implementation ^{1, 7}	CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation ⁷	CON	Programmed		\$0				\$0
SFMTA	Slow Streets Implementation ⁷	CON	Programmed			\$0			\$0
SFMTA	Slow Streets Implementation ⁷	PS&E	Pending			\$600,000			\$600,000
SFMTA	Slow Streets Implementation	CON	Programmed				\$200,000		\$200,000
SFMTA	Slow Streets Implementation	CON	Programmed					\$200,000	\$200,000
SFMTA	SoMa Arterial Traffic Calming	CON	Programmed		\$1,000,000				\$1,000,000
SFMTA	Tenderloin Protected Intersections	CON	Programmed			\$250,000			\$250,000
SFMTA	Valencia Street Bikeway Improvements	CON	Programmed				\$1,000,000		\$1,000,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Left Turn Reduction Program	CON	Programmed		\$100,000				\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Allocated	\$100,000					\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed			\$100,000			\$100,000
SFMTA	Vision Zero Speed Limit Reduction	CON	Programmed					\$100,000	\$100,000
SFCTA	Yerba Buena Island Multi-Use Path	CON	Programmed			\$1,000,000			\$1,000,000
Subprogram: Outreach and Education Projects									
SFMTA	Bicycle Education and Outreach	CON	Allocated	\$200,000					\$200,000
SFMTA	Bicycle Education and Outreach	CON	Allocated		\$200,000				\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed			\$200,000			\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed				\$200,000		\$200,000
SFMTA	Bicycle Education and Outreach	CON	Programmed					\$200,000	\$200,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated	\$230,000					\$230,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Allocated		\$236,000				\$236,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed			\$243,000			\$243,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed				\$251,000		\$251,000
SFMTA	Safe Routes to School Non-Infrastructure	CON	Programmed					\$258,000	\$258,000
SFMTA	Vision Zero Education and Communications: Speed Safety Cameras FY24	CON	Allocated	\$150,000					\$150,000
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed		\$200,000				\$200,000

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

Safer and Complete Streets (EP 18)

Programming and Allocations to Date

Pending September 2025 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2023/24	2024/25	2025/26	2026/27	2027/28	
SFMTA	Vision Zero Education and Communications FY25-28	CON	Programmed				\$200,000		\$200,000
Subprogram: New Traffic Signals									
SFMTA	Contract 66 New Traffic Signals ⁵	CON	Programmed	\$3,300,000					\$3,300,000
SFMTA	Contract 67 New Traffic Signals ⁶	PS&E	Programmed		\$0				\$0
SFMTA	Skyline and Sloat Intersection Improvements	CON	Allocated	\$800,000					\$800,000
SFMTA	New Traffic Signal Contract 66 - Additional Funds ⁶	PS&E	Pending			\$1,100,000			\$1,100,000
Total Programmed in 2023 5YPP				\$7,488,000	\$14,685,000	\$10,636,000	\$8,001,000	\$6,508,000	\$47,318,000
Total Allocated and Pending				\$3,920,000	\$4,412,000	\$1,700,000	\$0	\$0	\$10,032,000
Total Unallocated				\$3,568,000	\$10,273,000	\$8,936,000	\$8,001,000	\$6,508,000	\$37,286,000
Total Programmed in 2023 Strategic Plan				\$8,080,000	\$15,593,000	\$9,136,000	\$8,001,000	\$6,508,000	\$47,318,000
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$592,000	\$1,500,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

- ¹ 5YPP amendment to fund Golden Gate Greenway (Tenderloin) with \$140,000 in FY2023/24 for design (Resolution 2024-041, 5/21/2024):
Slow Streets Implementation: Reduced from \$200,000 to \$0 in Fiscal Year 2023/24 for design and increased from \$0 to \$200,000 in FY24/25 for design.
Golden Gate Greenway (Tenderloin): Reduced from \$1,000,000 to \$960,000 in FY2024/25 for construction.
Golden Gate Greenway (Tenderloin): Increased from \$100,000 to \$140,000 in FY2023/24 for design.
- ² 5YPP amendment to fund School Traffic Calming Program with \$220,000 in FY2023/24 for planning and update cash flow in School Traffic Calming Program construction in FY23/24 (Resolution 2024-046, 6/25/2024):
School Traffic Calming, FY2023/24 Design: Reduced from \$220,000 to \$0 in FY23/24.
School Traffic Calming, FY2023/24 Planning: Added project with \$220,000 in FY23/24. Delayed \$30,000 cash flow from FY24/25 to FY25/26.
School Traffic Calming, FY2023/24 Construction: Advanced \$30,000 in FY24/25 cash flow and reduced FY25/26 cash flow from \$700,000 to \$670,000.
- ³ 5YPP amendment to fund District 4 Street Improvements (Resolution 2025-015, 10/22/2024)
District 4 Street Improvements: Reduced placeholder FY2023/24 programming line from \$700,000 to \$268,000
District 4 Street Improvements - Kirkham Street: Added project in FY2024/25 programming line for \$352,000 for construction
District 4 Street Improvements - 41st Avenue: Added project in FY2024/25 programming line for \$80,000 for design
- ⁴ 5YPP amendment to fund 13th Street Safety Project (Resolution 2025-021, 11/19/2024)
Active Communities Plan Implementation (FY25): Reduced from \$4,350,000 to \$2,000,000 in FY2024/25
13th Street Safety Project: Added project with \$2,350,000 in FY2024/25 for construction.
- ⁵ 5YPP amendment to fund Northern Embarcadero and Jefferson Quick-Builds (Resolution 2025-046, 5/20/2025)

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

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

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

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

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

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

⁶ 5YPP amendment to fund New Signal Contract 66 - Additional Funds (Resolution 2026-xxx, 9/xx/2025)

Contract 67 New Traffic Signals: Reduced from \$1,100,000 to \$0 in FY2024/25 for design.

New Traffic Signal Contract 66 - Additional Funds: Added project with \$1,100,000 in FY2025/26 for design.

⁷ 5YPP amendment to fund design of Slow Streets Implementation in FY2025/26 (Resolution 2026-xxx, 9/30/2025)

Slow Streets Implementation: Reduced construction in FY2024/25 and FY2025/26 by \$400,000 and \$200,000, respectively, to \$0. Added \$600,000 in FY2025/26 for design.

Attachment 6
Proposed Grant Amendment - Next Generation Sanchez Slow Street

Resolution	Prop K SGA Number	Project Name (Project Sponsor)	Need for Amendment and Project Description	Recommendations
23-37	139-907169	Next Generation Sanchez Slow Street [NTIP Capital] (SFMTA)	SFMTA requests amendment of the Standard Grant Agreement (SGA) for the subject project to update the scope, schedule, budget and funding plan to reflect completion of design and add in construction phase details, along with concurrent release of \$190,000 in sales tax funds held in reserve for construction. This project will construct next generation Slow Street improvements on Sanchez Street between 23rd Street and 30th Street, including installation of traffic calming islands with landscaping and permanent signs, wayfinding and identification signs on poles to improve connections to the City's bike network, and painted safety zones to create community space and add green elements in the roadway. The project is expected to be open for use by March 2026. See proposed amended allocation request form (Attachment 6b) for additional details.	Special Conditions: 1. The recommended amendment is contingent upon SFCTA Board release of \$190,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 23-37. Note: SFMTA has satisfied the requirements to release the construction funds including completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form for the construction phase of the project.

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP L Expenditure Plans	N/A
Current Request:	\$190,000 (Amendment to prior allocation)
Supervisory District	District 08

REQUEST

Brief Project Description

"Next generation" Slow Street improvements along Sanchez Street will be constructed between 23rd Street to 30th Street. Construction treatments will include the installation of traffic calming islands with landscaping and permanent signs, wayfinding & identification signs on poles to improve connections to the City's bike network, and up to 6 Painted Safety Zones on Sanchez Street to create community space and add green elements in the roadway.

Detailed Scope, Project Benefits and Community Outreach

In March 2023, through approval of Resolution 23-37 (Standard Grant Agreement 139-907168), the Transportation Authority allocated \$87,300 in sales tax funds, with conditions, to SFMTA for the design phase of the Next Generation Sanchez Slow Street project and put \$190,000 on reserve for the construction phase. The resolution specified that the construction funds may be released by the Transportation Authority Board following completion of design, SFMTA Board adoption of the project, and submittal of an updated Allocation Request Form including the proposed scope, schedule, cost, and funding plan for the proposed recommendations to be implemented with sales tax funds. SFMTA staff has completed the aforementioned actions and is requesting release of the construction funds for the Next Generation Sanchez Slow Street project as described below.

Scope:

Construction of 'next generation' Slow Street improvements along Sanchez Street from 23rd Street to 30th Street.

Sanchez Street is one of the first Slow Streets corridors to be converted to a post-pandemic Slow Street in 2021. Now that a full citywide Slow Streets program has been approved by the SFMTA Board, it is once again time for Sanchez Street to pilot innovative new treatments. This project is an opportunity to test out 'next generation' improvements on a Slow Street, to include concrete traffic diversion via traffic calming islands, painted safety zones, bicycle parking, and permanent metal wayfinding signs.

The design phase included a site suitability assessment, detailed design drawings, and multiple community meetings to refine the design. With design approved, construction will begin to install traffic calming islands with potential landscaping and permanent signs along the Sanchez Slow Street. The constructed elements will include:

- 6 intersections with Painted Safety Zones and traffic calming islands (30th Street, Day Street, 29th Street, Cesar Chavez Street, Clipper Street, 24th Street)
 - Existing traffic delineators would be incorporated into the island design.
- Painted Safety Zones will be added to slow turns onto Sanchez to promote pedestrian visibility.
- Landscaping and/or planters will be located within select islands along the corridor, promoting greening on the corridor.

- Murals will be added at a later date within two Painted Safety Zones at the Clipper and 29th intersections (funded by Bloomberg Philanthropies' Asphalt Art Initiative)

See attached design drawings for details.

The Transportation Authority's Neighborhood Program (NTP) is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. Commissioner Mandelman has expressed support for using the \$190,000 in District 8 NTP funds for the proposed scope in this request.

Project Location

Sanchez Street from 23rd Street to 30th Street

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

Project Phase(s)

Construction (CON)

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Next Generation Sanchez Slow Street [NTIP Capital] (Amendment)
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)	Jan-Feb-Mar	2023	Jul-Aug-Sep	2025
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Apr-May-Jun	2025
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2025		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2026
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2026

SCHEDULE DETAILS

Community outreach ongoing. Low-stakes engagement efforts such as tabling at Sunday Streets and coordination with Friends of Slow Sanchez to share information about upcoming treatments and get residents excited.

San Francisco County Transportation Authority Allocation Request Form

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

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/ Safety	\$0	\$0	\$190,000	\$190,000
Bloomberg Philanthropies Asphalt Art Program	\$0	\$0	\$25,000	\$25,000
Phases In Current Request Total:	\$0	\$0	\$215,000	\$215,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$277,300	\$277,300
Bloomberg Philanthropies Asphalt Art Program	\$0	\$0	\$25,000	\$25,000
Prop B General Fund	\$0	\$0	\$12,700	\$12,700
Funding Plan for Entire Project Total:	\$0	\$0	\$125,000	\$315,000

COST SUMMARY

Phase	Total Cost	PROP L - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$100,000		Actuals
Construction	\$215,000	\$190,000	100% Design
Operations	\$0		
Total:	\$315,000	\$190,000	

% Complete of Design:	100.0%
As of Date:	06/01/2025
Expected Useful Life:	25 Years

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Construction					
Task 1: SFMTA Shop Labor	\$ 170,000			\$ 170,000	\$ -
Task 2: SFMTA Shop Materials	\$ 10,000			\$ 10,000	\$ -
	\$ -			\$ -	\$ -
	\$ -			\$ -	
3. Construction Management/Support	\$ -	0%	\$ 20,000	\$ -	
					25000
4. Mural	\$ 25,000				
5. Other Direct Costs *	\$ -		\$ 2,000	\$ -	
6. Contingency	\$ 10,000.00	6%	\$ 46,538	\$ 10,000	
TOTAL CONSTRUCTION PHASE	\$ 215,000	\$ 0	\$ 68,538	\$ 190,000	\$ 25,000

* e.g. PUC sewer inspection

Cost by Intersection		
Intersection	Scope	Cost
24th/Sanchez	Painted Safety Zones, 1 island	\$ 38,000
Clipper/Sanchez	Painted Safety Zones, 1 island	\$ 20,000
Cesar Chavez/Sanchez	Painted Safety Zones, 1 island	\$ 20,000
29th/Sanchez	Painted Safety Zones, 2 islands	\$ 40,000
Day/Sanchez	Painted Safety Zones, 2 islands	\$ 38,000
30th/Sanchez	Painted Safety Zones, 2 islands	\$ 19,000
Total cost of locations, less contingency		\$ 175,000
Contingency		\$ 15,000
Total Cost		\$ 190,000

Key
Painted Safety Zones are painted areas that extend the crosswalk to promote pedestrian visibility while slowing turns at intersections.
Traffic Calming Islands are cement islands that will be built at intersections to slow vehicle speeds and turns.

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$190,000	Total PROP K Recommended	\$190,000

SGA Project Number:		Name:	Next Generation Sanchez Slow Street [NTIP Capital]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2027
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2025/26	Total
PROP K EP-139	\$190,000	\$190,000

Deliverables

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

2. With the first quarterly progress report following the start of construction, the SFMTA shall provide a photo documenting compliance with the attribution requirements as described in the SGA; and upon completion of the project the SFMTA shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended amendment is contingent upon SFCTA Board release of \$190,000 in sales tax funds previously set aside for construction of the subject project through approval of Resolution 23-37.

Notes

1. Progress reports will be shared with the District 8 Commissioner.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	0.0%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	39.68%

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$190,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

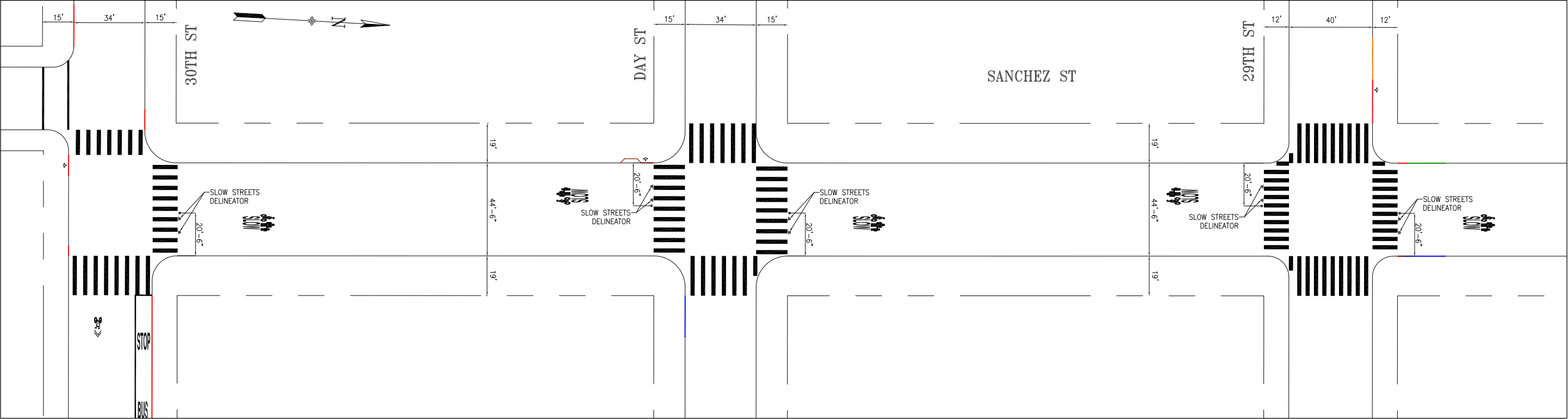
Initials of sponsor staff member verifying the above statement:

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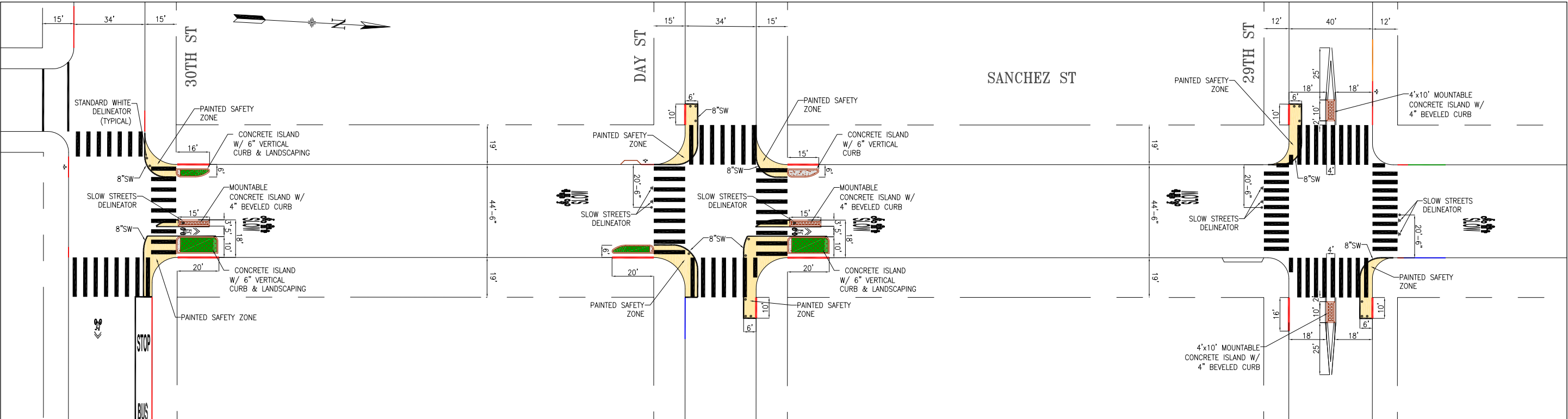
CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Alejo Alvarado	Kathryn Studwell
Title:	Transportation Planner II	Grant Administration Manager
Phone:	(415) 646-2340	(415) 517-7015
Email:	alejo.alvarado@sfmta.com	kathryn.studwell@sfmta.com

EXISTING



PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:
E. ROBINSON	12-06-24
CHECKED:	DATE:

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

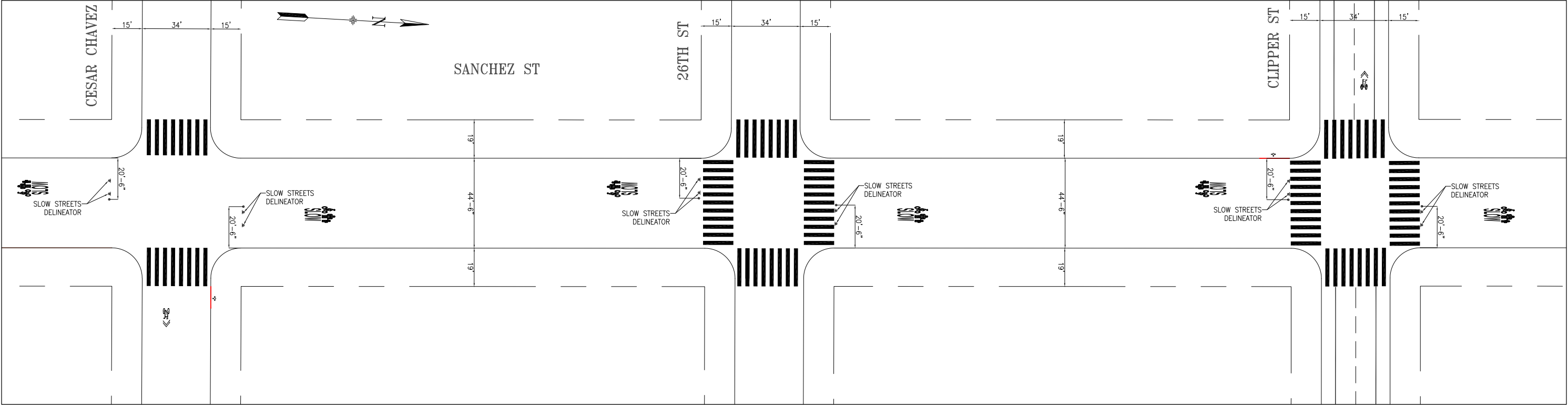
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1" = 25'
SHEET/SHEETS:
1/4

SANCHEZ NEXT GEN SLOW STREET PROPOSED CHANGES OVERVIEW PAINTED SAFETY ZONES & ISLANDS
SANCHEZ STREET 30th STREET TO 29th STREET

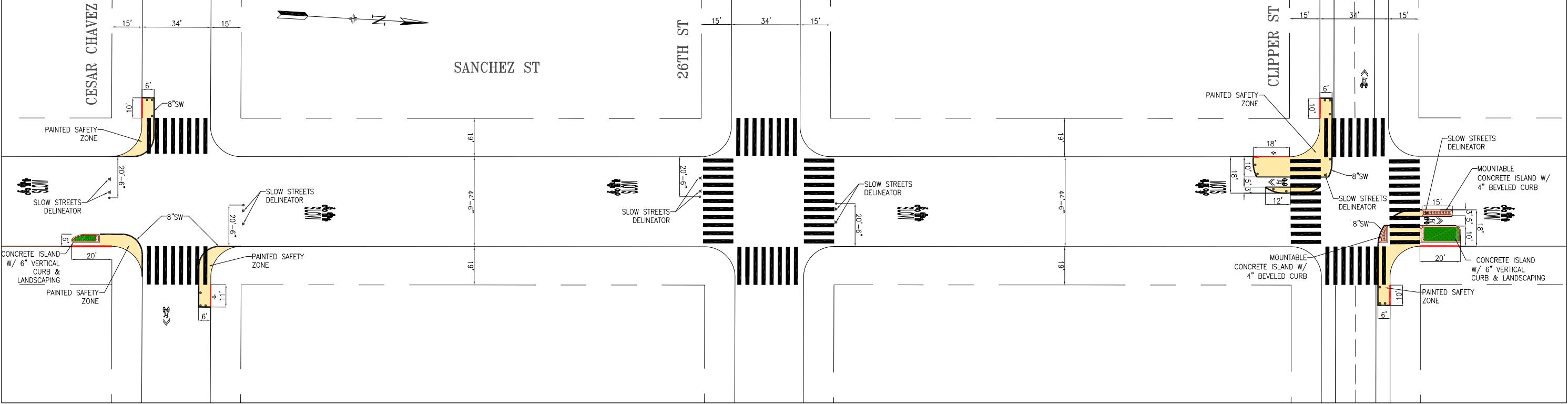
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DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: ---
DATE: ---/---/---

EXISTING



PROPOSED



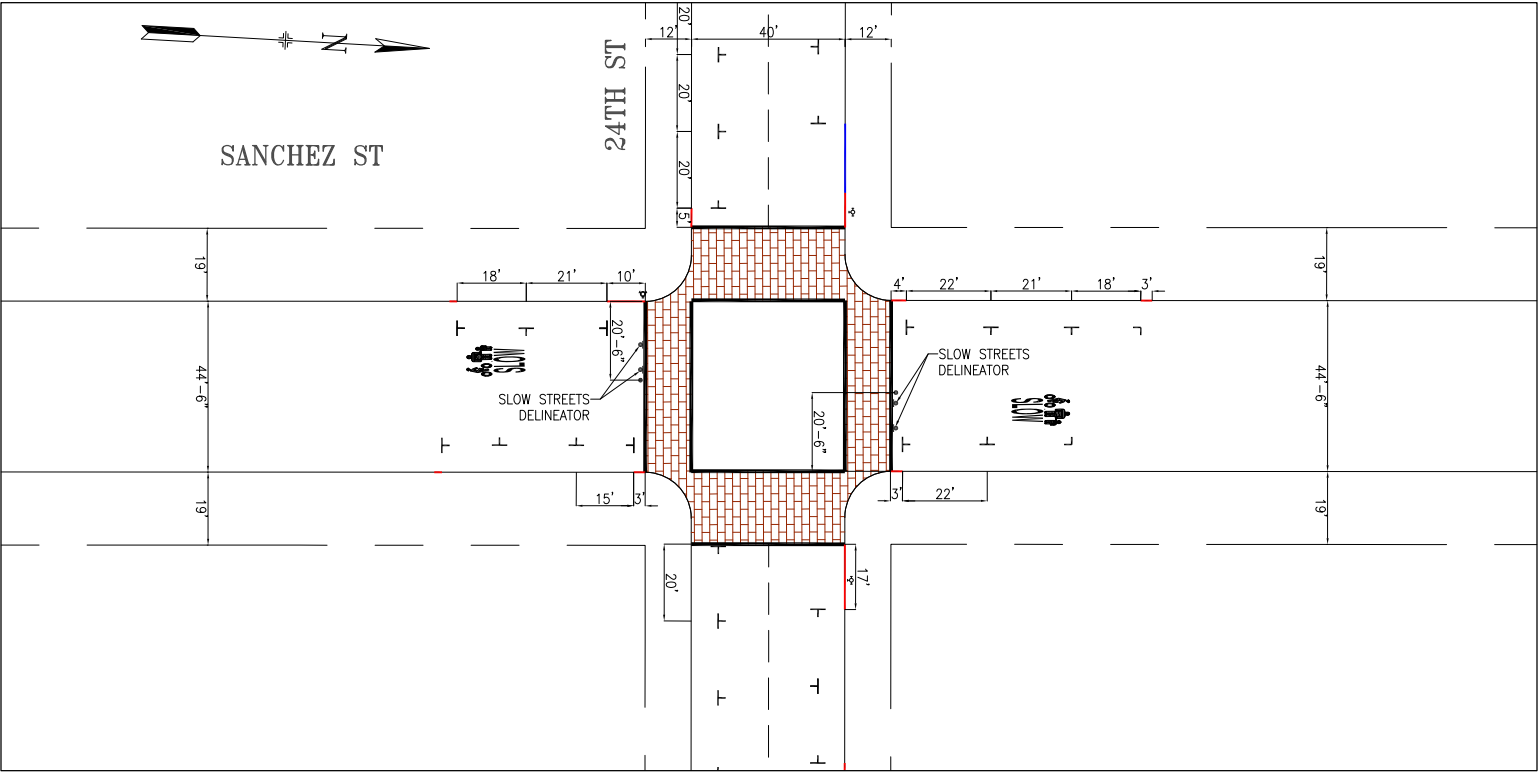
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TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



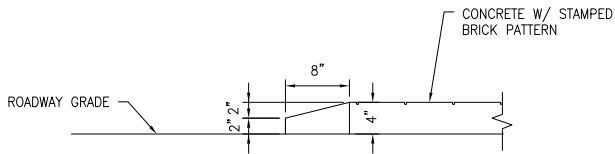
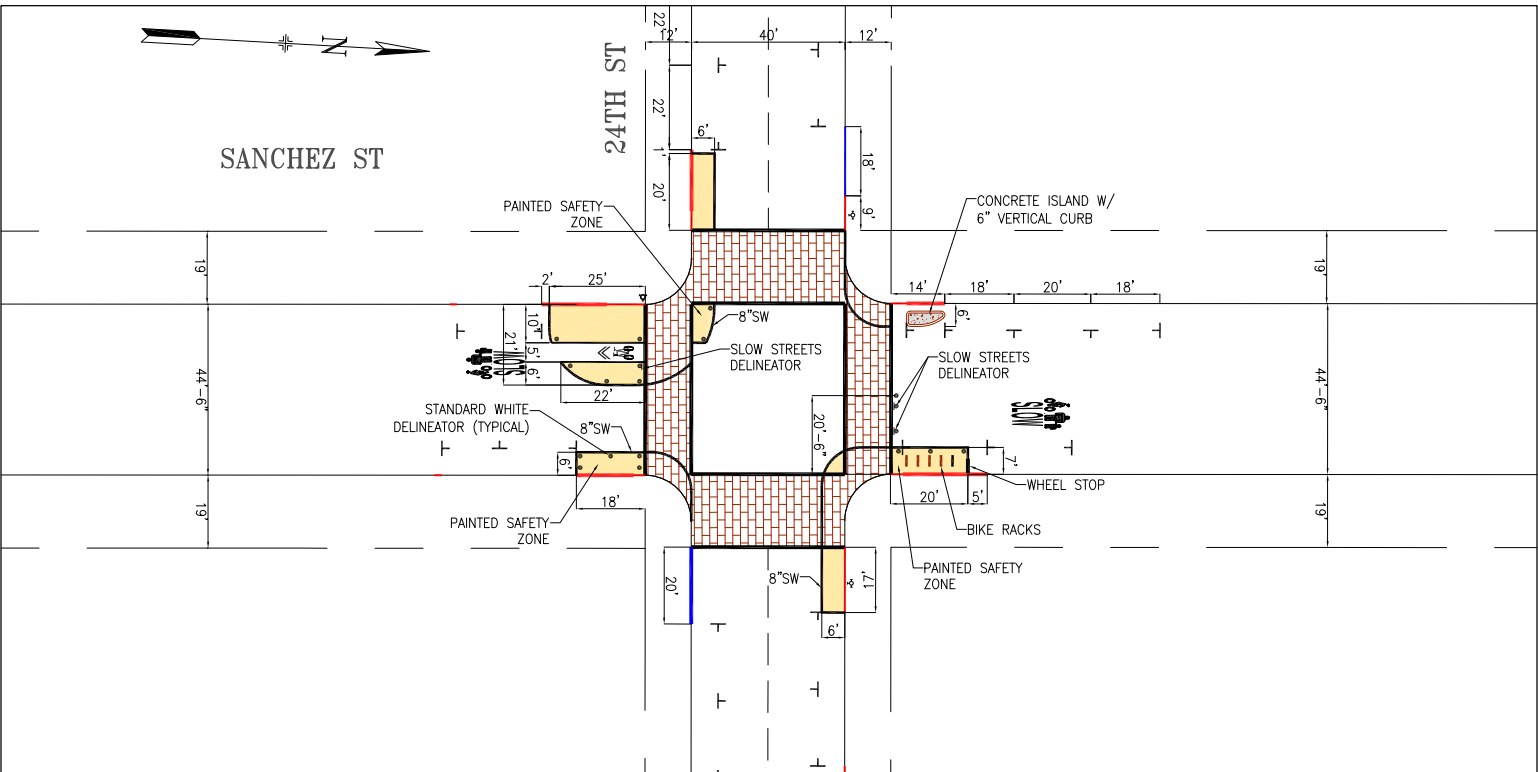
		APPROVED		SCALE: 1" = 25'	SANCHEZ NEXT GEN SLOW STREET PROPOSAL OVERVIEW PAINTED SAFETY ZONES & ISLANDS	CONTRACT NO.
						DRAWING NO.
DRAWN:	DATE:	SENIOR ENGINEER	DATE:	SHEET/SHEETS: 2/4	SANCHEZ STREET CESAR CHAVEZ STREET TO CLIPPER STREET	FILE NO.
E. ROBINSON	12-06-24					
CHECKED:	DATE:					
		CITY TRAFFIC ENGINEER	DATE:			REV. NO.

FILE NAME:
DATE: --/--/--

EXISTING



PROPOSED



TYPICAL 4" BEVELED CURB
FOR MOUNTABLE ISLANDS
NTS

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	
DRAWN:	DATE:
E. ROBINSON	12-06-24
CHECKED:	DATE:
CITY TRAFFIC ENGINEER	

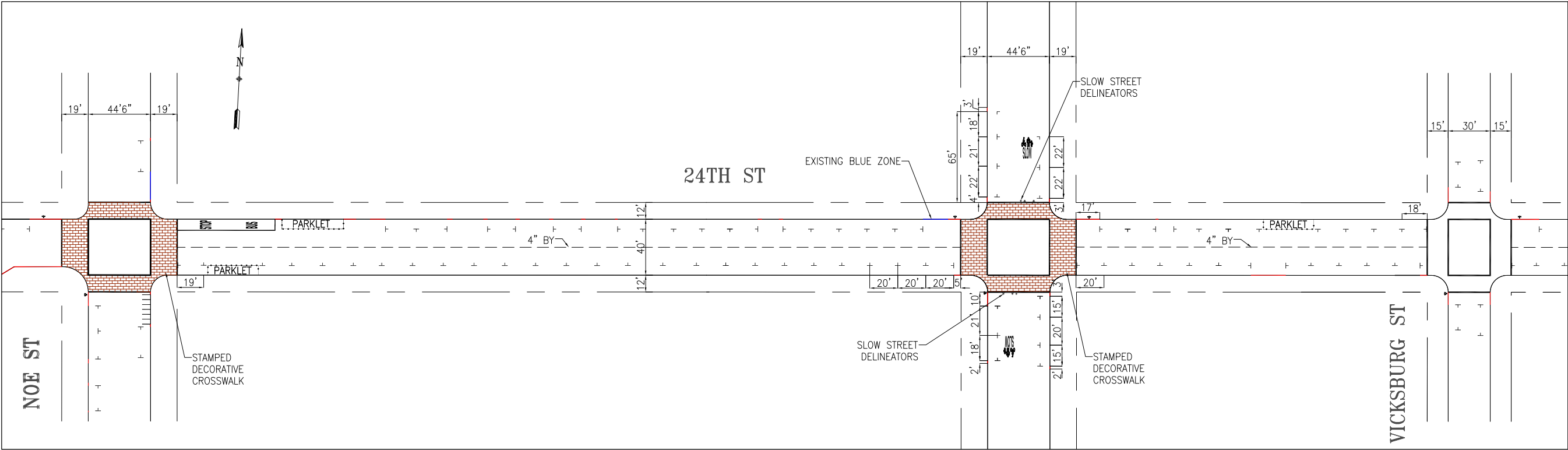
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1" = 25'
SHEET/SHEETS:
3/4

SANCHEZ NEXT GEN SLOW STREET PROPOSAL OVERVIEW PAINTED SAFETY ZONES, ISLAND & BIKE CORRAL	
SANCHEZ STREET 24th STREET	

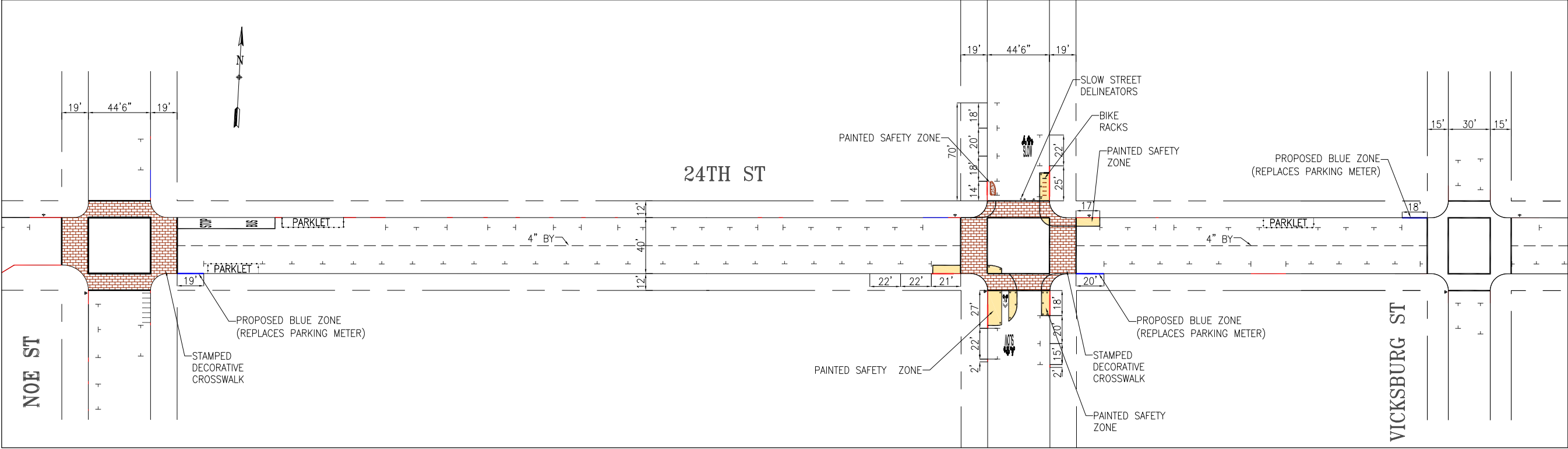
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:
DATE: --/--/----

EXISTING



PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



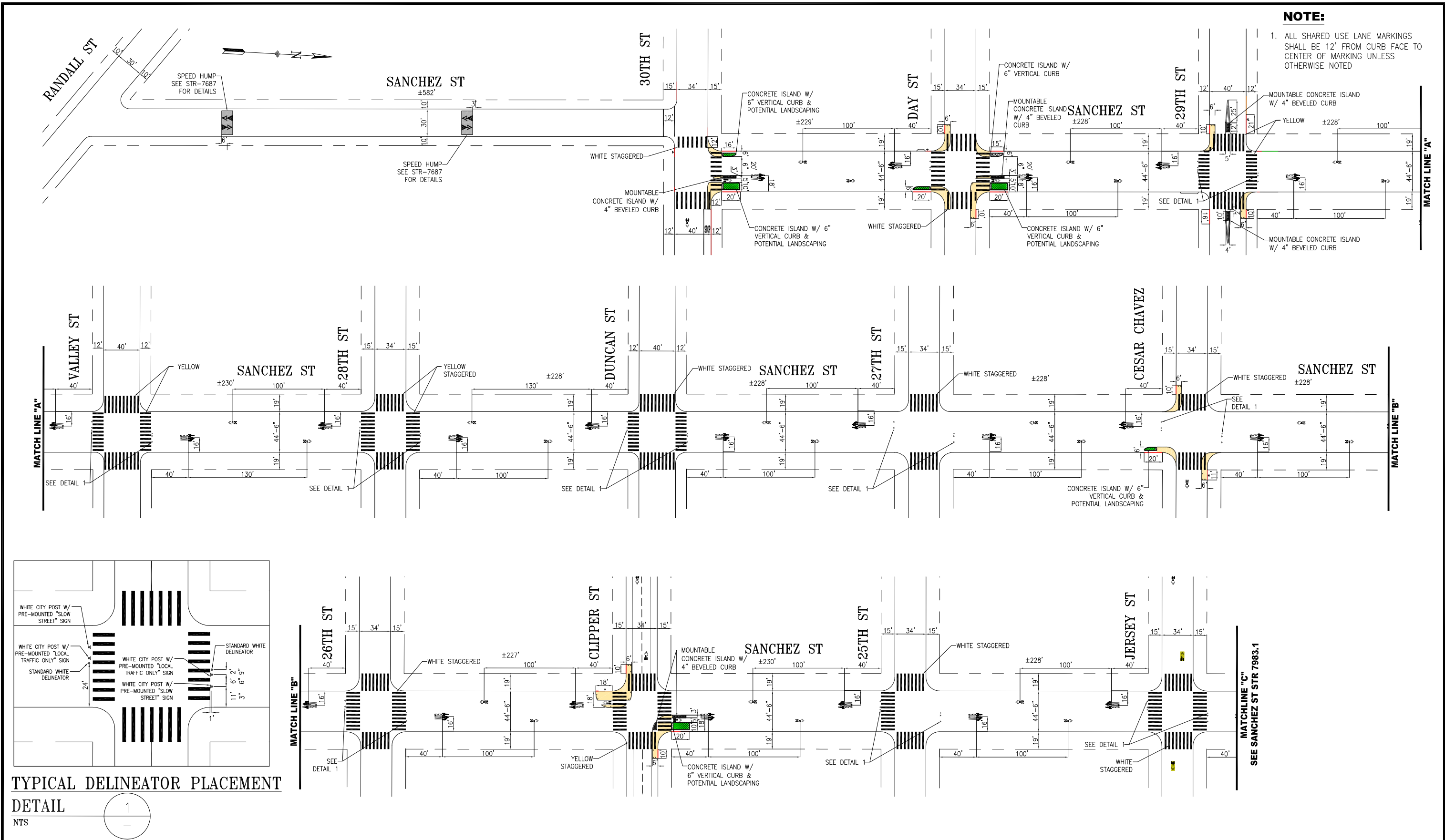
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CHECKED:	DATE:	CITY TRAFFIC ENGINEER	DATE:

1" = 25'
4/4

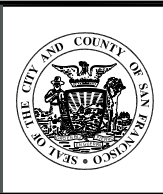
SANCHEZ NEXT GEN SLOW STREET PROPOSAL OVERVIEW PSZs, ISLAND & BLUE ZONES
24th STREET NOE STREET TO VICKSBURG STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME: ---
DATE: ---



△	2/6/23	ADD SLOW STREET DELINEATORS & MARKINGS, 30TH ST TO JERSEY; ADDITIONAL CONTIS @ 26TH ST	E. ROBINSON	M. SALLABERRY
△	01/07/22	ADD CONTIS @ 30th, DUNCAN, 27TH, CESAR CHAVEZ, 26TH, 25TH & JERSEY; ADD SLOW STREET DELINEATORS @ JERSEY	E. ROBINSON	M. SALLABERRY
		PER FIELD: ADD SHARROW ON CESAR CHAVEZ		
△	01/27/22	ADD SPEED HUMPS (2) B/W RANDALL AND 30TH STREET	J. GARZEE	G. HO
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:	DATE:
M.LUC	11/2012
CHECKED:	DATE:
D.R.CURTIS	12/2012

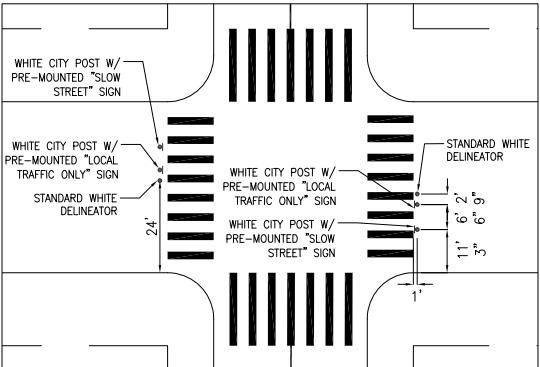
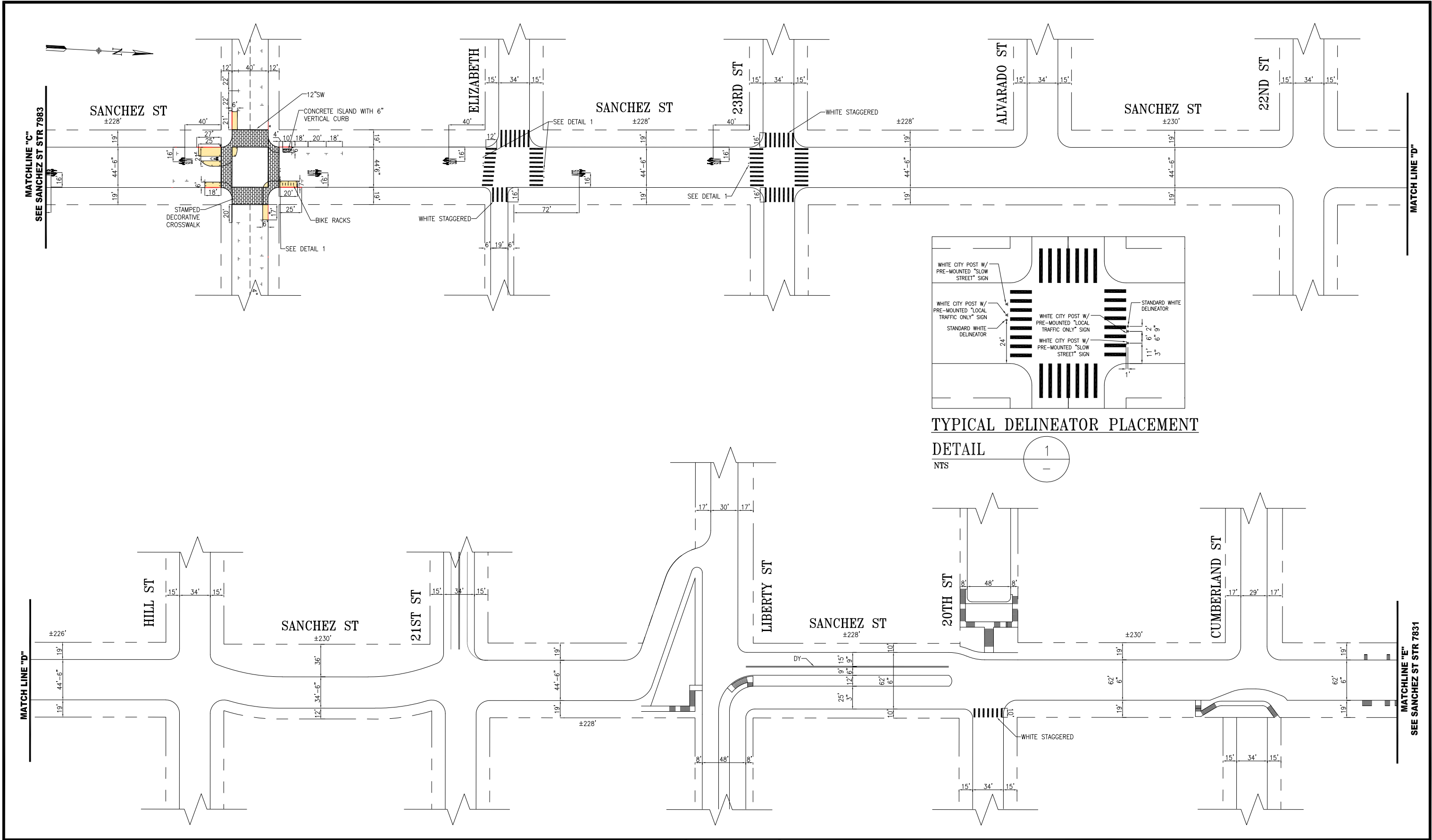
APPROVED
MIKE SALLABERRY 1/7/13
SENIOR ENGINEER
RICARDO OLEA 1/7/13
CITY TRAFFIC ENGINEER

SCALE:
1" = 50'
SHEET/SHEETS:
01 OF 01

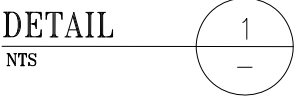
PROPOSED STRIPING
SANCHEZ STREET RANDALL STREET TO JERSEY STREET

CONTRACT NO.
DRAWING NO. STR-7983
FILE NO.
REV. NO. 6

FILE NAME:
DATE: --/--/----



TYPICAL DELINEATOR PLACEMENT



DETAIL 1
NTS

NO.	DATE	DESCRIPTION	BY	APP
2/6/23		ADD SLOW STREET MARKINGS, 24TH TO 23RD ST	E.ROBINSON	M.SALLABERRY
01/07/22		ADD SLOW STREET DELINEATORS @ 24TH, ELIZABETH & 23RD	E.ROBINSON	M.SALLABERRY

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDING STR-5975 REV 3	APPROVED
DRAWN: E. ROBINSON	DATE: 10/14/2022
CHECKED: P. STANIS	DATE: 11/04/2022

MIKE SALLABERRY 2/24/23	APPROVED
SENIOR ENGINEER	DATE: 2/24/23
RICARDO OLEA 2/28/23	APPROVED
CITY TRAFFIC ENGINEER	DATE: 2/28/23

SCALE:
1" = 50'
SHEET/SHEETS:
01 OF 01

PROPOSED STRIPING
SANCHEZ STREET JERSEY STREET TO CUMBERLAND STREET

CONTRACT NO.
DRAWING NO. STR-7983.1
FILE NO.
REV. NO. 1

FILE NAME:
DATE: --/--/--