



Agenda

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
Meeting Notice

- | | | |
|-----------|---|----------|
| 1. | Roll Call | |
| 2. | Approve the Minutes of the July 22, 2025 Meeting – ACTION* | 5 |
| 3. | Community Advisory Committee Report – INFORMATION* | 9 |



- 4.** Reappoint Phoebe Ford as the District 4 Representative to the Community Advisory Committee – **ACTION*** **37**
- 5.** State and Federal Legislation Update – **INFORMATION*** **45**
- 6.** 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– **ACTION*** **67**

Project Allocations: Prop L: SFMTA: New Flyer Midlife Overhauls Phase II (\$12,640,000). New Traffic Signal Contract 66 – Additional Funds (\$1,100,000). Slow Streets Implementation (\$600,000).
- 7.** Authorize an Additional Construction Allotment of \$9,635,000; Approve a Contract Amendment with WMH Corporation in the Amount of \$200,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$665,000 for the West Side Bridges Seismic Retrofit Project – **ACTION*** **147**
- 8.** Adopt a Resolution Authorizing the Executive Director to Execute and Submit an Allocation Request to the Metropolitan Transportation Commission for \$16,250,000 in Regional Measure 3 Bridge Toll Funds as the Implementing Agency for the Yerba Buena Island Multi-Use Pathway and Demonstrating Project Compliance with Regional Measure 3 Policies and Procedures – **ACTION*** **167**
- 9.** Approve Programming of \$1,374,000 in Senate Bill 1 Local Partnership Program Formulaic Funds to the Yerba Buena Island Multi-Use Pathway Segment 4 – Treasure Island Road Improvements Project – **ACTION*** **195**
- 10.** Approve the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report – **ACTION*** **209**

Other Items

11. Introduction of New Items – INFORMATION

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

12. Public Comment

13. Adjournment

*Additional Materials

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, July 22, 2025

1. Roll Call

Chair Melgar called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners Chen, Dorsey, Engardio, Fielder, Melgar, Sauter, Sherrill, and Walton (8)

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

2. Chair's Report - INFORMATION

Chair Melgar stated that earlier that month, the Transportation Authority joined Golden Link Concessionaire, Caltrans, and numerous federal, state, and local leaders to celebrate the 10th anniversary of the Presidio Parkway. She highlighted that Speaker Emerita Nancy Pelosi, Senator Scott Wiener, Mayor Lurie, Commissioner Sherrill, and former Transportation Authority Executive Director José Luis Moscovich were among those in attendance.

Chair Melgar stated the Presidio Parkway served as US101 between the Presidio and the Golden Gate Bridge and replaced the former Doyle Drive freeway. She explained that the project was delivered through a first-of-its-kind public-private partnership on the state highway system and improved seismic and operational safety and enhanced connectivity for transit riders, pedestrians, and cyclists. She added that it enabled the creation of Tunnel Tops, a 14-acre park built atop the Parkway's Main Post tunnels. She shared that the agency contributed approximately \$200 million from Prop K and other managed funds to help match federal, state, and regional contributions for the \$1 billion project.

Chair Melgar congratulated Commissioner Walton, the Department of Public Works, and the Bayview community on completing the Oakdale Street Lights project. She stated it was a top priority in the previous SFMTA Community-Based Transportation Plan and that the project included over two dozen new and upgraded streetlights from 3rd Street to Phelps near the former Southeast Community Facility. She shared that many neighbors attended the celebration, and the Transportation Authority contributed \$1.6 million from early planning through construction.

Chair Melgar concluded by thanking staff for their ongoing partnership on Senate Bill (SB) 63, the regional transit funding measure. She also noted that Transportation Authority staff had conducted extensive outreach on projects in her district, including the I-280 Ocean Avenue off-ramp, the Vision Zero Ramps Study, and the Brotherhood Way projects. She encouraged public input on these efforts and said she looked forward to their return to the Board in the fall.

During public comment, a commenter stated that summer was not a time for rest but



rather a time for additional work.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

During public comment, a commenter stated he disagreed with the Executive Director's Report.

4. Approve the Minutes of the July 8, 2025 Meeting - ACTION

There was no public comment.

Commissioner Mandelman moved to approve the minutes, seconded by Commissioner Chen.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Mahmood (1)

Consent Agenda

5. [Final Approval] State and Federal Legislation Update - ACTION

Position: Support: Senate Bill 572 (Gonzalez)

6. [Final Approval] Approve the Fiscal Year 2025/26 Transportation Fund for Clean Air Program of Projects, Totaling \$723,264, with Conditions - ACTION

Projects: Project Open Hand: Fleet Electrification Infrastructure (\$52,421). SFE: Emergency Ride Home (\$73,944). SFMTA: Short-Term Bike Parking (\$415,120). TIMMA: Treasure Island Bikeshare Expansion (\$140,000). SFCTA: Program Administration (\$41,779).

7. [Final Approval] Adopt the Walter U Lum Place Public Space Study Final Report - ACTION

8. [Final Approval] Allocate \$2,441,000 and Appropriate \$100,000 in Prop L Funds, with Conditions, and Allocate \$2,360,572 in Prop AA Funds, with Conditions, for Six Requests - ACTION

Projects: Prop L: SFCTA: Neighborhood Transportation Program Coordination (\$100,000). SFPW: Curb Ramps Various Locations No. 18 (\$1,155,000). Public Sidewalk and Curb Repair (\$586,000). Street Repair and Cleaning Equipment (\$400,000). SFMTA: Bicycle Safety Education and Outreach (\$200,000). Neighborhood Transportation Program Coordination (\$100,000). Prop AA: SFPW: Various Locations Pavement Renovation No. 90 (\$2,360,572).

9. [Final Approval] Program \$5,672,505 in TNC Tax Funds to the San Francisco Municipal Transportation Agency for Three Application-Based Residential Traffic Calming Projects, with Conditions - ACTION

Projects: TNC Tax: SFMTA: Application-Based Residential Traffic Calming Program - FY 21 Cycle Additional Funds (\$56,569 for design, \$199,333 for construction). Application-



Based Residential Traffic Calming – FY 22 Cycle (\$5,141,670 for construction).
Application-Based Residential Traffic Calming – FY 23 Cycle (\$274,933 for design).

10. [Final Approval] Allocate \$6,887,505 in TNC Tax Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Three Projects - ACTION

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

11. [Final Approval] Approve a Two-Year Professional Services Contract with SITELAB urban studio in an Amount Not to Exceed \$1,100,000 for Consultant Services for the Geary-Filmore Underpass Community Planning Study - ACTION

12. [Final Approval] Award Contracts to Five Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$600,000 for On-Call Strategic Communications, Media and Community Relations Services - ACTION

Shortlisted Teams: Civic Edge Consulting, Contigo Communications, DKS Associates, InterEthnica, Inc., and Kearns & West, Inc.

13. [Final Approval] Approve Revised Debt Policy and Ratify Investment Policy - ACTION

There was no public comment.

Commissioner Dorsey moved to approve the Consent Agenda, seconded by Commissioner Mandelman.

The Consent Agenda was approved without objection by the following vote:

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

Absent: Commissioner Mahmood (1)

End of Consent Agenda

14. [Final Approval on First Appearance] Reaffirm Support for Senate Bill 63, as Amended; Adopt Principles to Guide Continued Engagement in the Development of a 2026 Regional Transportation Funding Measure; and Recommend San Francisco's Participation in the Regional Measure at a 1.0 Percent Sales Tax Rate - ACTION

Martin Reyes, Principal Transportation Planner, Government Affairs presented the item per the staff memorandum.

During public comment, a commenter opined that the work presented seemed incomplete.

Sebastian Petty from the San Francisco Bay Area Planning and Urban Research Association (SPUR) provided comments in support of SB 63 noting that new funding is needed for transit especially for operators serving San Francisco.

Sara Greenwald from 350 San Francisco provided comments explaining that sales taxes



are regressive and suggested that the Transportation Authority support amending SB 63 to utilize a gross receipts tax on businesses with a small business exemption.

Chair Melgar thanked Transportation Authority staff for supporting the technical assistance process for SB 63 and Senators Scott Wiener and Jesse Arreguín for their efforts. She stressed the importance of regional collaboration in addressing the transit fiscal cliff and noted that San Francisco has the lowest sales tax rate among the counties involved in the regional measure.

Commissioner Chan thanked Senators Wiener and Arreguín as well as Transportation Authority and SFMTA staff for their work. Commissioner Chan also commented that sales taxes are a regressive form of taxation and suggested exploring fairer ways to fund public transit as part of future discussions.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Mahmood (1)

Other Items

15. Introduction of New Items - INFORMATION

There were no new items introduced.

16. Public Comment

During public comment, a commenter stated he was not optimistic about the state of affairs.

17. Adjournment

The meeting was adjourned at 10:43 a.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, July 23, 2025

1. Committee Meeting Call to Order

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

CAC members present at Roll: Najuwanda Daniels, Phoebe Ford, Zameel Imaduddin, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (8)

CAC Members Absent at Roll: Sara Barz (entered during Item 3), Venecia Margarita (entered during Item 5), and Sharon Ng (3)

2. Chair's Report - INFORMATION

Chair Siegal reported that the main item at the Transportation Authority Board meeting was an item related to Senate Bill (SB) 63, which would authorize a regional transit measure for the November 2026 ballot in select Bay Area counties. She added that this was also scheduled as a main agenda item for that evening under Item 5.

Chair Siegal stated that Item 7, the Downtown Travel Study, included a presentation on post-pandemic travel trends. She explained that the study provided useful context for understanding factors contributing to the fiscal crisis facing many Bay Area transit operators, including high rates of remote work and shifts in how people travel.

Chair Siegal noted that the Transportation Authority staff conducted outreach this summer for several planning efforts and that the Brotherhood Way Safety and Circulation Study included online and in-person events, culminating in a well-attended town hall at the IT Bookman Community Center. She said the project team presented potential solutions to community-identified challenges and gathered feedback on near- and long-term improvements for safety, circulation, and connectivity along the Brotherhood Way and Alemany Boulevard corridors.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the June 25, 2025 Meeting - ACTION

4. State and Federal Legislation Update – INFORMATION

Member Levine asked if there was anything currently pending related to increased local enforcement of autonomous vehicles (AV) under Item 4 on the Consent Agenda.

Martin Reyes, Principal Transportation Planner, replied that nothing similar to last sessions bill (Senate Bill 915) authored by Senator Cortese, was currently on the docket to his knowledge.

Member Milford-Rosales asked about the agency's adopted legislative advocacy



program, which he recalled included working with the California Department of Motor Vehicles (DMV) to strengthen regulations on data sharing from (AV) companies. He pointed out that the issue was not included in the previous legislative update and that no related bill appeared to be introduced and asked if there had been any progress.

Maria Lombardo, Chief Deputy Director, stated that Transportation Authority staff had contacted the DMV on this topic. She said staff anticipated bringing an AV item to the CAC as soon as early September and asked members to share any questions in advance so that staff could prepare responses.

There was no public comment on the Consent Agenda.

Member Milford-Rosales moved to approve the item, seconded by Member Imaduddin.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Members Margarita and Ng (2)

End of Consent Agenda

5. Reaffirm Support for Senate Bill 63, as Amended; Adopt Principles to Guide Continued Engagement in the Development of a 2026 Regional Transportation Funding Measure; and Recommend San Francisco's Participation in the Regional Measure at a 1.0 Percent Sales Tax Rate – INFORMATION

Martin Reyes, Principal Transportation Planner presented the item per the staff memorandum.

Member Ortega asked for confirmation of San Francisco's total sales tax rate if it were increased by one percent and about the outlook for San Mateo County and Santa Clara County's participation in the regional measure.

Mr. Reyes confirmed that San Francisco's total sales tax rate would be 9.625 percent if were increased by one percent. Mr. Reyes explained that participation in the regional measure by San Mateo and Santa Clara counties seemed more likely than last year based on recent positive meetings of various governing boards; however, formal decisions by the counties to opt into the measure would not be made until early August.

Member Ortega asked for more information about the third-party financial efficiency review.

Mr. Reyes responded that the issue was still being discussed and the scope of work was not fully developed yet.

Ms. Lombardo added that there were ongoing discussions about the review between the transit operators and the Metropolitan Transportation Commission (MTC), which could act as the enforcing body for the review, and noted that it was unclear how much of the scope of work would be included in the legislation as opposed to being included in policy or procedural documents prepared by MTC.



Member Kim asked whether there were any discussions about the impacts of a one-percent sales tax rate increase on businesses in San Francisco.

Mr. Reyes responded that all of the funding mechanisms considered for the regional measure had pros and cons, and that the sales tax was deemed to be the most viable through MTC's Select Committee 2024 process. He added that there were discussions in the State Assembly about other funding mechanisms, and staff would keep the Committee apprised of updates.

Ms. Lombardo acknowledged that it was a difficult time to explore new taxes, and that the regional measure was intended to prevent major transit service cuts that could have deeper and more far-reaching economic consequences than a new tax.

Member Barz asked for more details on the reduction to the set-aside for regional rider-focused improvements and whether the funding level satisfied the principle included in the presentation, which stated that the measure should provide clear benefits to riders in the district through regional transit investments.

Mr. Reyes explained that there had been recommendations from transit operators and county transportation agencies to prioritize regional measure revenues for transit operations deficits, which informed the bill authors' decision to reduce the set-aside. He indicated that the current funding level satisfied the principle, noting that the \$45 million annual expenditure framework proposed by MTC offered significant benefits to riders beyond typical transit operations.

Ms. Lombardo added that the bill authors first reduced the set-aside dedicated to administration before reducing the regional rider-focused improvements set-aside, and noted that some parties had been advocating for reducing the set-aside to zero.

Member Barz asked if MTC would be the administering body for regional measure revenues and if MTC's Regional Network Management Committee would provide oversight of the revenues.

Mr. Reyes confirmed that MTC would be the administering body and noted that the legislation did not provide details on the Regional Network Management Committee's role in oversight.

Member Barz asked whether the Clipper BayPass program was eligible for funding under the regional rider-focused improvements set-aside, noting that it was a transformational program for transit.

Mr. Reyes responded that the program may not have been considered due to its still being in the pilot phase.

Ms. Lombardo added that the funding level might not be high enough to cover the full costs of BayPass and that staff would explore making the bill language flexible enough to accommodate BayPass eligibility, even if only partially funded by the measure.

Member Milford-Rosales asked who would be placing the measure on the ballot, and what the voter approval threshold would be if MTC placed the measure on the ballot.

Mr. Reyes explained that the bill authorized MTC to place the measure on the ballot, and that while there was bill language related to the formation of a district that would allow for a citizen initiative to move forward, MTC planned to introduce the measure.



He confirmed that the voter approval threshold would be two-thirds for an MTC-led measure.

Member Ford asked about the revenue generation estimate for San Francisco in the regional measure and how it compared to the sales tax generation figures included in the Downtown Travel Study Report.

Mr. Reyes explained that a half-cent sales tax generates about \$108 million annually in San Francisco and that MTC's estimate was slightly lower.

Ms. Lombardo explained that the sales tax figures included in the Downtown Travel Study Report appeared to include other sources beyond Proposition L, and that staff would look into the issue and provide more detail.

Member Margarita asked if there was a back-up plan if the regional measure did not pass.

Mr. Reyes noted that while there was no official back-up plan, the region would likely introduce the measure again if it did not pass in 2026. Mr. Reyes also indicated that the state budget approved last month included \$750 million in loans for Bay Area transit operators including SFMTA and BART that would serve as bridge funding between the time that one-time state and federal funds are exhausted and when transit operators begin receiving regional measure revenues.

Member Margarita suggested exploring taxes on larger businesses and expressed concern about tax increases on small businesses in the Bay Area.

Member Levine asked whether each county was required to meet the two-thirds voter approval threshold.

Mr. Reyes confirmed that the approval threshold would apply to the entire district and not to each county.

Chair Siegal asked for confirmation of which sales tax rates MTC included in their polling from earlier in the year and asked about plans for polling in San Francisco on the one percent rate.

Mr. Reyes responded that MTC polled both a half percent and a seven-eighths percent sales tax rate in San Francisco and that there were no plans for MTC to poll further that he was aware of.

Chair Siegal asked what the motivation behind MTC planning to place a measure on the ballot, given that polling showed support in the low 50 percent range.

Mr. Reyes indicated that while prior polling results showed less than two-thirds support, there was still time before voting began. He explained that any time a local government explores a tax measure, it is typically intended for the measure to be placed on the ballot by a government agency.

Chair Siegal expressed appreciation for San Francisco's support of the regional measure as well as concern regarding prior polling results. She also indicated support for additional polling and consideration of another funding mechanism, such as a gross receipts tax.

Member Ortega expressed concern about the size of the one percent sales tax rate increase.



Vice Chair Daniels noted that discussing the potential impacts of not addressing the transit fiscal cliff could help alleviate concerns about the size of the proposed sales tax rate increase.

During public comment, Edward Mason suggested discussing the sales tax rates in other counties.

Roland Lebrun summarized the contents of a letter released by Senators Scott Wiener and Jesse Arreguin regarding the bill earlier that morning.

6. Budget and Legislative Analyst's Economic Costs and Fiscal Impacts of Traffic Collisions in San Francisco Policy Report – INFORMATION

Fred Brousseau, Director of Policy Analysis at the Budget and Legislative Analyst Office presented the item.

Member Ortega shared a personal experience to explain why she believe so many accidents go unreported. She said she was involved in a collision at a red light in San Francisco and went to a police station to file a report. When she told officers there were no injuries, they dismissed her and refused to take a statement. She said she was frustrated that despite trying to report the incident for the sake of accurate data, the police did not document it. She said this left her without record of the crash, which could have posed a problem if she later developed injuries or faced an insurance dispute. She emphasized that turning people away when they try to report accidents undermines efforts to collect reliable data on dangerous roads. She requested that this issue be reflected in the report. She then asked about the \$243,500 settlement the City paid related to collisions involving street design and infrastructure.

Reuben Holober, Budget and Legislative Analyst at the Budget and Legislative Analyst Office, explained that the Supervisor's office had requested the information, but it was not a major focus of the report. He said the request came late in the process, after most of the work had already been completed, and they had obtained initial data from the City Attorney's Office regarding settlements and claims involving City vehicles, and later received a follow-up request related to street design incidents. He stated that there were approximately four cases over five years, totaling around \$240,000, which he described as a minor cost compared to other findings in the report, and said that the team did not spend much time investigating the issue.

Mr. Brousseau agreed that underreporting was not the focus of the report but described the statistic as shocking and important to include. He acknowledged that many people did not report incidents and emphasized that this was not unusual. He explained that data from the National Highway Traffic Safety Administration (NHTSA) showed reporting increases with injury severity, though minor crashes still have significant impacts. He stated that this was a national issue and expressed interest in exploring policy interventions to address it.

Member Barz asked for confirmation that from 2020 to 2024, the City paid \$61.4 million in settlements and judgments related to official city vehicles.

Mr. Brousseau confirmed that amount was correct.

Member Barz asked if that annual average was approximately \$12.4 million, about one-third of the streets budget per year.



Mr. Brousseau confirmed this was correct.

Member Barz asked if the city was paying legal settlements amounting to about one-third of the cost spent on street improvements, which are the primary method to enhance city safety.

Mr. Holober replied that the \$12 million did not come from the \$33 million but was instead from a separate fund.

Member Barz stated she wanted to confirm the correct ratio or comparison. She noted that the SFMTA's budget was separate from the budget for legal claims. She said she was uncertain about the source of the legal claims budget and asked where it came from.

Mr. Brousseau stated that it came from the general fund.

Member Barz stated she had reviewed the report with interest and had requested the presentation. She asked if the data could be benchmarked, explaining that while driving is a primary mode of transportation in the city, it is not the only one. She mentioned the role of Muni and transit but described driving as expensive and dangerous. She asked how driving compares to other common city activities, such as going to parks.

Mr. Brousseau asked Member Barz if she was referring to the \$2.5 billion cost in comparison to other activities and what similar costs would be.

Member Barz replied that was correct.

Mr. Brousseau said the report did not analyze trips to parks or related costs. He said there were costs associated with park visits and that costs could be linked to nearly any activity. He suggested vehicle collisions likely represent a major cost factor, particularly serious crashes, which may rival the costs of some diseases. He said framing the issue as a public health concern, comparable to other causes of injury, illness, or death was an effective way to frame it.

Member Barz said the comparison sounded fair and asked if national trends were considered. She referenced the NHTSA study and asked for a comparison using that national data.

Mr. Holober stated that the report also used national averages, which may have undercounted San Francisco due to its high cost of living. He said that on a per capita basis, San Francisco had figures below the national averages.

Vice Chair Daniels said her comment might not be popular, but based on the study, the recommendations to the Board of Supervisors should focus on improving data collection to better compare the effectiveness of Vision Zero investments with alternative safety strategies. She said she was concerned about the City's financial stewardship, especially given the growing deficit. She emphasized the importance of safety for all road users but urged the Board of Supervisors to ensure there were proper checks and balances on spending. She cautioned against overspending on initiatives that may not be backed by measurable improvements and warned against fear-based decision-making. She said that although she might be wrong, it appeared the SFMTA made citywide investments to satisfy constituents, which has now contributed to a deficit and led to a request for new taxes.



Member Kim asked if, when the data was collected, surrounding factors such as proximity to the High Injury Network, residential areas, or congestion rates were considered. He stated that collisions are typically associated with areas of high congestion.

Mr. Holober stated that they had been asked to examine congestion at a macro level and did not analyze specific neighborhoods within San Francisco. He explained that national and international studies have found a U-shaped relationship between congestion and crash rates. He said collision rates were higher when traffic flowed freely, decreased with moderate congestion, and increased again when congestion became severe.

Member Kim stated the report should also examine whether to prioritize additional traffic calming measures or focus on improving traffic flow. He expressed concern that excessive calming features could increase collisions by creating stop-and-go conditions that made drivers anxious. He urged the study to analyze the actual causes of accidents instead of relying on assumptions or general statistics.

Member Levine acknowledged the report was primarily economic and fiscal but asked if any study had been conducted on the types of vehicles involved in the crashes. He asked whether data existed on the percentage of autos compared to motorcycles, bicycles, autonomous vehicles, battery-powered devices, or other conveyances that might use bike lanes.

Mr. Brousseau stated that the information was unavailable. He said it would be valuable to obtain and analyze such data but confirmed it was not included in the data they had to work with.

Member Imaduddin agreed with Vice Chair Daniels' concern about the lack of active data reporting. He asked if there was a website or another tool available to view the data in real time, or if something similar could be developed.

Mr. Holober stated that the Open Data SF website contained an ongoing, regularly updated database, but said that it was not user-friendly and required at least basic Excel skills to interpret trends. He said SFMTA produced a report in 2023 and likely released another one after their report, suggesting they may be issuing reports every other year.

Member Margarita emphasized the need to shift investment away from top-heavy management toward direct support for city residents. She spoke from a social worker perspective, stressing that addressing factors like mental health, alcohol use, and life stressors at the time of accidents could reduce incidents. She highlighted the struggles of many San Francisco workers juggling multiple jobs with minimal rest, urging investment in mental health services rather than cuts. She urged acting promptly to relieve stress on residents, which she believed would improve safety for drivers, cyclists, and pedestrians alike.

Mr. Brousseau said they were pleased to compile the data and produce this report, which prompted several policy discussions. He explained the findings raised many questions about the causes, vehicle types involved, contributing factors, and locations of the incidents. He said this was only one way to frame the issue and expressed hope for further work on the topic.



Member Margarita added that students pursuing bachelor's, master's, or doctorate degrees could use this as a valuable research study.

Chair Siegal asked if data existed on how collisions were distributed across income levels or ethnic groups and whether certain groups disproportionately bore these costs or if the distribution was even.

Mr. Brousseau stated they did not have that information. He added others might have researched it, but it was not analyzed or included into the project. He said there was a need for more information and better understanding, raising many related questions.

Chair Siegal asked if the \$52.4 million allocated for traffic enforcement represented the annual budget for San Francisco Police Department's (SFPD) traffic enforcement.

Mr. Brousseau stated that he believed that was SFMTA parking enforcement.

Chair Siegal asked for clarity on how SFMTA traffic enforcement was related.

Mr. Brousseau explained that enforcement of speeding drivers fell under the police department budget, not the SFMTA.

Chair Siegal suggested that the Board of Supervisors consider creating alternative methods for reporting traffic collisions beyond the SFPD reports. She explained that some people might avoid reporting to the SFPD, leading to underreported incidents and inaccurate Vision Zero statistics and opined that having other reporting options could provide better data and improve estimates of the economic impact of collisions. She recommended the City explore this possibility, acknowledging legal or jurisdictional issues might need to be addressed.

Member Margarita expressed concern about the SFMTA's recent two-hour parking limits targeting low-income families living in trailers. She emphasized that these restrictions increased stress on families working multiple jobs to survive. She highlighted the inconsistency that some wealthier neighborhoods successfully oppose parking meters, while poorer communities face stricter enforcement. She urged creative thinking and avoiding policies that criminalize poverty, stressing the need for solutions that support, rather than burden, vulnerable families and future generations.

Member Barz said she had reviewed the study again and asked for confirmation that the cost distribution table showed that 50% of the costs were borne by private insurers.

Mr. Brousseau stated that it was 53%.

Member Barz stated that this was just over half and reflects one of the way everyone pays, such as through higher auto insurance premiums and healthcare costs. She asked if there was any evidence showing a correlation between these factors.

Mr. Brousseau asked if Member Barz meant if there was any quantification of the impact and said he had not seen any. He suggested there might be a logical answer by questioning who pays for the insurance.

Member Barz replied that her own insurance costs had risen. She said the most striking point from the report was a study from New York, which showed a possible correlation between traffic calming improvements and reduced Medicaid spending.



She asked if that understanding was correct.

Mr. Holober replied that the issue was raised by staff at the Department of Public Health during discussions. He said it was a study that compared New York City to surrounding counties that had not adopted Vision Zero policies. He said the study found Medicaid costs were lower in New York City, while cities without Vision Zero had higher Medicaid costs.

Member Barz asked if the study had controlled for factors such as age.

Mr. Holober explained that after implementing Vision Zero in 2014, New York City saw 77.5 fewer injuries per 100,000 person-years among Medicaid enrollees. He clarified that a "person-year" refers to the number of individuals multiplied by the number of years in the study; for example, a five-year study with 1,000 participants represents 5,000 person-years.

Mr. Brousseau said the statistic focused on injuries from traffic collisions and the associated Medicaid savings.

During public comment, Edward Mason stated that dividing accident estimates by 360 days yields about 60 accidents daily, roughly one per square mile in the city. He recalled that about ten years ago, the police department released summary reports on Vision Zero deaths. He expressed concern about whether current open data accurately accounted for factors like the size of new trucks, which can obstruct visibility due to their height and questioned the accuracy and scope of data collected on Open Data SF, emphasizing the need for coordination between City departments, including police and medical teams. He opined that public health only becomes involved when injured individuals arrived at emergency rooms, highlighting gaps in data collection.

7. Downtown Travel Study – INFORMATION

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

Mr. Chow explained that the sales tax slide in the presentation represented the 1% local portion of the sales tax revenue in San Francisco.

Member Ortega asked about housing vacancy in downtown, noting the report focused mainly on office vacancy. She asked whether the report included data on housing occupancy downtown, given the significant decrease in transportation activity there. She explained her question was prompted by friends who, during the pandemic, moved out of expensive downtown apartments to more spacious, affordable areas like the Sunset or Oakland. She wanted to know if the report compared rental apartment occupancy downtown to other parts of the city and the Bay Area.

Mr. Chow responded that the report did not include data on housing occupancy or housing vacancy rates.

Member Ortega asked if housing data could be added for comparison, given the focus on downtown recovery. She stated that while housing may not dominate downtown, there were substantial residential areas within the defined core, including parts of South of Market and Nob Hill. She expressed interest in a comparison of housing trends, especially since neighborhoods like the Mission and Bayview, which



were more residential, did not face the same issues.

Mr. Chow replied that staff would look into providing information on housing rental and vacancy rates.

Member Ortega asked if it would be possible to include 2024 data as an addendum, explaining that a comparison of 2023, 2024, and 2025 would show how required in-office days have changed. She said the trend has shifted significantly in the last two years (e.g. many employers recently increasing days in the office) and believed the data would be useful. She asked if the report could include ongoing updates to reflect these changes.

Mr. Chow stated that the office attendance rate was reported by the SF Economist in their reports. He explained that their data came from office tap-in records in older office buildings. He referred Member Ortega to their reports for the most current attendance numbers.

Member Ortega stated that in a year or two, the CAC could request an updated report from staff to include all relevant information and assess any changes.

Ms. Lombardo stated the report provided a snapshot in time mainly based on current data. She added that staff planned to test future scenarios in the long-range countywide transportation plan by adjusting assumptions about work-from-home and office attendance rates. She noted the current assumption aligns with the MTC, estimating about a 25% work-from-home rate, but recognized this rate had changed since the assumption was made.

Member Ortega said the report described the Bay Bridge as a major funnel from I-80 to Highway 101. She asked if there had been a comparison with traffic on the San Mateo-Hayward Bridge, given its role as the next major cross-Bay route. She observed that the report suggested many drivers traveled from the East Bay to the Peninsula or South Bay using the Bay Bridge and requested data or a possible analysis comparing the two bridges.

Mr. Chow replied that the report only examined the road network within San Francisco and did not include bridges or highways outside the city.

Member Ortega noted that while the topic might fall outside the immediate scope, she wanted a better understanding of broader Bay Area traffic patterns and their impact on San Francisco. She emphasized interest in how commuters travel between the East Bay and South Bay, particularly across regional bridges like the Bay Bridge, San Mateo-Hayward Bridge, and Golden Gate Bridge. She suggested analyzing whether drivers use the Golden Gate Bridge and 19th Avenue as a continuous route to Highway 280. She requested further analysis to determine if commuters are simply passing through the city rather than stopping in it.

Ms. Lombardo stated that the MTC had data on congestion and volume for all bridges, including Golden Gate Transit. She explained that recovery varied by job patterns and said the data would be shared.

Mr. Chow stated that the Transportation Authority currently lacks similar analyses for other Bay Area bridges. He added that the higher share of through travel shown in the chart could be due to fewer overall trips on freeway segments during COVID, with the volume of through trips increasing to take up the freed-up demand on the freeway.



segment.

Member Ford asked whether the report reflected the idea that cars tended to expand to fill available space, leading to fewer cars but more driving as it became easier. She stated that increasing trips in the transportation system required more non-car mode share because cars filled all available space once fully utilized. She opined that the lack of non-car trips was tied to employment trends: fewer jobs and more people working from home. She added that economic recovery and transit revenue ultimately depended on job availability. She concluded by asking if it was fair to say the key to recovery was having more employers in downtown San Francisco with employees returning to the office, or if another factor should be considered.

Mr. Chow stated that recovery was stronger in neighborhoods than in downtown. He added that transit ridership on Muni and BART was better on weekends than on weekdays, indicating more non-work trips. He explained that non-work trip recovery was stronger than work trip recovery, suggesting that factors beyond employment or work-from-home rates, such as neighborhood activities, were driving increased transit use.

Ms. Lombardo stated there was no perfect data set. She noted that some people remained less comfortable taking transit now than before for various reasons. She said ongoing improvements may help attract some riders back or bring in new ones.

Member Kim stated that downtown trip purposes had shifted significantly since the pandemic. He explained that social, shopping, and medical trips had increased. He emphasized strong demand for non-work trips despite more jobs returning downtown, noting many tech workers likely still worked remotely several days a week. He suggested the city should seriously consider these changes rather than expecting a full return to pre-pandemic patterns. He said transportation trends now seemed to focus less on work commutes and more on other trips. He added that the Transportation Authority's data supported this, citing Mr. Chow's mention that BART experiences higher weekend demand than weekdays. He then said that, according to the report, downtown transit trips decreased while auto trips increased. He asked for an interpretation of why transit use declined, and auto use increased, beyond the known changes in work-related travel.

Mr. Chow replied that BART ridership recovery was stronger on weekends, although weekday ridership remained higher overall. He requested clarification on whether the question was about why automobile mode share increased while transit mode share decreased.

Member Kim stated that instead of asking "why," he wanted to understand how the data could be interpreted. He asked whether the increase reflected a safety issue or a change in delivery patterns. He referenced a chart showing that auto deliveries increased from 20% to 40% and asked what conclusions were drawn from the analysis.

Mr. Chow replied that it was difficult to determine why transit ridership had declined. He noted that while all trip types were dropping, transit trips were declining at a faster rate than automobile trips. He said the decrease in automobile trips was small enough to result in an overall increase in automobile mode share. He suggested this could be due to lingering discomfort with transit and/or lasting behavioral shifts from the pandemic.



Member Kim stated that during the pandemic, Muni allowed passengers to board from the back door to speed boarding, which also made it easier for fare evaders to board. He said that while current discussions focused on funding, controlling fare evaders was crucial for safety. He shared that he doesn't let his daughter ride the bus after 6 p.m. due to negative experiences. He added he has friends who avoid transit and/or driving in San Francisco because of safety concerns, citing incidents where shoppers were followed and robbed in garages. He emphasized improving public transit safety was essential to encourage ridership. He then asked about data on freeway trips, noting that auto trips on I-80 had nearly reached pre-pandemic levels and whether trip origins outside San Francisco increased.

Mr. Chow replied that the share of trips on that freeway segment cutting through San Francisco was higher than pre-pandemic.

Member Kim asked about the total number of I-80 trips compared to pre-pandemic levels.

Mr. Chow replied that Bay Bridge traffic reached about 90% of 2019 levels by the end of 2023.

Member Kim stated that based on his experience with businesses, he had difficulty attracting service providers like repair contractors to San Francisco and said he observed many people who used to visit San Francisco on weekends no longer did so, and locals who once shopped downtown now shopped in San Jose. He referenced a recent San Francisco Chronicle report highlighting slow recovery in Oakland and San Francisco, while San Jose thrives. He suggested the Transportation Authority consider that San Francisco may be losing its attractiveness and propose ways to encourage more local travelers to visit, rather than assuming inherent appeal. He also requested any available analysis data specific to District 1.

Mr. Chow explained that an upcoming report divides the city into four super districts: northwest, northeast, southwest, and southeast and that would help provide a more fine grained geographic analysis. He added that data for Vehicle Miles Traveled (VMT) and the Northwest super district's mode share had been emailed to Member Kim as a preview earlier in the week. He then clarified that the 91% of 2019 volumes for Bay Bridge in 2024 referred to the full day, as detailed on page 37 of the report.

Member Barz asked why walking and biking were combined throughout the presentation.

Mr. Chow stated that walking and biking were combined as active modes due to the number of arrows in the graph. He explained that biking represented a small share and that separating the two made the graph difficult to read, so for presentation purposes, the modes were combined.

Member Barz asked if it was possible to separate the bike and transit mode shares, citing examples from other cities such as New York, where an increase in biking was connected to changes in transit use. She requested data on how the two modes would differ if split.

Mr. Chow stated that staff could follow up by email and provide the separated mode data, which they already had in raw form.

Member Barz expressed appreciation for Member Ford's effort to frame the data



within a broader context and offered an alternative interpretation. She suggested the decline in non-driving modes could be due to driving filling up first as the easiest option, combined with an overall drop in job numbers. She added that downtown's limited housing compared to other neighborhoods, such as her own, might also contribute to the trend. She proposed that if downtown had more diverse land use and housing, the conclusion might not solely be about needing more jobs.

Mr. Chow explained that part of the reason was likely fewer people coming into the office, especially during the post-COVID period shown in the 2023 survey. He added that people were more likely to walk from their homes to nearby shops within their neighborhoods rather than downtown itself.

Member Barz, building on the theme of land use and travel origins and destinations, asked whether vehicle availability by household changed between 2019 and 2023. She inquired if these were different people, people with more cars, or people who previously had a car but were now behaving differently.

Mr. Chow stated the report did not examine vehicle availability by household. He added the San Francisco Transportation Plan might address this topic in an upcoming report.

Chair Siegal stated that vehicle registrations increased after the pandemic and suggested this may be related. She asked if that was correct.

Ms. Lombardo replied she would need to follow-up, noting that the Transportation Authority's Proposition AA vehicle registration fee revenues had decreased and were projected to be flat in the very near term.

Chair Siegal stated the timing was likely just after the pandemic.

Member Ortega said she was interested in seeing statistics on how many people left San Francisco but remained in the Bay Area. She believed this data was relevant to the discussion about car registration. She suggested that even if the number of cars registered in San Francisco had declined, car ownership in the broader Bay Area might have increased, with those drivers still commuting into the city. She indicated this was an additional question to consider.

Chair Siegal said she understood that vehicle registrations in the city increased in the years immediately following 2020.

Member Margarita asked for clarification about the organizations behind the travel survey.

Mr. Chow stated that the survey data came from the Bay Area Travel Study, a travel survey jointly administered by the Transportation Authority, MTC, and the Valley Transportation Authority in Santa Clara County. He added the survey team was preparing for the next round of the study, conducted in 2019 and 2023 and expected to occur next year or the year after.

Member Margarita asked if it was possible to include the raw data and create a graph focusing solely on walking and biking. She inquired whether biking data included scooters, noting that scooters have become more common recently and were not previously accounted for. She asked to see the data broken down by demographics for walking, biking, and scooters, similar to the existing study. She added that people



working from home had access to food delivery services like Uber Eats, which depended on others working downtown to prepare and deliver meals. She stated that everyone was interconnected and must support each other, urging consideration of this shared humanity to maintain services for all.

Mr. Chow stated that he could provide bike data. He added that he did not recall which mode scooters were grouped into but would follow up once he found the information.

Member Margarita said she would appreciate seeing that data. She noted a larger number of people using scooters, which she said benefited the environment, and wanted to highlight their inclusion.

Chair Siegal requested the raw Muni ridership data comparing February 2020 and 2024, citing difficulty interpreting data for smaller stops in the study graphic. She observed that bus stops appeared less affected, aligning with a work-from-home trend, while light rail ridership, used more by commuters, showed a greater decline. She also requested follow-up data from SFMTA on vehicle service provided at each stop shown on the map for 2020 versus 2024. She said this would help normalize ridership changes by accounting for service reductions, line eliminations, and frequency decreases, which might explain the decline in Market Street transit use. She said the most striking takeaway from the report was that car trips had barely declined since 2020, despite ongoing discussions about revitalizing downtown, and noted that transit ridership, walking, and biking had significantly decreased, while vehicle access on Market Street had increased and bus service had been removed. She urged the Transportation Authority Board to adopt policies that supported transit and active transportation instead of car trips, and emphasized that current actions were not aligned with the goal of making Market Street more vibrant. She added that the findings pointed to a land use issue and called for creative strategies to bring people downtown without relying solely on commuting.

Mr. Chow stated he would check with SFMTA to see if they could share the raw data for the map and added that he would need to locate Muni service data to normalize it based on the service provided per stop.

During public comment, Edward Mason stated the most concerning issue was the amount of pass-through traffic congesting freeways and contributing to pollution. He urged the Transportation Authority to work with MTC to revisit and revise the regional express bus system study conducted by Elizabeth Deakin about a decade ago. He explained the study was previously abandoned due to the rise of private commuter shuttles like Google buses. He emphasized the need to address the environmental impacts of car-centric culture and suggested implementing a mechanism to tax either the culture of convenience or the pollution it causes. He cited New York City's congestion pricing as a possible model.

Other Items

8. Introduction of New Business - INFORMATION

Member Barz thanked staff for inviting the Legislative Analyst Office, calling the presentation very useful. She referenced the day's first presentation and requested an update on progress toward implementing seamless transit principles. She recalled



that the Transportation Authority adopted the policy five years ago, in 2020, to assist the region's goal of transforming the transit rider experience.

Member Imaduddin said he had heard about a company developing trash-picking robots, and said he found the idea exciting and suggested such robots might appear in San Francisco soon.

Chair Siegal asked if staff could provide a reliability report on the new BART fare gates. She stated that when she used the gates at two stations last week, the doors opened only partway, making them difficult to navigate. She added that others had reported slow gate operation and that, during large events, gates were sometimes left open due to long queues. She expressed concern about their reliability given the significant funding approved for the gates, which were less than a year old, and requested information on current performance metrics and steps to improve and prevent similar issues.

Member Milford-Rosales stated that he supported Chair Siegal's comments and reiterated that he had repeatedly raised concerns last fall and winter about the difficulty of bringing bikes through BART stations with the new gates. He explained that as a frequent cyclist traveling to the East Bay, it was challenging to navigate the gates, particularly when multiple cyclists or crowded trains were present. He added that during events like the East Bay Bike Party, cyclists often waited up to 20 minutes in long lines to pass through the gates.

Member Barz asked about the reliability of the disability access gate, saying that as a mother of a small child, she usually used that gate but found it frequently did not work.

Member Ford asked what accountability mechanisms were included in the contract with the vendor to hold them accountable, particularly regarding speed and latency. She identified the Clipper tap as the likely cause of queuing. She also requested efforts to recover part of the funds spent on the project.

Member Milford-Rosales opined that part of the queuing was caused because the old gates allowed bikes to pass through any gate, whereas the new gates required bikes to use only the accessible gate. He added that each station typically had only one accessible gate per set of gates. While some larger stations had two sets of gates allowing two bike exits, he commented that many smaller stations had only a single accessible gate serving bikes in both directions.

Member Ford asked whether it was customary for procurement specifications to be included in the contract. She expressed concern that the current process was ineffective and suggested a retrospective review to understand why the contract was written as it was and whether anything had been missed. She added that any typical company would conduct such a review.

Member Ortega said she expected challenges with the retrospective review because procuring custom-made parts involved liability considerations.

Member Barz stated there were two major themes in comments raised about delays: the Clipper tap process and the door processing time. She explained that Cubic was the contractor for the MTC but was unsure who the contractor for Clipper was.

Ms. Lombardo cautioned against extensive discussion since the topic was not on the



agenda but said she heard the concerns clearly. She confirmed that the Transportation Authority has contributed \$12.5 million in Prop L funds toward the approximately \$90 million. She said she would collaborate with the oversight team and provide a response.

Member Margarita said she was concerned about the current approach to addressing SFMTA's debt, which relied heavily on taxing low-income communities and small businesses. She urged reconsidering this strategy by exploring alternatives, such as taxing car owners and high earners, noting the wealth among millionaires and billionaires in San Francisco. She emphasized preserving the city's multicultural character and warned that continuing to tax vulnerable groups could push families out and change the city's future demographic. She encouraged those conducting related studies to shift their focus and reconsider who was being targeted, stressing the need for collaborative solutions rather than exclusion.

There was no public comment.

9. Public Comment

During public comment, Edward Mason stated that a fatal scooter-pedestrian collision occurred at 6th and Market, resulting in the pedestrian's death. He said the San Mateo Police Department planned to enforce laws for scooters and bicycles as motorized vehicles. He shared recent experiences of scooters and bicycles speeding past him on sidewalks, calling it a growing safety issue. He suggested reintroducing bicycle licensing, previously required decades ago, to encourage rule compliance. He described witnessing reckless behavior by young riders on electric bikes and stressed the need for stronger enforcement and solutions to address the problem.

10. Adjournment

The meeting was adjourned at 8:44 p.m.



DRAFT MINUTES

Community Advisory Committee

Wednesday, September 3, 2025

1. Committee Meeting Call to Order

Chair Siegal called the meeting to order at 6:04 p.m.

CAC members present at Roll: Najuawanda Daniels, Phoebe Ford, Sean Kim, Jerry Levine, Austin Milford-Rosales, Rachael Ortega, and Kat Siegal (7)

CAC Members Absent at Roll: Sara Barz (entered during Item 3), Zameel Imaduddin (entered during Item 3), Venecia Margarita (entered during Item 5), and Sharon Ng (entered during Item 7) (4)

2. Chair's Report - INFORMATION

Chair Siegal reported that September was Transit Month in the Bay Area, celebrating transit agencies, drivers, workers, and riders, while reminding residents and visitors of transit's importance. She stated that this year's theme was 'Adventure Starts on Transit,' featuring a ride contest, a rally, and a month-long calendar of events. She added that over the past year, the Transportation Authority focused on the financial crisis facing major operators including BART, Muni, and Caltrain, and the CAC would receive a briefing on legislative efforts for a potential regional transit measure on the November 2026 ballot under Item 10. She encouraged everyone to adventure on and by transit.

Chair Siegal reported that the Transportation Authority had launched the second round of outreach for the Inner Sunset Transportation Study, which aimed to improve transportation safety and access in the neighborhood's commercial core. She stated that a public meeting would be held at the County Fair Building Auditorium to present findings from the first round of outreach in late 2024 and eight proposed street design concepts. She added that the study team was developing a survey that would be launched before the meeting and would remain open for several weeks afterward.

There was no public comment.

Consent Agenda

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

4. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Quarter Ended June 30, 2025 - INFORMATION

There was no public comment.

Member Milford-Rosales moved to approve the Consent Agenda, seconded by Vice Chair Daniels.

The Consent Agenda was approved by the following vote:



Ayes: CAC Members Barz, Daniels, Ford, Imaduddin, Levine, Kim, Milford-Rosales, Ortega, and Siegal (9)

Absent: CAC Members Margarita and Ng (2)

End of Consent Agenda

5. Adopt a Motion of Support to 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 – ACTION

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

Member Kim asked if the maintenance for new flyer vehicles was based on mileage or usage.

Gary Chang, Senior Program Manager in SFMTA's Transit Division's Transit Program Delivery Section, explained that the decision to conduct maintenance for new flyer vehicles was based on the age of the vehicle. He added that the average lifespan of a hybrid diesel coach was 12 years, so the SFMTA generally chose to conduct overhauls when the vehicle had been in service for 6 to 8 years.

Member Kim mentioned that the COVID-19 pandemic impacted vehicle usage. He asked if vehicle usage was considered when deciding the appropriate time to conduct vehicle overhauls, citing that some vehicles were used less during the pandemic and therefore may not be ready for an overhaul.

Mr. Chang replied that the Federal Transit Administration guideline set a vehicle life of 12 years. However, he qualified that San Francisco's terrain was difficult given the steep hills, combined with high passenger loads, which were currently at 70-80% of pre-pandemic levels. He acknowledged that during the pandemic, there were route reductions, however routes had since resumed, with some coaches having logged 250,000 miles [over their life to date], adding that the subject coaches ran an average of 30,000 miles per year, and they required overhauls to sustain coach availability and reliability.

Member Kim followed up by asking if motor coaches rotated routes or if certain vehicles operated on specific routes.

Mr. Chang noted that the SFMTA operated 4 hybrid diesel bus yards and 2 trolley bus yards, where each bus yard serviced specific bus routes. He added that vehicles were not dedicated to specific routes, but rather that operators randomly selected a coach to provide service and therefore, in general, coaches experienced similar conditions over the 12 years of their useful lives. He also stated that construction and poor road conditions on some roads exacerbated the need for vehicle overhaul.

Member Kim asked if Lake Street was included in the Slow Streets Implementation project, because he walked Lake Street every day and believed that further Slow Streets efforts were not needed on Lake Street if there were no traffic incidents.

Casey Hildreth, Planner in SFMTA's Streets Division's Livable Streets unit, clarified that there were 19 Slow Streets corridors, with no specific plans for Lake Street outside of small design efforts. He explained that there were some corridors with a higher need,



and design efforts were mostly focused on Slow Streets corridors with traffic calming or multiple other needs. He summarized by saying there was a broad spectrum of needs between different Slow Streets.

Member Kim asked if there were any planned community outreach activities for Lake Street.

Mr. Hildreth said there were no current plans for community outreach on Lake Street since it was a stable corridor.

Member Barz asked for clarification on which Slow Streets corridors were not included in the subject request.

Mr. Hildreth responded that Page Street and Sanchez Street were not included in this request. He later clarified that Noe Street was the third corridor not included in the request. He commented that the subject request would fund design, subject to review, for 15 of the 19 Slow Streets corridors. He added that corridors were placed into one of three groups based on the level of design effort and scope anticipated to be needed.

Member Barz asked which bucket Hearst Avenue and 12th Street fit into for the aforementioned groupings.

Mr. Hildreth stated that 12th Street was included in the lowest level effort grouping, and Hearst Avenue was in the medium level of effort group, where traffic calming efforts were primarily focused. He acknowledged that this was an iterative program, partially based on requests and complaints, which dictated the work schedule. He added that the SFMTA would shift resources based on changing conditions, which included the level of engagement and complaints from the community as a signal that the SFMTA may need to pay more attention to specific corridors.

Member Barz added that she lived on Hearst Avenue and had friends on 12th Avenue, where speeding had become an issue. She expressed a desire to see the District 7 corridors in compliance with the program metrics.

Mr. Hildreth said the SFMTA was active on Hearst Avenue to install Slow Streets measures. He added that Member Barz could follow up with Mark Dreger, Senior Planner at SFMTA's Livable Streets sub-division, for further information.

Member Barz asked what the difference was between traffic signal Contracts 66 and 67 and how the SFMTA had decided where new signals were placed.

Bryant Woo, Senior Program Manager in SFMTA's Transit Division's Transit Program Delivery Section, first replied to Member Kim's question by explaining that vehicle overhauls were necessary because the weight of buses caused rubber wear even without passengers, and despite reduced service during the COVID-19 pandemic, the coaches continued to age and deteriorate. He then answered Member Barz's question about the naming of signals contracts, stating that the numbering was sequential and based on decades of contracts. He next addressed Member Barz's follow-up question regarding the origin of traffic signals, stating that the SFMTA historically installed them based on traffic volumes and collision history. He added that a document on signal warrants outlined criteria such as traffic volumes throughout the day, traffic gaps, proximity to schools, and collision history, while more subtle justifications included maintaining even signal spacing, as seen along Sunset Boulevard and the Great Highway. He further explained that busy corridors, like Fell or Oak along the Panhandle, required signals at



every block to control speeds and create gaps for crossings. He concluded by explaining that Contract 66 contained specific criteria to mitigate development impacts, citing anticipated traffic increases at 4th Street and Long Bridge Street and at 4th Street and Mission Bay Boulevard in Mission Bay.

Member Barz asked if the Cesar Chavez and Florida Street intersection was on the High Injury Network, to which Mr. Woo confirmed that it was. She also asked if the 4th Avenue and Fulton Street intersection was on the High Injury Network as well.

Mr. Woo responded that the 4th Avenue and Fulton Street intersection was located within a small gap in the High Injury Network. He added that the SFMTA chose 4th Avenue because it was roughly equidistant between the signal at 6th Avenue and the signal at Arguillo Boulevard, and because there was a Muni bus stop located at that intersection.

Member Ortega asked for clarification on the Next Generation Sanchez Slow Street [NTIP Capital] project's funding, specifically whether this action item required additional funding on top of the existing Prop K allocation.

Anna LaForte, Deputy Director of Policy and Programming, replied that this project request involved an amendment to a previously approved Neighborhood Transportation Program grant to add construction scope and updated project information and to release funds already set aside by the Board for its construction.

Member Ortega asked if Sanchez Street deserved new funding when it was already achieving its speed goals, while other streets in the network were not yet meeting their speed goals.

Mr. Hildreth replied that the SFMTA's speed and volume targets were quantifiable metrics used to consider if a street was eligible of being a Slow Street, but there were also additional goals for individual Slow Streets, and the program in general. He stated that Sanchez Street had been a leader as the next generation of Slow Streets and work could be done to utilize Sanchez Street as a test site for more advanced Slow Street opportunities in a more permanent way, while also simultaneously improving other Slow Streets.

Member Ford inquired about the New Traffic Signals Contract 66 project, specifically asking how the work being done at 10th Avenue and Lincoln Way was coordinated with the Inner Sunset Traffic Circulation Study.

Mr. Woo explained that the 10th Avenue and Lincoln Way intersection was chosen for traffic signal installation to reduce left-turn collisions due to high traffic volumes, fewer turning lanes, delays to transit, and a driveway at the San Francisco Botanical Garden. He was unsure of coordination with the aforementioned study but noted that the public was aware that a traffic signal was needed and planned, as the location was on the High Injury Network.

Member Ford also asked why it took the SFMTA 10 years to install the stoplight at 28th Avenue and Guerrero Street, noting that community members had been requesting one since 2016.

Mr. Woo said he thought that the delay was due to coordination with the park redevelopment's final design.



Member Ford asked if the \$1.1 million allocation request was in addition to the \$400,000 in developer funds for installing new traffic signals at the Marion Mint Street alleyways.

Mr. Woo confirmed that understanding was accurate..

Vice Chair Daniels asked for clarification on the process if an agency wanted to request funds that were for a different phase or a different project within the Safer and Complete Streets 5-Year Prioritization Program (5YPP).

Ms. LaForte replied that the Transportation Authority Board would have to amend the 5YPP and explained that was what was being proposed as part of the current item with amendment of the 5YPP happening in tandem with the allocation request.

Vice Chair Daniels asked, given the state of the SFMTA's budget, how funds were prioritized in the midst of budget shortfalls, and whether someone oversaw how funds were prioritized by the SFMTA.

Ms. LaForte replied that when the requests came in, they were expected to be consistent with the Board-approved 5YPP and if not, they would require an amendment that would need to be approved by the Board.

Maria Lombardo, Chief Deputy Director added that in addition to project-specific amendments, it was possible to consider amending a 5YPP as a whole [between regular update cycles] such as in situations with severe budget constraints that may trigger a change in priorities. She further explained that the voter-approved Expenditure Plan defined the eligible project types for each program so that while the projects within a 5YPP could be reprioritized, the funds could not be directed to another use, e.g. Safer and Complete Streets Prop L funds can only be used for eligible Safer and Complete Streets projects and not transit operations.

Member Milford-Rosales expressed his disappointment that the Slow Streets work would only focus on the existing network, citing the lack of Slow Streets in some areas of downtown. He qualified that while there had been some real improvements in safety on affected bike lanes, some of the big arterials in the South of Market (SoMa) did not feel safe or offer a comfortable experience for cyclists with noisy high-speed cars compared to Slow Streets. He asked if the SFMTA had plans to expand Slow Streets or copy the work done at the Embarcadero bike lane or Cupid's Span, since most of the streets in SoMA were large with high traffic for only a few hours a day.

Mr. Hildreth replied that there were no plans to expand the Slow Streets Program, given the status of the budget and until the SFMTA had adequately addressed issues in the current Slow Streets Program. He posited that the SFMTA might reevaluate the program in the future, though plans were focused on the streets currently identified in the network. He added that there was a lot of work going on within the SoMa neighborhood to support safer and better facilities for vulnerable users, and the SFMTA was not planning to expand the existing work until they had completed marquee projects, like the Folsom-Howard Streetscape Project. He added that there were multiple streetscape corridor projects underway, though they were not titled Slow Streets projects.

Member Margarita asked about flexibility of changing Slow Streets to areas where fatalities had occurred due to hit and runs, citing Silver Avenue which had little to no signal lights to prevent injuries and fatalities. She reiterated her interest in prevention to the group.



During public comment, Edward Mason asked if any cracks existed in vehicle frames given the conditions of Mission Street and Geary Boulevard, since suspension systems were scheduled for overhaul. He asked whether the Slow Streets program would exist without the COVID-19 pandemic and stated that the projects were driven by available funding. He cited discussions about greening but raised concerns about funding for maintenance. He referenced congestion on Church Street and the resulting impact on the J and L lines as unintended consequences of the Slow Streets program. He stated that Sanchez Street had become a gathering place, negatively affecting the neighborhood, and urged consideration of the community's boundaries and potential impacts on neighbors.

Member Barz moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

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

Absent: CAC Member Ng (1)

6. Adopt a Motion of Support to Authorize an Additional Construction Allotment of \$9,635,000; Approve a Contract Amendment with WMH Corporation in the Amount of \$200,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$665,000 for the West Side Bridges Seismic Retrofit Project – ACTION

Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Member Ortega asked about agency supplemental budget cost in Attachment 2.

Mr. Holmes explained that the \$126 million total budget included the design cost and \$17 million for construction management.

Member Ortega asked why permit fees cost \$400,000 and whether the amount applied annually or covered the life of the project.

Mr. Holmes responded that the fee applied for the duration of the project. He explained that the higher fee reflected the Bay Area Regional Water Quality Control Board raising the Bay's risk level to Level 2, which requires additional reporting.

Member Ortega asked for further explanation of the Bay Area Regional Water Quality Control Board's Risk Level 1 and Risk Level 2.

Mr. Holmes responded that the West Side Bridges Project had a 2009 permit for Risk Level 1, but has since moved to Risk Level 2, requiring more diligent reporting and records ready for audit during rain events. He stated that additional staff were needed for reporting and confirmed that investigators held stormwater quality certification. He added that preparations were underway to ensure the right staff were in place to conduct reporting and in case of an audit.

Member Ortega asked if the permit was a pollution permit to ensure construction runoff would not impact the Bay.

Mr. Holmes responded that it was and explained that they protect drainage inlets to prevent hillside water from entering drains without filtration. He added that they also track the volume of water they are unable to stop.



Member Ford commented that this project was expensive for 1.5 miles of construction. She asked how many housing units had been built, how many more were planned, and emphasized that \$126 million was a substantial investment for a single project.

Member Barz stated she was concerned about the project's cost, despite finding the requests reasonable and the project and oversight well managed. She stated that Treasure Island would have 8,000 new homes and emphasized the goal of minimizing Bay Bridge usage. She requested an explanation of how the project reached its current stage, including the demolition of seven old bridges and construction of a new bridge and a multi-use path (MUP).

Mr. Holmes stated that before the project began, Treasure Island had 2,000 residents and explained that 8,000 new units were planned, which would increase the population to 20,000. He emphasized that the goal was to minimize bridge use, with 50% of travel expected by walking, biking, or transit. He added that the Transportation Authority was conducting the work on behalf of the Treasure Island Development Authority to support infrastructure improvements and that the project planned to replace the seven seismically deficient bridges. He explained that, with the population increase, the current roads were unsafe for residents and that the project aimed to provide sustainable roadways for new development. He concluded that the Metropolitan Transportation Commission (MTC) was evaluating a West Span Bay Bridge path accessible to bicyclists and pedestrians.

Member Barz responded that she appreciated the need to replace unsafe bridges, but it was challenging to reconcile this project with the significant Muni deficit.

Member Kim stated that the Federal government recently withdrew the high-speed rail grant. He said he was concerned about the potential risks to the project, given its reliance on Federal funding.

Mr. Holmes responded that the risks were low because the project was already underway and the funds had been secured, but the agency was staying in close contact with federal partners.

There was no public comment.

Member Daniels moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

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

Absent: CAC Member Ng (1)

7. Adopt a Motion of Support to Adopt a Resolution Authorizing the Executive Director to Execute and Submit an Allocation Request to the Metropolitan Transportation Commission for \$16,250,000 in Regional Measure 3 Bridge Toll Funds as the Implementing Agency for the Yerba Buena Island Multi-Use Pathway and Demonstrating Project Compliance with Regional Measure 3 Policies and Procedures – ACTION

Erin Slichter, Transportation Planner, and Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.



Member Ford asked for confirmation that staff was seeking to demonstrate to MTC that the interim Yerba Buena Island Multi-Use Pathway (YBI MUP) was substantially similar to the original YBI MUP concept that was described in the application for Regional Measure 3 (RM3) funds.

Carl Holmes, Deputy Director for Capital Projects, responded that while the original concept for Segment 1 of the YBI MUP was a spiral loop, because the project did not receive a Solutions for Congested Corridors Program (SCCP) grant to construct this segment, the project team developed an interim solution and would continue to look for funding to build the spiral loop original concept. He explained that the interim solution for Segment 1 was a one-way downhill segment, and segments 2, 3, and 4 would be built to accommodate two-way travel once full funding for the Segment 1 spiral loop was secured.

Member Ford asked if there was an opportunity to remove funds from the project because it had not received the SCCP grant.

Mr. Holmes clarified that the Transportation Authority received an RM3 award from MTC that was conditional on either receiving the SCCP grant or delivering the same benefits with the project despite not receiving the SCCP grant to construct the spiral loop. He explained that this item was intended to make sure that the \$16.25 million awarded to the project would be allocated for construction of Segment 4, while the project team would continue to work with MTC to secure funding to construct the Segment 1 spiral loop.

Member Ford asked if there was a risk that the Segment 1 spiral loop would never be built.

Mr. Holmes stated that the risk was not zero but affirmed that MTC had demonstrated continued interest in bringing the project to completion.

Vice Chair Daniels asked for clarification that the resolution that was the subject of this item was a requirement for MTC to release the \$16.25 million previously awarded to the project.

Mr. Holmes affirmed that this was the case and further explained that another purpose of the resolution was to demonstrate that the Transportation Authority Board was in agreement with allocating the award to the project.

Member Barz asked if there were other regional projects that could use the \$16.25 million RM3 award instead of the YBI MUP.

Ms. Lombardo responded that this award was from the Safe Routes to Transit and Bay Trail (SR2TBT) program of RM, and that the YBI MUP project was successful in receiving an award from this program because of its connection to the Bay Trail.

Ms. LaForte added that SR2TBT focused on projects with regional benefits.

Member Barz expressed concern that the project would not serve many people because Treasure Island was not currently very populated and that this could give MTC reason to spend the funds on another project. She asked for confirmation that the award would not be reassigned to another project because it came from a program that was focused on bicycle access.

Ms. Lombardo responded that the Multimodal Bay Skyway had been used as a marquis



example of what the SR2TBT project could fund and that MTC staff was very supportive of the YBI MUP as a near term interim project since it would likely be years before funding could be secured for the full Bay Skyway. Lastly, she added that the significance of the project was not just based on the number of residents on Treasure Island but also on the jobs and other opportunities that would draw visitors to the islands.

There was no public comment.

Member Margarita moved to approve the item, seconded by Member Milford-Rosales.

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Imaduddin, Levine, Kim, Margarita, Milford-Rosales, Ortega, and Siegal (9)

Nay: CAC Member Ford (1)

Abstention: CAC Member Ng (1)

8. Adopt a Motion of Support to Approve Programming of \$1,374,000 in Senate Bill 1 Local Partnership Program Formulaic Funds to the Yerba Buena Island Multi-Use Pathway Segment 4 - Treasure Island Road Improvements Project – ACTION

Erin Slichter, Transportation Planner, and Carl Holmes, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Siegal asked if the construction cost of \$38 million for Segment 4 of the YBI MUP was due to the need to cut into the hillside.

Mr. Holmes responded that cutting into the hillside was part of what contributed to the construction cost and added that the transit lane from the Treasure Island ferry terminal to the Bay Bridge also contributed to the construction cost.

Member Margarita asked what 'other' funding sources were included in the funding plan shown in the item materials.

Mr. Holmes responded that, in addition to the \$2.267 million contract change order from the West Side Bridges project, Segment 4 of the YBI MUP would be funded with construction savings from the Hillcrest Road Improvement project.

During public comment, Edward Mason asked about current statistics on the number of people using the multi-use path on the east span of the Bay Bridge to bicycle to Treasure Island. He also asked for forecasts of bicyclist usage on the YBI MUP once completed. He expressed concern about allocating funds to this project given limited resources at the state and national levels.

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

The item was approved by the following vote:

Ayes: CAC Members Barz, Daniels, Levine, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (9)

Nays: CAC Members Ford and Imaduddin (2)

9. Adopt a Motion of Support to Approve the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report – ACTION



Drew Cooper, Principal Transportation Modeler, presented the item per the staff memorandum.

Member Levine stated that the framework was conceptual, that regulations were carried out by the state, and that local government had no regulatory authority, and asked what a realistic outcome from the adoption of this report would be.

Mr. Cooper responded that there were two state regulators, California Department of Motor Vehicles (DMV) and California Public Utilities Commission (CPUC), and that the report would serve as an advocacy tool for engaging in rulemaking processes, and for engaging with state and local elected officials.

Member Levine stated that local regulatory authority would be necessary to enact the conceptual framework.

Member Ortega stated that her partner works for the self-driving car company Zoox and that he liked the proposed framework. She asked how Zoox and Waymo compared within the proposed framework.

Mr. Cooper responded that Waymo would be considered in full deployment. He stated that performance standards within the framework would be used to inform decisions to advance a company through deployment phases but could also be used to scale back operations to earlier phases.

Member Ortega asked whether Waymo met the criteria in this framework when it expanded citywide, and whether it met them now.

Mr. Cooper stated that SFMTA did not know whether Waymo met these criteria, and that lack of knowledge was one of the motivating factors for the report.

Member Milford-Rosales stated that autonomous vehicle (AV) companies were never forthcoming about sharing incident data and asked whether any progress had been made on updating data reporting requirements.

Mr. Cooper responded that the DMV had proposed new data reporting requirements that were more expansive than the existing ones, but that the Transportation Authority submitted comments stating that the proposed requirements were not sufficient.

Member Milford-Rosales stated that remote operators may perform vehicle retrievals and that remote operators may be located in other countries. He asked whether requirements for remote operators to be licensed in California were being considered.

Mr. Cooper stated that he believed the DMV was considering DMV license requirements. He stated that the report did not consider remote operations and that this could be an area of future work.

Vice Chair Daniels asked whether Chair Melgar planned to do anything with this report, given that it was requested by the previous Chair Peskin.

Mr. Cooper responded that staff had briefed all board members and that Chair Melgar had expressed support.

Vice Chair Daniels asked what would happen with the report and what kind of advocacy was planned.

Mr. Cooper responded that the board request had been to explore potential regulatory



solutions, and the resulting product was the subject report. He explained that the Board was being asked to approve the report, which would guide staff while they continued advocacy efforts, including commenting on regulatory proposals from the DMV and CPUC and meeting with state and local elected officials.

Member Margarita asked whether this report would have any future anticipated financial impact.

Mr. Cooper stated that it was not anticipated to have a financial impact.

Ms. Lombardo stated that the financial impact statement in the Board memo was specific to the proposed Board approval action, and that there were ongoing staff costs for this type of policy work in the agency's adopted budget.

Member Barz stated that the proposed framework seems to be about real-world performance and basing permitting decisions on that performance data. She asked whether staff considered oversight of software management, referring to written public comment received for the item.

Mr. Cooper responded that the proposed framework was focused on real-world outcomes to inform permitting decisions, and that software management oversight was not considered.

Chair Siegal stated that recent legislation to empower local law enforcement had been scaled back or was not enacted and asked what role this work would play in future state legislative activity.

Ms. Lombardo stated that state lawmakers were more focused on budgetary and other issues and invited Martin Reyes, Principal Transportation Planner, Government Affairs to comment.

Mr. Reyes stated that there was a bill related to level-2 AV technology, which was different from the technology considered by the subject report. He stated that staff were monitoring proposed legislation for issues related to local control and regulation of AV technology, and engaging with law makers to share their experience and work with them on changes.

During public comment, Edward Mason stated that the program seemed to be about collecting data. He asked whether AV companies would be required to pay a fee to cover staff time to analyze data, or whether taxpayers would cover those costs.

Member Milford-Rosales moved to approve the item, seconded by Member Imaduddin.

Clerk Saeyang stated that a written public comment was received and posted on the website for the subject item.

The item was approved by the following vote:

Ayes: CAC Members Barz, Ford, Imaduddin, Kim, Margarita, Milford-Rosales, Ng, Ortega, and Siegal (9)

Absent: CAC Members Daniels and Levine (2)

10. State and Federal Legislation Update – INFORMATION

Given the hour, Chair Siegal asked if there were any time-sensitive dates the CAC should be aware of.



Martin Reyes, Principal Transportation Planner, Government Affairs confirmed that the legislature would end its session on September 12, when all bills, including this one, must pass. He stated that the next update would be provided after the close of the legislative session and that developments were moving quickly and that most negotiations were occurring in Sacramento between elected officials. He added that key issues were being resolved there and that the bill had already undergone many changes. He said it was up to the committee to decide whether to provide input that evening, but opportunities to relay feedback to legislators were limited.

Member Milford-Rosales requested that when this item returns to the CAC next month, that it be moved up to the top of the agenda.

There was no public comment.

Other Items

11. Introduction of New Business - INFORMATION

There were no new items introduced.

12. Public Comment

During public comment, Edward Mason stated that in preparation for the transit funding presentation in three weeks, alternative revenue sources should be considered. He explained that one city on the East Coast proposed a \$1.50 fee on delivered packages, arguing that delivery services burden transit systems. He added that fees on data centers could also be considered due to their high electricity consumption, which stressed the current electrical system and affects consumers. He opined that these alternatives could fund transit without increasing sales or property taxes, which would further strain residents and governments. He concluded that research should be conducted on these options.

Member Ng announced that it was her last CAC meeting due to a scheduling conflict with fall classes. She expressed enjoyment in working with the group and appreciation for learning the intricacies of transportation and the backend operations she had not known before joining the CAC. She added that she hoped to see CAC members around San Francisco in the future.

Clerk Saeyang presented Member Ng with a certificate of appreciation for her service and Chair Siegal expressed appreciation for Member Ng's service on behalf of the CAC.

13. Adjournment

The meeting was adjourned at 8:51 p.m.



Memorandum

AGENDA ITEM 4

DATE: August 29, 2025

TO: Transportation Authority Board

FROM: Maria Lombardo – Chief Deputy Director

SUBJECT: 09/09/2025 Board Meeting: Reappoint Phoebe Ford as the District 4 Representative to the Community Advisory Committee

RECOMMENDATION ☐ Information ☒ Action

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

SUMMARY

The term for the District 1 (Phoebe Ford) representative on the 11-member CAC expires on September 25, 2025. Commissioner Engardio has indicated his intent to renominate Phoebe Ford for the District 4 seat. CAC members serve for a 2-year term. There are no term limits. The current roster of CAC members is included in Attachment 1. The application for the CAC candidate is included in Attachment 2.

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

BACKGROUND

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

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



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

DISCUSSION

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

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

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

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

FINANCIAL IMPACT

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

CAC POSITION

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



SUPPLEMENTAL MATERIALS

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

ATTACHMENT 1

Community Advisory Committee Members

Name	Gender	Ethnicity*	District	Neighborhood	Affiliation / Interest	First Appointed	Term Expiration
VACANT			3				
Phoebe Ford	F	C	4	Central Sunset	Business; Environment; Neighborhood	September 2023	September 2025
Austin Milford-Rosales	M	C	6	Mission Bay/SOMA	Environment; Public Policy	October 2023	October 2025
Kat Siegal	F	C	5	Cole Valley / Haight Ashbury	Disabled; Environment; Social and racial justice ; Labor; Neighborhood; Public Policy; Senior; Other	February 2022	February 2026
Margarita Venecia	F	H/L	9	Portola	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior; Youth, undocumented communities	February 2024	February 2026
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and racial justice; Neighborhood; Public Policy	July 2022	July 2026
Najuawanda Daniels	F	AA	10	NP	Social and racial justice; Labor; Neighborhood; Public Policy	September 2022	October 2026
Rachael Ortega	F	C	8	NP	Business; Environment; Social and racial justice; Neighborhood; Public Policy	October 2022	October 2026
Jerry Levine	M	C	2	Cow Hollow	Business; Neighborhood; Public policy	November 2018	February 2027
Zameel Imaduddin	M	A	11	District 11	Student	March 2025	March 2027
Sean Kim	M	A	1	Central Richmond	Business; Disabled; Environment; Social and racial justice; Labor; Neighborhood; Public Policy; Senior	May 2023	May 2027

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



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

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

Phoebe <small>FIRST NAME</small>	Ford <small>LAST NAME</small>	Female <small>GENDER (OPTIONAL)</small>	
Caucasian, European, or White <small>ETHNICITY (OPTIONAL)</small>		No <small>IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)</small>	
District 4 <small>HOME SUPERVISORIAL DISTRICT</small>	Central Sunset <small>NEIGHBORHOOD OF RESIDENCE</small>	[redacted] <small>HOME PHONE</small>	[redacted] <small>HOME EMAIL</small>
[redacted] <small>STREET ADDRESS OF HOME</small>	[redacted] <small>CITY</small>	[redacted] <small>STATE</small>	[redacted] <small>ZIP</small>

Statement of qualifications:

My professional work is in logistics (specifically ocean freight and fulfillment), and local transportation is mostly just a hobby. I was a reluctant driver as a teenager and I moved to the big city as soon as I could, in part for the promise of a car free or car-light lifestyle. Moving around the US and internationally throughout my 20s exposed me to a variety of street designs, public transit systems and driving cultures and fed my ongoing interest in how to make a city more livable through our public policy choices on transportation. I'm a mom of two kids (4 and 2). These days, I mostly ebike, mostly with the kids.

Statement of objectives:

- San Francisco should be taking a public health approach to meet our vision zero commitments and implement the best global practices in street design.
- The city should fund reliable Muni services in all neighborhoods with less than 8 minute headways, so the over 400,000 people using Muni every week can depend on it as the best way to get to their destination.
- San Francisco should tackle large public transit investments on a faster timeline and spend less money per mile of transit built; San Francisco should control the cost curve to meet or beat the costs achieved by Paris, London, Stockholm, Seoul.
- Transportation policy is interconnected with housing policy, and we should welcome additional residents to San Francisco so our teachers, firefighters, accountants and nurses are not commuting from hours away.
- There should not be a distinction between commute trips and other types of trips in transportation planning. School drop-offs, errands, visits with friends, destination events are all as important as commutes in and out of CBD.
- A citizen's advisory committee to a local transportation authority cannot solve all of the problems in the world, but that does not mean we should not fix things that we can and should fix to improve quality of life for all San Franciscans.

Please select all categories of affiliation or interest that apply to you:
Environment; Public Policy

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

Yes

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

Phoebe Ford	8/29/2025
NAME OF APPLICANT	DATE



**San Francisco
County Transportation
Authority**

BD090925

RESOLUTION NO. 26-XX

RESOLUTION REAPPOINTING PHOEBE FORD AS THE DISTRICT 4
REPRESENTATIVE TO THE COMMUNITY ADVISORY COMMITTEE OF THE SAN
FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There will be a vacancy on the CAC on September 25, 2025 that will result from the term expiration for the District 4 representative (Phoebe Ford); and

WHEREAS, At the September 9, 2025 meeting, Commissioner Engardio nominated Phoebe Ford as the District 4 CAC representative for another two-year term; and

WHEREAS, Phoebe Ford spoke to her interest and qualifications for serving on the CAC at the September 9, 2025 Transportation Authority meeting; and

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

RESOLVED, That the Transportation Authority hereby reappoints Phoebe Ford as the District 4 representative to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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

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AGENDA ITEM 5

STATE LEGISLATION - SEPTEMBER 2025

(Updated September 5, 2025)

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

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

Table 1 provides an update on Senate Bill (SB) 63 (Wiener, Arreguín), on which the Transportation Authority has a Support position. Letters sent by Senators Wiener and Arreguín on July 23 and August 5 with information on the proposed expenditure plan and accountability provisions are provided as **Attachments 1 and 2**, respectively. Discussions are ongoing on SB 63 as the deadline to pass bills out of the Legislature approaches.

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



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

Current Position	Bill # Author	Title and Update
Support	SB 63 Wiener D, Arreguín D	<p>San Francisco Bay area: local revenue measure: transportation funding.</p> <p>On July 23, Senators Scott Wiener and Jesse Arreguín released a proposed expenditure plan for a five-county, 14-year regional transportation revenue measure that would generate approximately \$1 billion annually based on a half-cent sales tax rate in Alameda, Contra Costa, San Mateo, and Santa Clara counties and a one-cent rate in San Francisco. This expenditure plan was incorporated into the bill as part of amendments introduced on September 4 along with other minor changes to the bill. In Fiscal Year 2030/31, the major operators are projected to receive the following amounts:</p> <ul style="list-style-type: none"> • AC Transit - \$51 million • BART - \$330 million • Caltrain - \$75 million • Muni - \$170 million <p>Funding would also be made available to: the Metropolitan Transportation Commission (MTC) for administration and rider-focused improvements; other transit operators; and county transportation entities for discretionary public transportation uses.</p> <p>On August 5, the authors released a letter proposing an accountability and efficiency study framework. On August 6 and 7, the SamTrans and Santa Clara Valley Transportation Authority (VTA) Boards voted to opt in to the revenue measure geography on behalf of the counties of San Mateo and Santa Clara, respectively, which would bring participating counties up to five total.</p> <p>The bill passed out of various Assembly Committees in July and August and will be heard in the Assembly Transportation Committee on September 8. We will continue working with the bill authors, other counties, transit operators, and MTC on the development of bill language and will provide regular updates at Board meetings. The last day for bills to pass out of the Legislature is September 12.</p>



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

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

Adopted Positions / Monitoring Status	Bill # Author	Bill Title and Description	Update to Bill Status ¹ (as of 09/05/2025)
Support	AB 891 Zbur D	Quick-Build Pilot Program. Establish a state Quick-Build Pilot Program and commit to funding a minimum of 6 quick-build improvements statewide by the end of 2028.	<i>Dead</i>
	AB 1085 Stefani D	License plates: obstruction or alteration. Prohibits manufacturing and sale of devices that shield license plates from detection.	<i>Enrolled</i>
	AB 1532 Communications and Conveyance Committee	Public Utilities Commission. Among other things, extends the expiration date of the TNC Access for All program from 2026 to 2032.	<i>Senate</i>
	SB 63 Wiener D, Arreguín D	San Francisco Bay area: local revenue measure: transportation funding. Authorizes MTC to pursue a regional revenue measure for transit.	<i>Assembly Transportation</i>
	SB 71 Wiener D	California Environmental Quality Act: exemptions: environmental leadership transit projects. Makes permanent and extends the sunset date for certain existing California Environmental Quality Act (CEQA) exemptions for specified types of sustainable transportation plans and projects.	<i>Assembly</i>



	SB 572 Gonzalez D	Vehicles: advanced driver assistance system: crash reports. Requires manufacturers of Level 2 autonomous vehicles to report crash data to the Department of Motor Vehicles (DMV) if no longer required at the federal level.	<i>Dead</i>
Watch	AB 939 Schultz D	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. Places a \$20 billion state transportation bond measure on the November 2026 ballot.	Two-Year Bill

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

Supplemental Materials:

- Attachment 1 - Senators Wiener and Arreguín Letter on Proposed 5-County Expenditure Plan, dated July 23, 2025
- Attachment 2 - Senators Wiener and Arreguín Letter on Accountability Provisions in SB 63 Plan, dated July 23, 2025

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威善高

ELEVENTH SENATE DISTRICT



LEGISLATIVE JEWISH CAUCUS
CO-CHAIR

COMMITTEES:

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CHAIR

JOINT LEGISLATIVE BUDGET
CHAIR

LEGISLATIVE ETHICS
CHAIR

HEALTH

JUDICIARY

LOCAL GOVERNMENT

PUBLIC SAFETY

JOINT RULES

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BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT

ENERGY, UTILITIES
& COMMISSIONS

HOUSING

LOCAL GOVERNMENT

TRANSPORTATION

July 23, 2025

Sue Noack

Chair, Metropolitan Transportation Commission (MTC)

David Haubert

Chair, Alameda County Transportation Commission (ACTC)

Aaron Meadows

Chair, Contra Costa Transportation Authority (CCTA)

Myrna Melgar

Chair, San Francisco County Transportation Authority (SFCTA) and MTC Commissioner

Jeff Gee

Chair, San Mateo County Transportation District (SMCTD)

Carlos Romero

Chair, San Mateo County Transportation Authority (SMCTA)

Sergio Lopez

Chair, Santa Clara Valley Transportation Authority (SCVTA)

Re: Senate Bill 63 (Wiener, Arreguin) - Proposed Five-County Expenditure Plan

Dear Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez,

We write with an update regarding our work to provide critically needed revenue to preserve and improve public transportation service in the Bay Area. Our region's major public transportation

systems — including BART, AC Transit, Caltrain, and Muni — are at a crossroads. These public transit operators face the prospect of devastating service cuts that would force them into a death spiral after emergency federal and state assistance runs out in the next few years. Other operators — such as SamTrans and VTA — may also face growing financial needs in the coming years as they seek to sustain and enhance services or invest in transit capital projects.

A future with severely diminished public transportation is unacceptable for the Bay Area's residents, visitors, and economy. Close to 60% of Bay Area public transportation riders use transit five or more days per week and 91% expect to ride transit the same or more next year.¹ According to recent polling, two thirds of likely Bay Area voters agree that Bay Area public transit needs more operations funding, and a majority of likely voters in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties would support a sales tax to provide this critically needed funding.²

We introduced SB 63 to authorize a Bay Area sales tax measure that would — in combination with other local strategies — prevent these devastating service cuts while improving the rider experience. Over the past several years, both before and since introducing SB 63, we have engaged with numerous local stakeholders to ensure we understand key considerations related to a potential regional transportation revenue measure. This led us to propose a three-county sales tax measure, with the opportunity for San Mateo and Santa Clara counties to opt in to the measure. We resolved to seek technical assistance from staff at the five county transportation authorities that may be part of the measure, transit operators, and other stakeholders in order to inform a potential expenditure plan.

In order to provide counties with the information they need to determine whether to opt in to the sales tax measure proposed by SB 63, these counties — as well as all of the other counties that are in the measure — need to understand what the expenditure plan would be. **To that end, we propose the following five-county expenditure plan for an SB 63 sales tax measure.** This expenditure plan does *not* contemplate a three- or four-county measure should San Mateo or Santa Clara counties not opt in to a measure. Separate conversations are necessary to determine an expenditure plan for a three- or four-county measure.

Proposed Expenditure Plan Informed by Local Input and Technical Assistance

We would like to thank county transportation authority and transit operator staff for their technical assistance while SB 63 has proceeded through the legislative process. Staff responded in a timely manner to our requests for information related to operator deficits, ridership data, and different ridership-based methodologies for attributing responsibility for operator deficits amongst counties for the purposes of SB 63. We also appreciate MTC for engaging, at the request of various counties, in an independent third-party review of BART's, Caltrain's, Muni's, and AC Transit's deficits. We also thank MTC for providing technical assistance on various measure administrative costs and working to develop more consensus at the commission level on potential transit transformation expenditures and levels. Finally, we appreciate staff at Caltrain

¹ [MTC Travel Survey Summary](#)

² [MTC Polling Report](#)

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and its member agencies for socializing and discussing a variety of options to address Caltrain's reported deficit. To date, this specific expenditure plan was not provided or explicitly endorsed by specific staff or local boards, but it is informed by the described technical assistance.

Existing transit funding relationships among Bay Area counties and transit operators are complex and varied, making it especially challenging to develop an expenditure plan for a regional measure that both addresses key transit needs and is as fair and consistent as possible. This technical assistance we received from local agency staff and policy makers was instrumental in helping us develop an expenditure plan that results in counties paying for systems their residents use in a fair manner.

We acknowledge the complexity and long history behind existing Bay Area public transportation agency funding relationships. This expenditure plan is not intended to set a new precedent for locally governed funding relationships. Rather, it provides medium-term stability for public transit systems in a manner that is as fair and consistent as possible, allowing transit systems to maintain service while longer term conversations over local funding relationships can continue as needed.

Revenue Measure Overview

Revenue Mechanism: Sales Tax

Geography: Counties of Alameda, Contra Costa, San Mateo, and Santa Clara and the City and County of San Francisco

Rates: ½ cent in Alameda, Contra Costa, San Mateo, and Santa Clara Counties and one cent in San Francisco

Duration: 14 years

Expenditure Plan Overview

The expenditure plan included in SB 63 will dedicate a specified *percentage of the total measure* for each recipient referenced in the expenditure plan. These target funding amounts are informed by technical assistance received during the expenditure plan development process. The designated recipients are:

- The Transportation Revenue Measure District (TRMD) created by the bill, for administration
 - The administrative allocation is 0.22% (calculated as the sum of 0.25% of each county's ½-cent revenue generation)
 - In addition to an annual administrative allocation, one-time administrative costs to be taken off the top of the measure, including the financial efficiency review and ballot-related expenses
- MTC, to implement rider-focused transit improvements, consistent with the Bay Area's 2021 Transit Transformation Action Plan (T-TAP):
 - Fare programs (Clipper START and free/discounted transfers)
 - Accessibility
 - Transit Priority (including Transit Signal Priority) and Mapping and Wayfinding

- The Transit Transformation allocation is 4.4% (calculated as the sum of 5% of each county's ½-cent revenue generation)
- MTC to allocate to the following operators for public transit operations expenses. Note that additional conversations related to accountability of such funds continue and will be further socialized prior to planned opt-in votes by counties. For example, the language regarding the financial efficiency review is being finalized. Also, San Mateo County partners have expressed a desire for additional accountability measures. The operators to receive their specified allocations from MTC are:
 - BART
 - Caltrain
 - Caltrain figure is based on a distribution discussed at the most recent Caltrain ad hoc meeting. Additional conversations by Caltrain member agencies to confirm this figure continue. The Caltrain funding amount shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.
 - AC Transit
 - Muni
 - SF Bay Ferry
 - Golden Gate Transit
 - Alameda County small bus operators dedicated pot (LAVTA and Union City Transit)
 - The magnitude of the allocations to each individual operator identified in this pot determined by ACTC on an annual basis
 - Contra Costa County small bus operators dedicated pot (County Connection, Tri Delta Transit, and WestCAT)
 - The magnitude of the allocations to each individual operator identified in this pot determined by CCTA on an annual basis
- The following county transportation entities receive all remaining funds – if any – generated in their counties not used for the transit operators/initiatives in the expenditure plan, for public transportation expenses, with no ability for the TRMD/MTC to withhold these funds
 - ACTC
 - CCTA
 - SFCTA
 - SMCTD
 - SCVTA

Expenditure Plan – Annual TRMD/MTC Funding

Entity/Purpose	% of Measure	FY 31 \$s (\$millions)
TRMD, Administration	0.22%	\$2.32
MTC, rider-focused T-TAP	4.4%	\$46.40

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In the bill, MTC Transit Transformation amounts will be split up into the below programs:

MTC Transit Transformation Detailed Breakdown

Program/Investments	% of Measure	FY 31 \$s (\$millions)
Clipper START/Free Transfers	2.5%	\$25.78
Accessibility	1.0%	\$10.31
Transit Priority (i.e. TSP) and Mapping and Wayfinding	1.0%	\$10.31
Totals	4.4%	\$46.40

Operator Recipients (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Operator	% of Measure	FY 31 \$s (\$millions)
BART*	31%	\$330
AC Transit	5%	\$51
Muni*	16%	\$170
Caltrain**	7%	\$75
Alameda County Small Bus Operators (LAVTA and Union City Transit)	0.5%	\$5.25
Contra Costa County Small Bus Operators (County Connection, Tri Delta Transit, and WestCAT)	1.5%	\$15.75
SF Bay Ferry	0.7%	\$7
Golden Gate Transit	0.1%	\$1

*Conversations with specific counties regarding accountability related to BART and Muni continue. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.

**The Caltrain funding figure is provisional pending further confirmation from member agencies. The Caltrain funding figure shall be resolved prior to planned San Mateo and Santa Clara board meetings where relevant boards will discuss opting in to the measure.

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County Transportation Entities (percents and dollars rounded to the nearest whole number, except when percentage is under 3%, where it is rounded to the nearest tenth, or dollar amount is under \$30, where it is rounded to the nearest hundredth)

Entity	% of Measure	FY 31 (\$s) (\$millions)
ACTC	1.0%	\$10.26
CCTA	2.5%	\$26.51
SFCTA	0%	\$0
SMCTD	4.7%	\$50.00
VTA	25.1%	\$264.07

Resolution Related to Accountability and Financial Efficiency is Necessary

Separate from the discussion of the expenditure plan, we continue to work with local stakeholders to finalize the financial efficiency review language in the bill. Additionally, San Mateo County partners have expressed a desire for additional accountability measures. We will be in touch with relevant staff and stakeholders on this language. The legislative approach to accountability shall be resolved prior to planned San Mateo and Santa Clara meetings where relevant boards will discuss opting in to the measure.

Thank you for your consideration of the proposed five-county SB 63 expenditure plan. Should you have any questions, please reach out to us directly or to Raayan Mohtashemi or Luis Amezcua on our staff at raayan.mohtashemi@sen.ca.gov or luis.amezcua@sen.ca.gov.

Sincerely,



Scott Wiener
Senator, 11th District



Jesse Arreguin
Senator, 7th District

Cc:

President Pro Tempore Mike McGuire - Member, Bay Area Caucus

Speaker Robert Rivas - Member, Bay Area Caucus

Senator Josh Becker - Chair, Bay Area Caucus

Assemblymember Buffy Wicks - Vice-Chair, Bay Area Caucus and Chair, Assembly Appropriations Committee

Senator Dave Cortese - Chair, Senate Transportation Committee

Assemblymember Lori Wilson - Chair, Assembly Transportation Committee

Senator Jerry McNerney - Chair, Senate Revenue and Taxation Committee

Assemblymember Mike Gipson - Chair, Assembly Revenue and Taxation Committee

Senator Anna Caballero - Chair, Senate Appropriations Committee

Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez

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Candace Andersen, President, Contra Costa County Board of Supervisors and MTC Commissioner

Rafael Mandelman, President, City and County of San Francisco Board of Supervisors

David Canepa, President, San Mateo County Board of Supervisors and MTC Commissioner

Otto Lee, President, Santa Clara County Board of Supervisors

Barbara Lee, Mayor, City of Oakland and MTC Commissioner

Daniel Lurie, Mayor, City and County of San Francisco

Matt Mahan, Mayor, City of San Jose and MTC Commissioner

Gary Singh - Mayor, City of Union City

Margaret Abe-Koga, MTC Commissioner

Marilyn Ezzy Ashcraft, MTC Commissioner

Pat Burt, MTC Commissioner

Alicia John-Baptiste, MTC Commissioner

Nate Miley, MTC Commissioner

Gina Papan, MTC Commissioner

Adam Rak - Chair, City/County Association of Governments of San Mateo County (C/CAG)

Mark Foley - Chair, Bay Area Rapid Transit District (BART)

Diane Shaw - President, Alameda-Contra Costa Transit District (AC Transit)

Janet Tarlov - Chair, San Francisco Municipal Transportation Agency (SFMTA) Board of Directors

Steve Heminger - Chair, Peninsula Corridor Joint Powers Board (Caltrain)

Kevin Wilk - Chair, Central Contra Costa Transit Authority (County Connection)

Diane Burgis - Chair, Eastern Contra Costa Transit Authority (Tri Delta Transit)

Tiffany Grimsley - Chair, Western Contra Costa Transit Authority (WestCAT)

Julie Testa - Chair, Livermore Amador Valley Transit Authority (LAVTA)

Jim Wunderman - Chair, San Francisco Bay Ferry

Gerald D. Cochran - President, Golden Gate Bridge Highway and Transportation District

Andrew Fremier - Executive Director, MTC

Tony Tavares - Executive Director, ACTC

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Salvador Llamas - General Manager/CEO, AC Transit

Julie Kirschbaum - Director of Transportation, SFMTA

Michelle Bouchard - Executive Director, Caltrain

Bill Churchill - General Manager, County Connection

Rashidi Barnes - CEO, Tri Delta Transit

Rob Thompson - General Manager, WestCAT

Christy Wegener - Executive Director, LAVTA

Stephen Adams - Transit Manager, Union City Transit

Seamus Murphy - Executive Director, San Francisco Bay Ferry

Denis Mulligan - General Manager, Golden Gate Bridge Highway and Transportation District

Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez

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Senator Christopher Cabaldon - Member, Bay Area Caucus

Senator Tim Grayson - Member, Bay Area Caucus

Senator Aisha Wahab - Member, Bay Area Caucus

Assemblymember Cecilia M. Aguiar-Curry - Member, Bay Area Caucus

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Assemblymember Chris Rogers - Member, Bay Area Caucus

Assemblymember Catherine Stefani - Member, Bay Area Caucus

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COMMITTEES

CHAIR OF PUBLIC SAFETY

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August 5, 2025

Sue Noack

Chair, Metropolitan Transportation Commission (MTC)

David Haubert

Chair, Alameda County Transportation Commission (ACTC)

Aaron Meadows

Chair, Contra Costa Transportation Authority (CCTA)

Myrna Melgar

Chair, San Francisco County Transportation Authority (SFCTA)

Jeff Gee

Chair, San Mateo County Transportation District (SMCTD)

Sergio Lopez

Chair, Santa Clara Valley Transportation Authority (SCVTA)

Carlos Romero

Chair, San Mateo County Transportation Authority

Adam Rak

Chair, City/County Association of Governments of San Mateo County (C/CAG)

Re: Accountability Provisions in SB 63

Dear Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez,

Thank you for your engagement on SB 63. Accountability for public transit operators has been a consistent theme throughout this legislative process and in prior legislative and budget-related transit funding efforts. We agree that Bay Area public transit should be safe, clean, reliable, more seamlessly integrated, and set up to improve financial efficiency to provide enhanced service for riders. Further, we agree that there should be oversight to ensure that SB 63 revenue measure funds are spent in accordance with all legislative requirements and that transit operators treat all

participating counties fairly and consistently. This letter outlines various existing accountability requirements, as well as accountability provisions we are committing to include in SB 63.

Existing Accountability Provisions

We introduced SB 63 with multiple accountability measures - including the following:

Independent Third-Party Financial Efficiency Review

SB 63 subjects BART, Muni, Caltrain, and AC Transit to a mandatory independent third-party financial efficiency review that identifies cost-saving opportunities and efficiencies. The bill requires these operators to adopt an implementation plan detailing which cost-saving opportunities and efficiencies they will take to continue receiving SB 63 revenues.

Regional Network Management

Reflecting elected officials' and the public's long-standing desire for more effective transit coordination for a seamless and positive rider experience, SB 63 provides real teeth to the enforcement of regional network management policies developed under the existing regional network management framework. These policies and programs include initiatives such as free and discounted transfers, the popular Bay Pass program, and other policies to ensure greater coordination on schedules, fares, and other standards, while providing flexibility for these policies to evolve to meet rider needs.

SB 63 requires BART, Muni, Caltrain, AC Transit, SF Bay Ferry, County Connection, WestCAT, Tri Delta Transit, LAVTA, and Union City Transit to comply with these policies and programs to receive SB 63 revenues.

Strong Legal Requirements on Distribution of Revenues

SB 63 prescribes how the Transportation Revenue Measure District (TRMD) and Metropolitan Transportation Commission (MTC) shall distribute SB 63 revenues. Specifically, the TRMD and MTC are responsible for distributing specified revenues to county transportation entities and transit operators, respectively, at the levels proposed in the SB 63 expenditure plan. SB 63 specifies that the TRMD has no ability to withhold the funds it is responsible for allocating - meaning that the county transportation entities will get their return to source funds. Further, SB 63 specifies how MTC is or is not to condition the funds it must allocate to the transit operators, providing operators with clear expectations of expected revenues while enforcing accountability.

Independent Oversight

Section 67754 added by the bill requires the establishment of an Independent Oversight Committee with membership appointed by the participating counties. The Independent Oversight Committee is tasked with ensuring that regional measure revenues are spent consistent with SB 63's requirements.

New and Enhanced Accountability Requirements

Relationships and Desires for Accountability Vary Across the Region

A regional transit measure as contemplated by SB 63 is inherently and understandably complicated by the varying perspectives, histories, and resulting concerns that different counties have of and with different transit operators. We acknowledge concerns that have been raised by San Mateo County stakeholders related to San Mateo County residents not having direct representation on the boards of some operators proposed to be funded by an SB 63 revenue measure (particularly BART and Muni), and an ensuing call for additional accountability measures beyond those required in the bill to ensure that operators fairly and consistently apply their adopted standards, policies, and commitments across participating counties. Given the significant, temporary increase in operating funding provided by SB 63 to transit, we believe that a broad desire for enhanced accountability is shared by counties throughout the region. Additionally, we have heard a strong call for enhanced financial efficiency measures in the bill from various public and elected stakeholders.

Regional Accountability Committee

Acknowledging a need to establish enhanced accountability measures, we will include in SB 63 an Accountability Committee (see detailed proposal/text in Attachment A) that is composed of 2 representatives from each participating county and is tasked with ensuring that specified transit operators consistently and fairly apply adopted standards, policies, and commitments related to cleanliness, service changes, fare policy, and other relevant areas. The accountability committee provides a direct, equal, and fair venue for participating counties - including counties that do not have direct governing relationships with transit operators - to assess and adjudicate claims by county transportation entities that such standards, policies, or commitments are not being fairly and consistently applied across counties. By authorizing the accountability committee to require corrective action and withhold up to 5% of the funds from transit operators until that corrective action is taken, this framework provides unprecedented accountability for all counties onto these specified operators in a manner that upholds region-wide standards of accountability and fairness.

We believe this regional accountability approach provides a strong and equitable mechanism to address the oversight and representation concerns that San Mateo County stakeholders have raised with us while also benefiting and being able to garner support from all participating counties.

Strengthened Financial Efficiency Review

Pursuant to feedback received from various stakeholders - and in an effort to more closely align with similar efficiency review models - we will also update and strengthen the financial efficiency review language included in SB 63 (see Attachment B for detailed proposal/text). Specifically, we are updating the financial efficiency review language to include an early action phase to deliver near-term efficiency improvements in mid-2026, establishing an Oversight Committee composed of transit operators and independent experts to exercise approval authority over operator-prepared implementation plans based on the more comprehensive review phase, and establishing a requirement for operators to adhere to adopted implementation plan

Chairs Noack, Haubert, Meadows, Melgar, Gee, Lopez, Romero, and Rak

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commitments. We believe that these changes will increase the effectiveness of the financial efficiency review and help set our region's operators on a course toward long term fiscal sustainability.

In summary, we believe that our planned accountability refinements and additions provide a fair, region wide approach to accountability that is robust and flexible enough to address variation in governance and representation structures for all participating counties while conforming to principles of regional fairness and fair treatment. As reflected in recent correspondence provided to our offices, accountability approaches that involve the unilateral withholding of funds or mandating of bilateral agreements would set an uneven accountability playing field and is not sufficiently supported by the existing revenue measure district counties. It thus could not be incorporated into the legislation without posing a significant risk to the viability of a measure. While we are strongly supportive of enhanced accountability provisions and seek continued engagement with stakeholders, we could not entertain accountability provisions that allow a specific county to separately condition funds to BART, Muni, Caltrain, or AC Transit. Similarly, we are not willing to prescribe entry into bilateral agreements between specific operators or counties as a requirement within SB 63.

We appreciate the robust and heartfelt dialogue on accountability that SB 63 has engendered in the region and we trust that all stakeholders understand that we must ensure fairness and equal treatment for all participating jurisdictions.

Sincerely,



Scott Wiener
Senator, 11th District



Jesse Arreguin
Senator, 7th District

Cc:

Senator Josh Becker - Chair, Bay Area Caucus

Assemblymember Buffy Wicks - Vice-Chair, Bay Area Caucus and Chair, Assembly

Appropriations Committee

Senator Dave Cortese - Chair, Senate Transportation Committee

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Chairs Noack, Haubert, Meadows, Melgar, Gee, Lopez, Romero, and Rak

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Mayor Barbara Lee, MTC Commissioner

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Assemblymember Diane Papan - Member, Bay Area Caucus

Assemblymember Gail Pellerin - Member, Bay Area Caucus

Speaker Robert Rivas - Member, Bay Area Caucus

Assemblymember Chris Rogers - Member, Bay Area Caucus

Assemblymember Catherine Stefani - Member, Bay Area Caucus

Attachment A

SB 63 Authors' Accountability Committee Proposal

Summary

This approach describes a regional oversight structure to ensure that transit operators receiving significant funding from a new SB 63 sales tax are accountable to the counties participating in the measure by requiring transit operators to apply their adopted policies, standards, or commitments consistently and fairly across all counties participating in the SB 63 measure, and requiring corrective action if issues are identified. Specifically, it provides participating counties a venue to raise concerns and seek redress while upholding region wide standards of accountability and fairness.

Definitions

Participating County Entity: Refers to the representative county transportation entity of a county included in the geography of the Transportation Revenue Measure District (TRMD) – aka a county that is participating in the revenue measure. Participating County Entities for a 5-County measure are: ACTC, CCTA, SFCTA, SMCTD, and VTA.

Subject Operator: Refers to an operator set to receive greater than \$50 million in FY 31 dollars from MTC through a Regional Transportation Revenue Measure as specified in GOV 67750(c) of SB 63: BART, Muni, AC Transit, and Caltrain.

Proposal Text:

- 1) SB 63 requires MTC to establish an Accountability Committee that consists of two commissioners from each of the participating counties.
- 2) The Accountability Committee shall be responsible for assessing and adjudicating petitions from a participating county entity regarding regionally inconsistent application or execution of a subject operator's adopted standards, policies, or commitments described in (3) across participating counties. This would occur in circumstances when:
 - (a) A subject operator is not consistently applying or achieving the standard, policy, or commitment in the participating county entity's geographic jurisdiction as reasonably compared to other participating county entity's geographic jurisdictions.
 - (b) The standard, policy, or commitment disproportionately disadvantages the operation or maintenance of the subject operator's transit system in the participating county entity's geographic jurisdiction and there is no compelling reason for that standard, policy, or commitment to disproportionately disadvantage the operation or maintenance of the subject operator's transit system in the participating county entity's geographic jurisdiction.
- 3) The scope of the adopted standards, policies, or commitments – or application of those standards, policies, or commitments – that may be the subject of the petition, assessment, and

adjudication are the following issues related to the operation or maintenance of the subject operator's transit system in the participating county entity's geographic jurisdiction:

- a) Service frequency or route changes
 - b) Fare policy, such as the assessment of surcharges
 - c) Station, facility, or vehicle cleanliness
 - d) Station or facility maintenance
 - e) Station or facility closures
 - f) Safety and Security
- 4) The participating county entity shall seek to address the issue that is the subject of a prospective petition directly with the subject operator, including providing the operator an opportunity to directly address the issue, prior to taking the board action required by (5).
 - 5) A participating county entity shall take a formal board action in order to petition the Accountability Committee.
 - 6) Assessment and Adjudication: If presented with a petition from a participating county entity, the Accountability Committee shall determine the following in consultation with the participating county entity and subject transit operator:
 - a) Whether the Accountability Committee agrees with the participating county entity's claim(s) in the petition.
 - b) Whether it shall recommend to the commission corrective action and a response/cure period by the subject operator to address the participating county entity's petition or if no further action is necessary.
 - 7) If the operator is non-responsive or the response is insufficient, the Accountability Committee shall determine whether or not to recommend that the commission withhold, in total at any given time, up to 5 percent of SB 63 regional revenue measure funding dedicated to the subject operator as specified in GOV 67750(c) in an amount the Accountability Committee deems proportionate to the issue that was the subject of the petition.
 - 8) Recommendations by the committee to withhold funds from a subject operator shall be approved by the commission unless rejected by a 2/3rd supermajority of its voting members.

Attachment B

SB 63 Authors' Financial Efficiency Review Proposal

This proposal requires the four transit operators receiving greater than \$50 million in regional revenue measure funds from MTC (BART, Caltrain, Muni, and AC Transit) to undergo a multi-phase comprehensive financial efficiency review that identifies cost-saving and service improvement opportunities for the transit operators, with regular compliance and verification that the operators are implementing these measures. In doing so, it improves financial efficiency for the transit operators, while moving them toward long-term fiscal sustainability, and results in more effective expenditure of taxpayer resources.

Specifically, the proposal does the following:

- Requires MTC to contract with a third party to conduct a two-part efficiency review consisting of:
 - An early action phase to improve service using existing resources
 - A more comprehensive phase, if the measure passes, to identify cost-saving measures and efficiencies that would reduce one-time and ongoing fixed and variable transit operator costs
- Requires BART, Muni, AC Transit, and Caltrain to commit to taking early actions identified in phase 1 of the review.
- Requires BART, Muni, AC Transit, and Caltrain to work with an Oversight Committee that includes independent public transit experts to adopt implementation plans detailing cost-saving measures identified in phase 2 of the review they will take.
- Requires the commission to work with transit operators to verify they adhere to their adopted implementation plans over the life of the measure, ensuring follow-through.

Replace Sections 67760 through 67767 in SB 63 with the following:

CHAPTER 4. Financial Transparency and Review

67760. *(a) The Legislature finds and declares that financial efficiency and transparency are imperative to build public confidence and support for public transportation.*

67762. *(a) The commission shall engage in a financial efficiency review of AC Transit, BART, Caltrain, and Muni pursuant to the timeline in Section 67766.*

(b) Phase One of the review shall exclusively identify the following:

(1) Cost-saving measures and efficiencies implemented by the transit operators subject to the review since January 1, 2020.

(2) Early action strategies that would assist the transit operators subject to the review in delivering increased or improved service and enhanced customer experiences with existing resources.

(c) Phase Two of the review shall identify a menu of cost-saving efficiencies that, if implemented, would reduce one-time and ongoing fixed and variable costs for the transit operators subject to the review.

(d) The scope of both phases of the review shall consider administrative, operating, and capital costs and shall clearly distinguish between any recommended actions that would not impact service and those that would require service realignments or reductions.

67764. *(a) The commission shall contract and manage a third party. The third party shall conduct one or both phases of the review in consultation with the transit operators subject to the review and an Oversight Committee established by the commission that consists of the following:*

- 1. The Chair of the commission, or another member of the commission designated by the chair*
- 2. The Board Chair, or another member of the board designated by the chair, of each transit operator that is subject to the review*
- 3. Four independent experts appointed by the California Secretary of Transportation with expertise in public transportation operations and finance*

67766. *(a) By May 1, 2026, the independent third party procured for Phase One shall complete the Phase One analysis described in subdivision (b) of section 67762 and transmit it to the Oversight Committee. The Oversight Committee shall approve the Phase One analysis and transmit it to the following entities:*

(1) The transit operators subject to the review

(3) The Legislature, in compliance with Section 9795

(4) The Transportation Agency

(5) Each of the county transportation entities identified in the SB 63 expenditure plan.

(b) By July 1, 2026 the transit operators subject to the review shall identify the specific strategies in the analysis described in subdivision (b) of section 67762 that they are willing to implement, and commit to such implementation.

(c) No later than 16 months after the election results are certified, and if the certified election results identify that the measure has passed, all of the following shall occur:

- (1) The independent third party procured for Phase Two shall complete the analysis described in subdivision (c) of section 67762 and transmit it to the Oversight Committee for transmittal to the entities described in paragraphs (1) to (4), inclusive, of subdivision (a)*
- (2) The Oversight Committee shall specify to the transit operators subject to the review what information, at a minimum, shall be included for each efficiency and cost-saving measure identified in the implementation plans required by this subdivision.*

(d) No later than 4 months after the the actions required by (c), each transit operator subject to the review shall submit to the Oversight Committee a draft implementation plan that describes all measurable efficiency and cost-saving measures the transit operator plans to implement, including all information related to those measures required by the Oversight Committee pursuant to (c). In developing the implementation plan, the transit operator shall balance financial efficiency, service, and system safety.

(e) The Oversight Committee shall review each draft implementation plan and either approve the plan or recommend revisions to further facilitate the implementation of recommendations identified in the Phase Two Analysis.

(f) No later than two months after the Oversight Committee takes action pursuant to (e), the transit operator's board shall do all of the following:

- (1) Incorporate Oversight Committee recommendations made pursuant to (e), if applicable.*
- (2) Adopt a final implementation plan and transmit it to the Oversight Committee and to the entities described in paragraphs (1) to (4), inclusive, of subdivision (a).*
- (3) Notwithstanding (1), an operator may reject including one or more of the Oversight Committee recommendations made pursuant to (e) if the operator makes a written finding when adopting the final implementation plan pursuant to (2) that the recommendation has an unacceptable impact on transit service or safety.*

(g) The Oversight Committee shall sunset after each transit operator subject to the review takes the actions required by (f). Each transit operator subject to the review shall adhere to the final implementation plan it adopted pursuant to (f) for the remainder of the life of the measure, until all specified actions have been completed or unless doing so is infeasible due to circumstances beyond the operator's control, in which case the operator shall make a good faith effort to comply.

(h) As a condition of receiving continued funding pursuant to Chapter 3 (commencing with Section 67750), the commission shall verify that each transit operator subject to the review is in compliance with the requirements of this Chapter.



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

Memorandum

AGENDA ITEM 6

DATE: September 4, 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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$14,340,000 in Prop L funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none">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) <p>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.</p> <p>SUMMARY</p> <p>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.</p> <p>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</p>	<ul style="list-style-type: none"><input checked="" type="checkbox"/> Fund Allocation<input checked="" type="checkbox"/> Fund Programming<input type="checkbox"/> Policy/Legislation<input type="checkbox"/> Plan/Study<input type="checkbox"/> Capital Project Oversight/Delivery<input type="checkbox"/> Budget/Finance<input type="checkbox"/> Contract/Agreement<input type="checkbox"/> 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.

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 considered this item at its September 3, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop L Allocations Summary – FY25/26
- Attachment 5 – Allocation Request Forms (3)
- Attachment 6 – Proposed SGA Amendment for Next Generation Slow Sanchez Street
- Attachment 7 – Resolution

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	

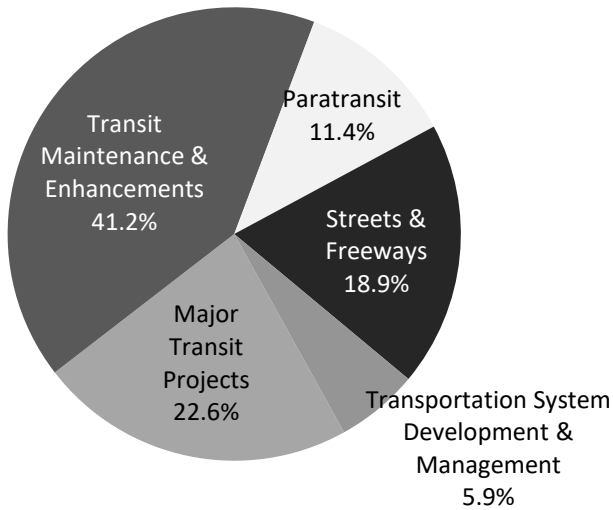
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop L Summary - FY2025/26

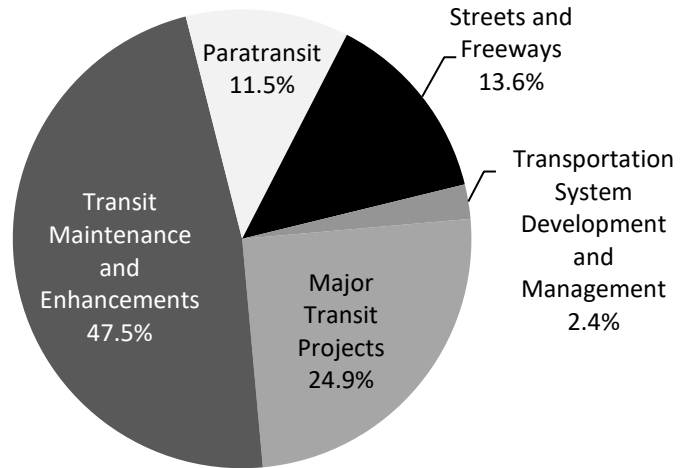
PROP L SALES TAX						
FY 2025/26	Total	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30
Prior Allocations	\$ 2,541,000	\$ 851,000	\$ 1,690,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 14,340,000	\$ 3,750,000	\$ 5,850,000	\$ 4,740,000	\$ -	\$ -
New Total Allocations	\$ 16,881,000	\$ 4,601,000	\$ 7,540,000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



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:

ML

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

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 of the curb ramp & 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
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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

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

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 Steet** 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.

	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

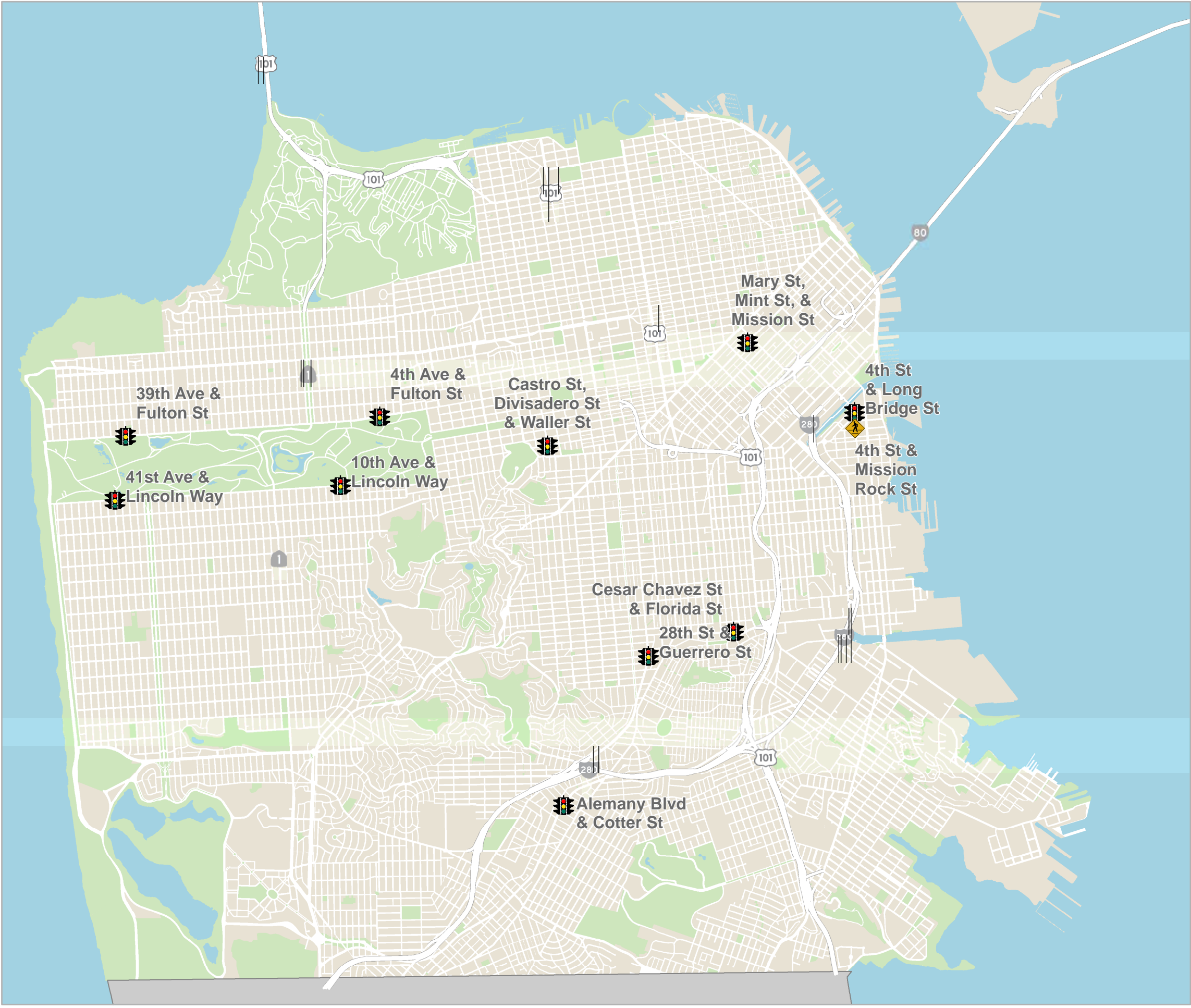
Project Locations

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



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
 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, 9/30/2025)

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
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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

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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 tp 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

慢行街道 • Calles Lentas

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

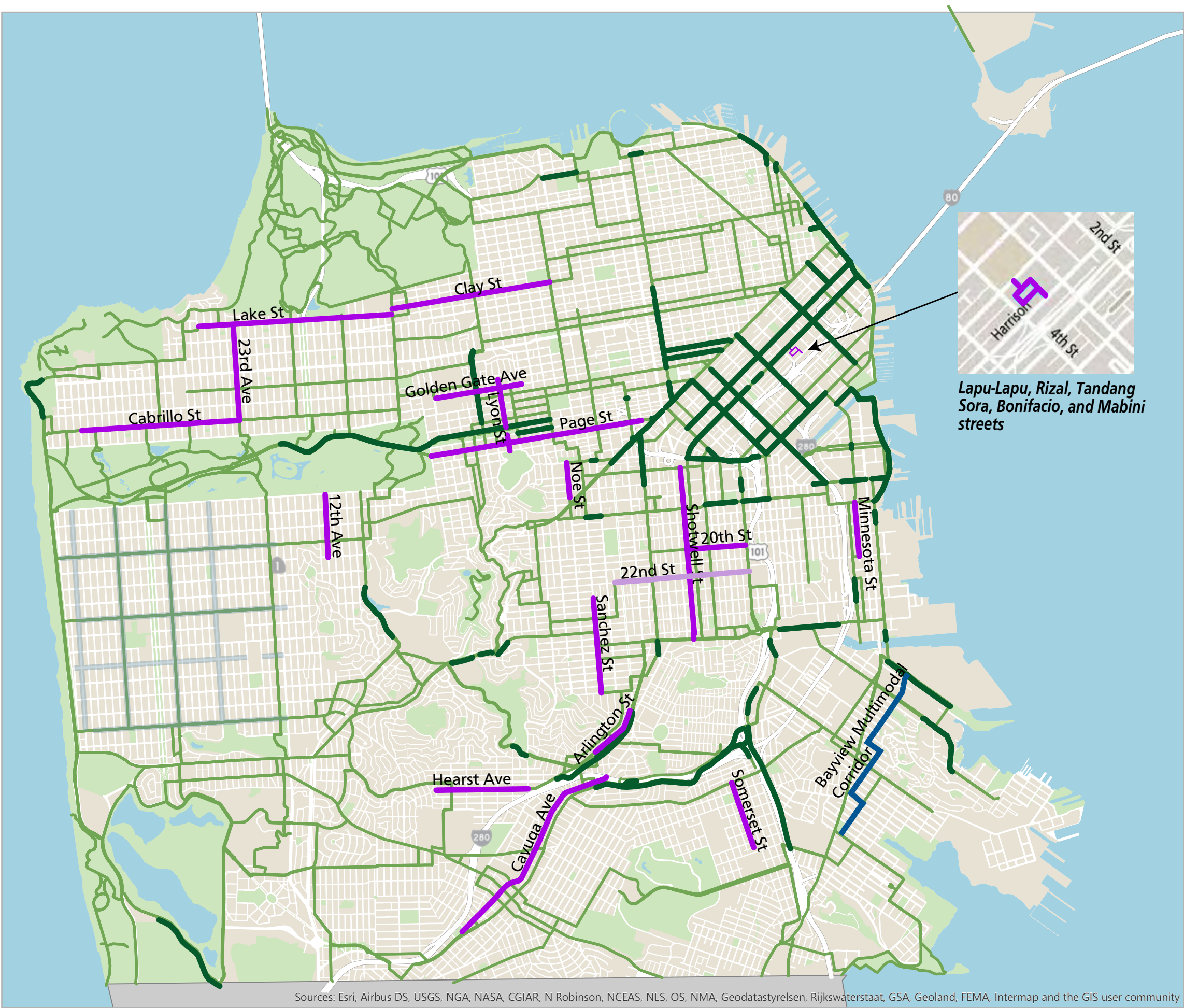


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miles

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)	<p>SFMTA requests amendment of the Standard Grant Agreement (SGA) for the subject project to update the scope, schedule, budget and funding plan to reflect completion of design and add in construction phase details, along with concurrent release of \$190,000 in sales tax funds held in reserve for construction.</p> <p>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.</p> <p>See proposed amended allocation request form (Attachment 6b) for additional details.</p>	<p>Special Conditions:</p> <p>1. The recommended amendment is contingent upon SFCTA Board release of \$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.</p>

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.

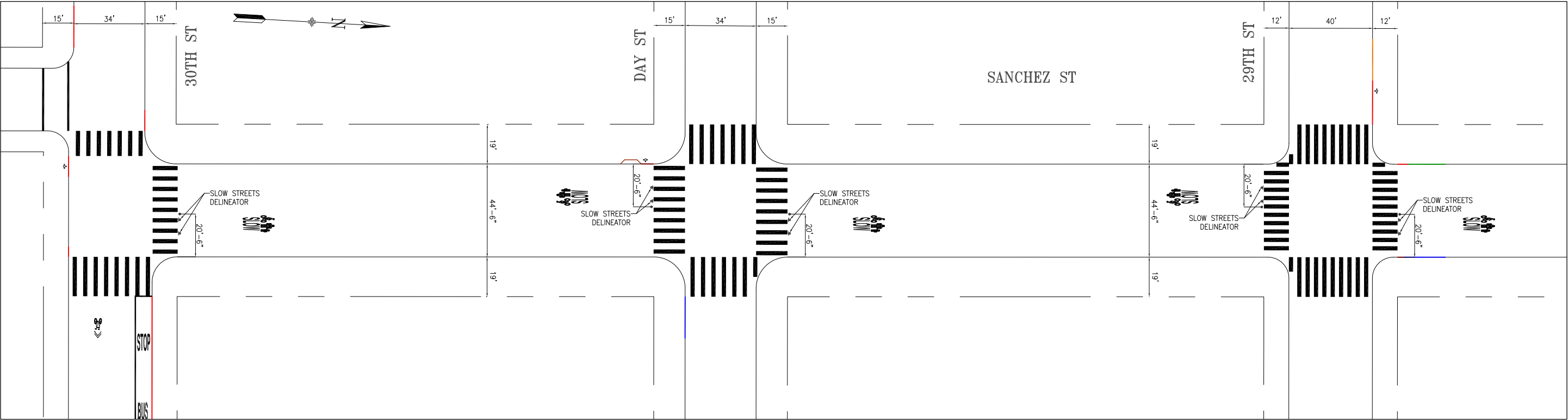
Initials of sponsor staff member verifying the above statement:

ML

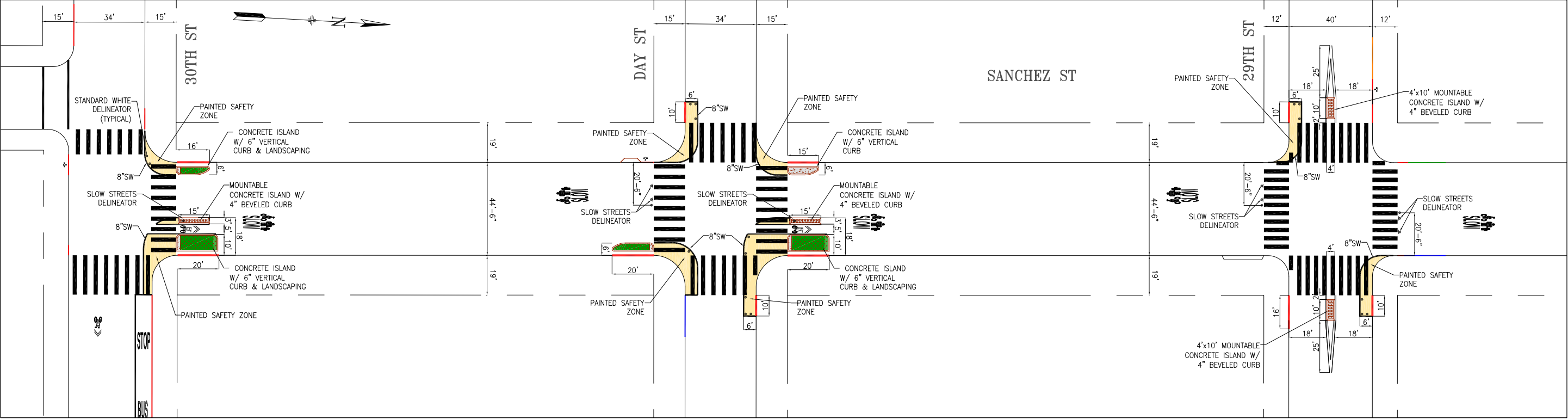
CONTACT INFORMATION

	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:

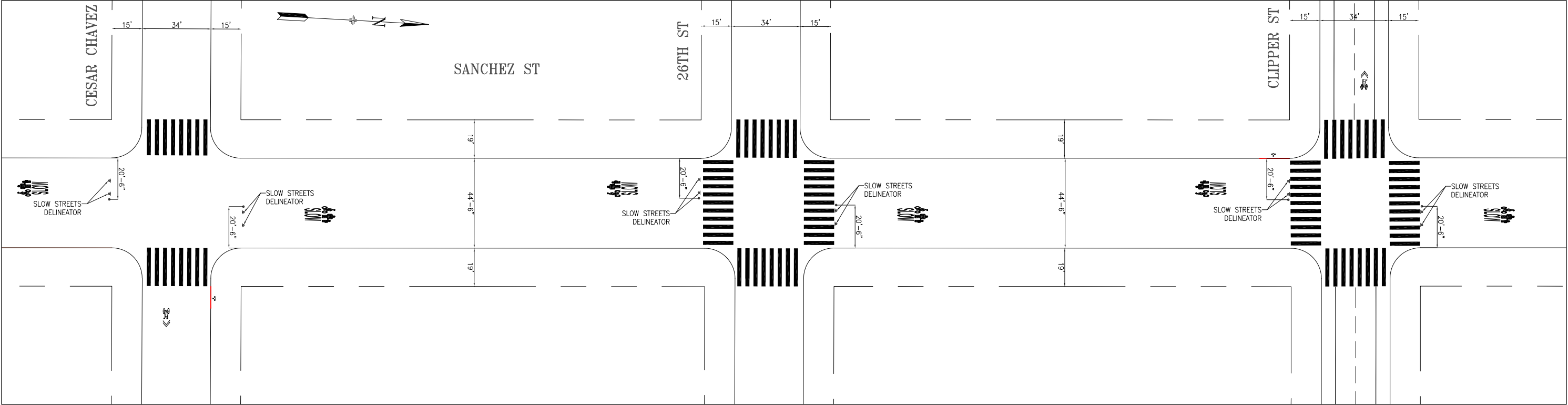
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CITY TRAFFIC ENGINEER	DATE:

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

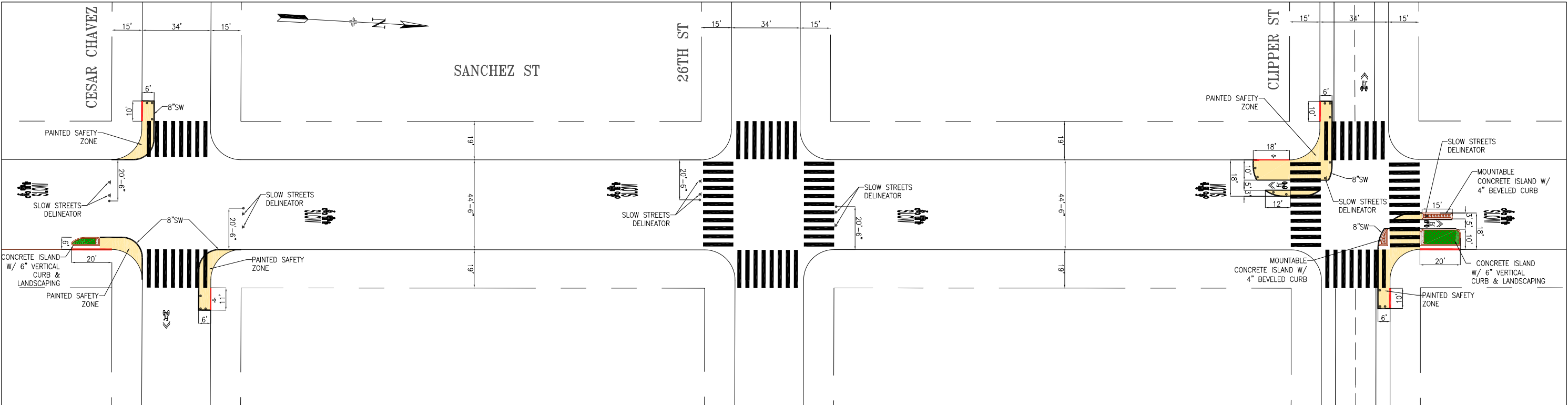
SANCHEZ NEXT GEN SLOW STREET PROPOSED CHANGES OVERVIEW PAINTED SAFETY ZONES & ISLANDS
SANCHEZ STREET 30th STREET TO 29th STREET

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

EXISTING



PROPOSED



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



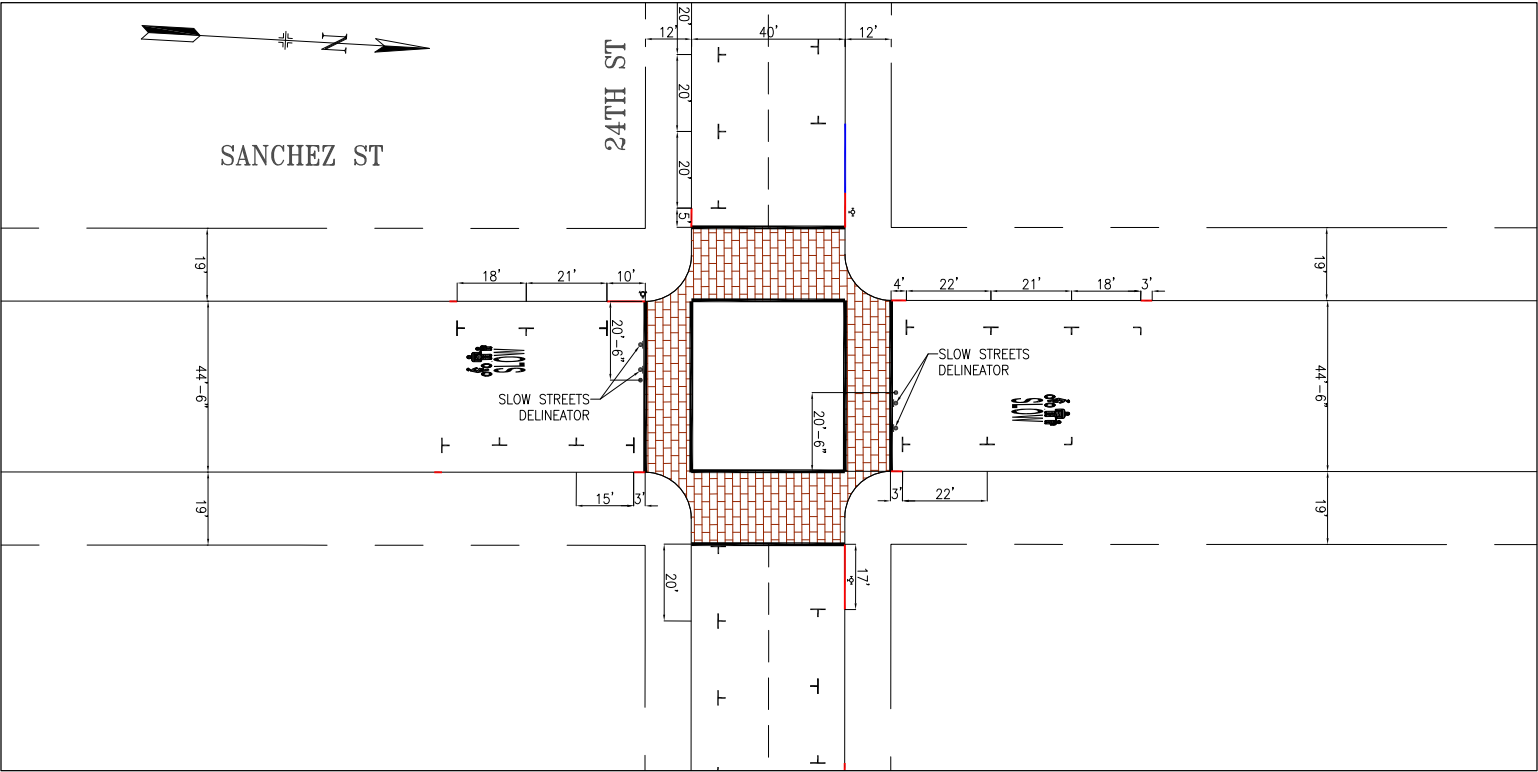
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CHECKED:		DATE:	

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CITY TRAFFIC ENGINEER	DATE:

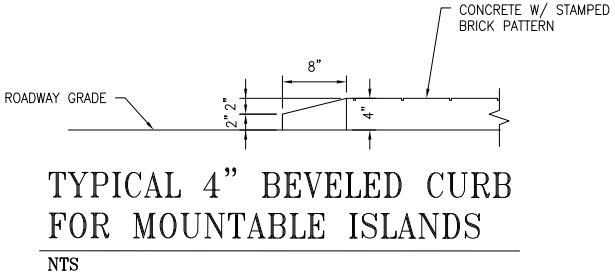
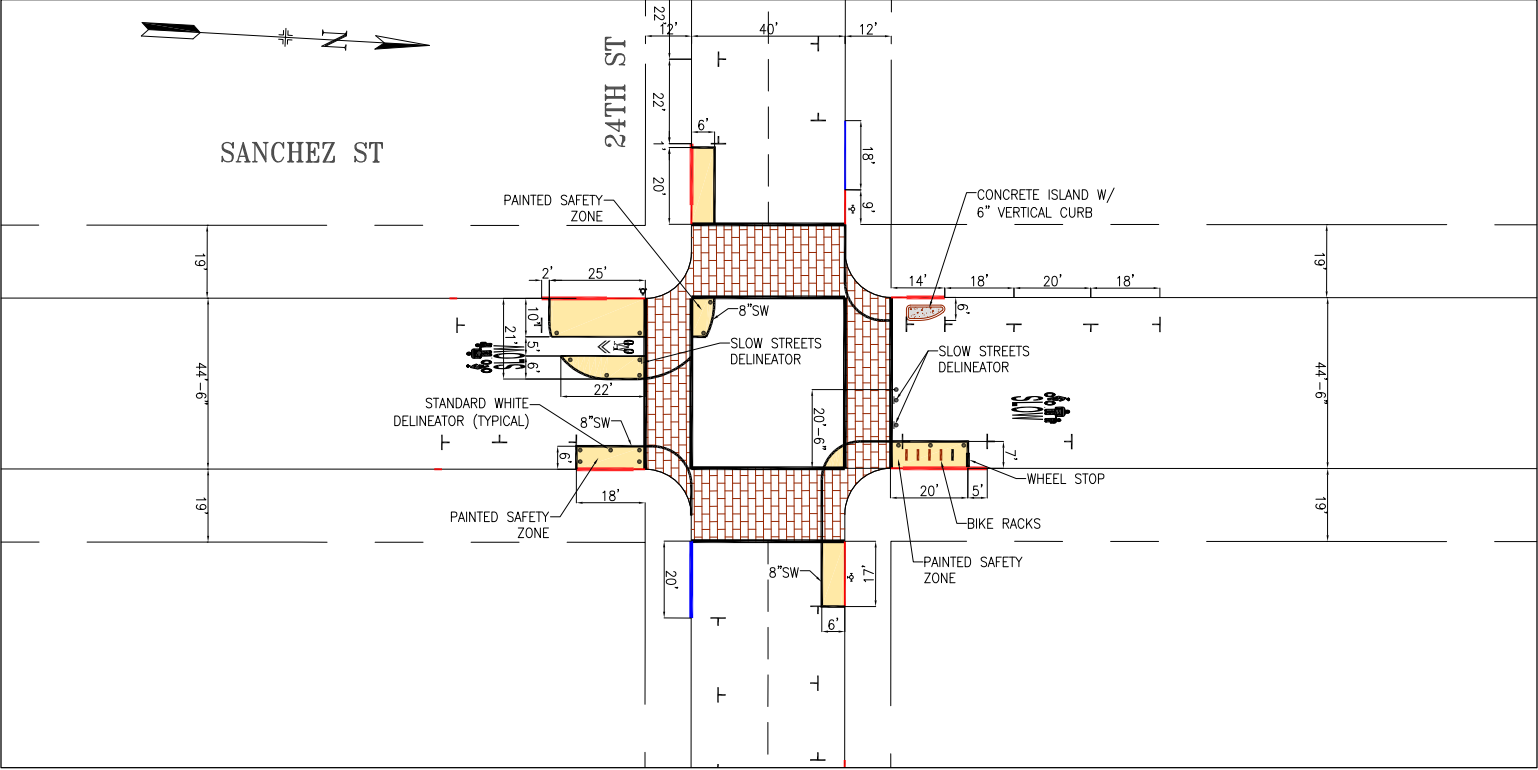
SANCHEZ NEXT GEN SLOW STREET PROPOSAL OVERVIEW PAINTED SAFETY ZONES & ISLANDS		CONTRACT NO.
SANCHEZ STREET CESAR CHAVEZ STREET TO CLIPPER STREET		DRAWING NO.
		FILE NO.
		REV. NO.

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

EXISTING



PROPOSED



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



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

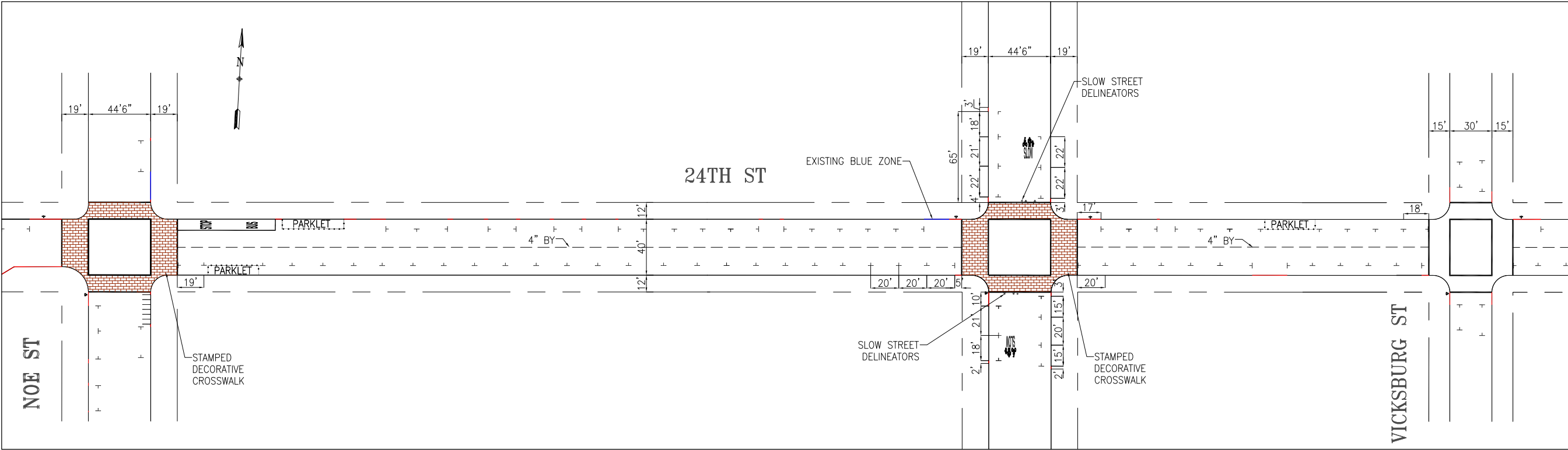
SCALE:
1" = 25'
SHEET/SHEETS:
3/4

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

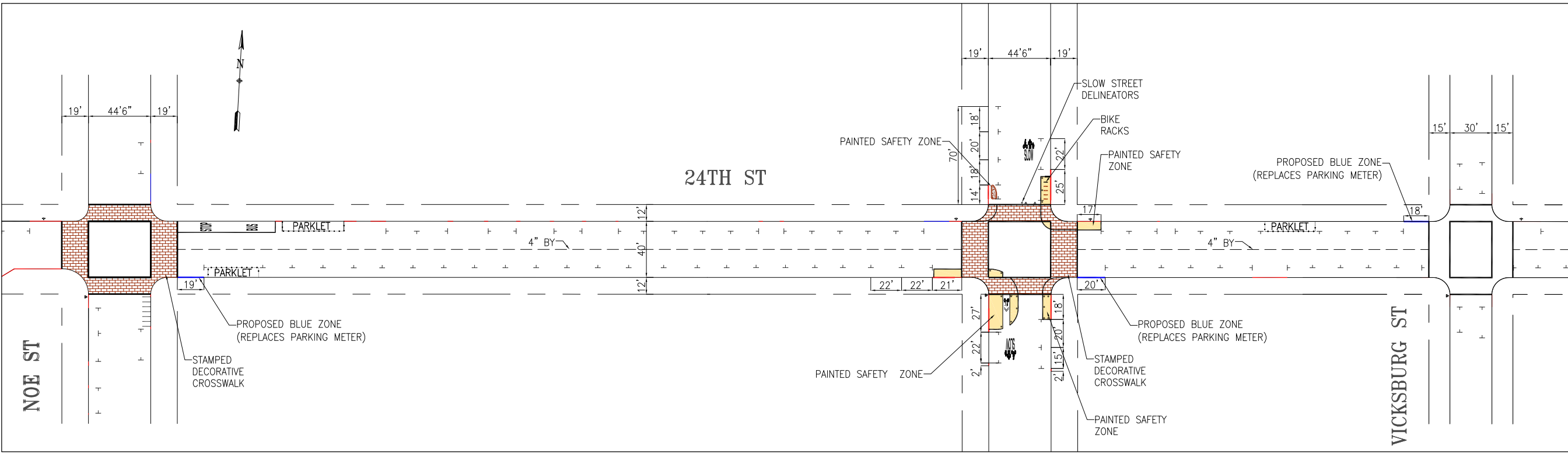
CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

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

EXISTING



PROPOSED

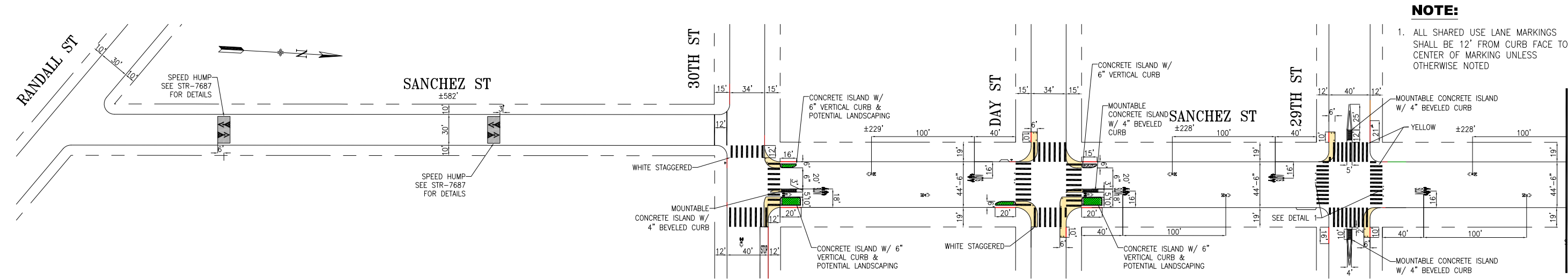


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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				

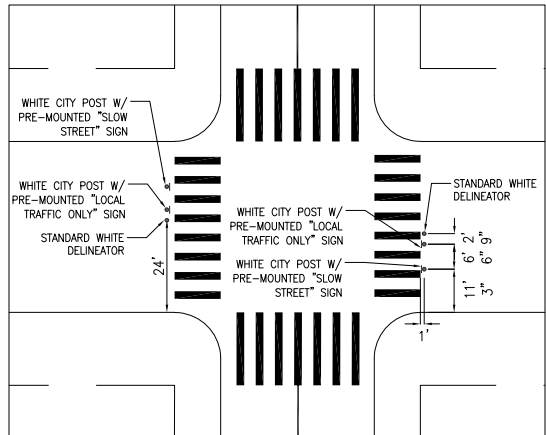
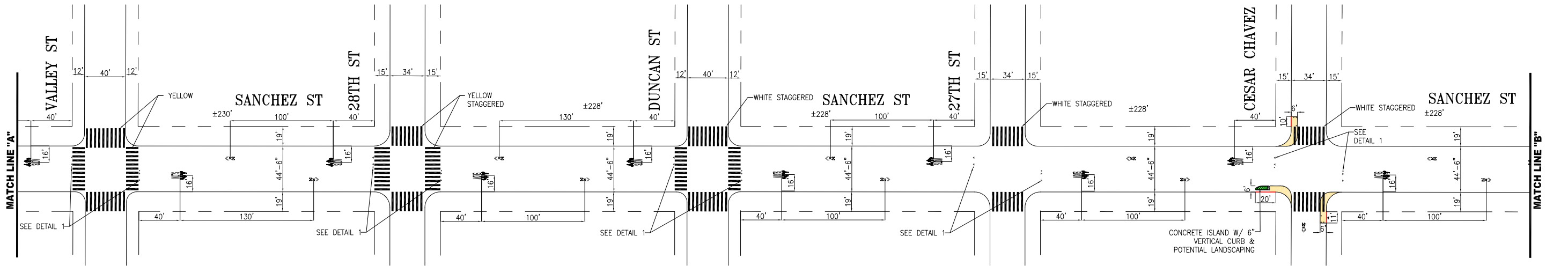


APPROVED	SCALE:	SANCHEZ NEXT GEN SLOW STREET PROPOSAL OVERVIEW PSZs, ISLAND & BLUE ZONES	CONTRACT NO.
	1" = 25'		DRAWING NO.
DRAWN: E. ROBINSON	DATE: 12-06-24	24th STREET NOE STREET TO VICKSBURG STREET	FILE NO.
CHECKED:	DATE:		REV. NO.

FILE NAME: ---
DATE: ---

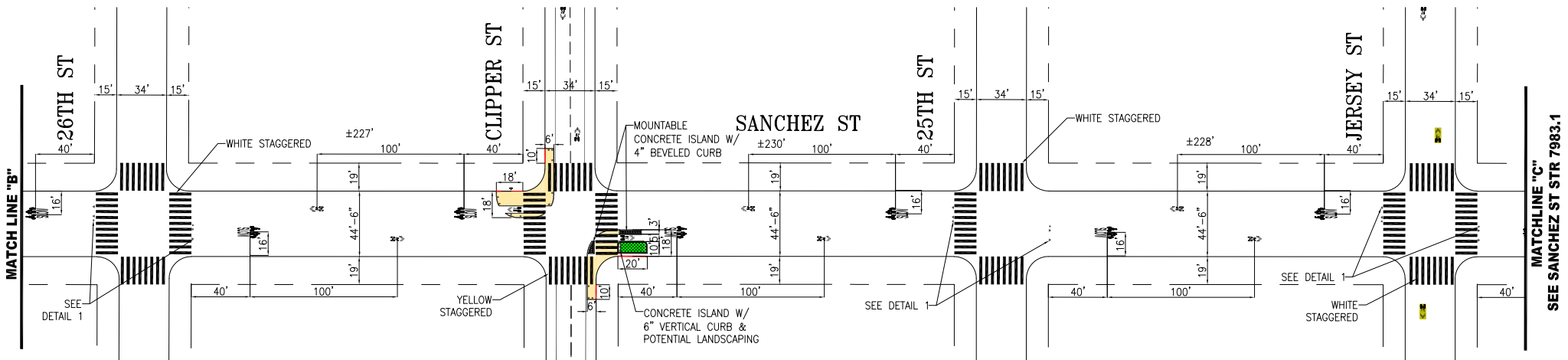


NOTE:
1. ALL SHARED USE LANE MARKINGS SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED




TYPICAL DELINEATOR PLACEMENT

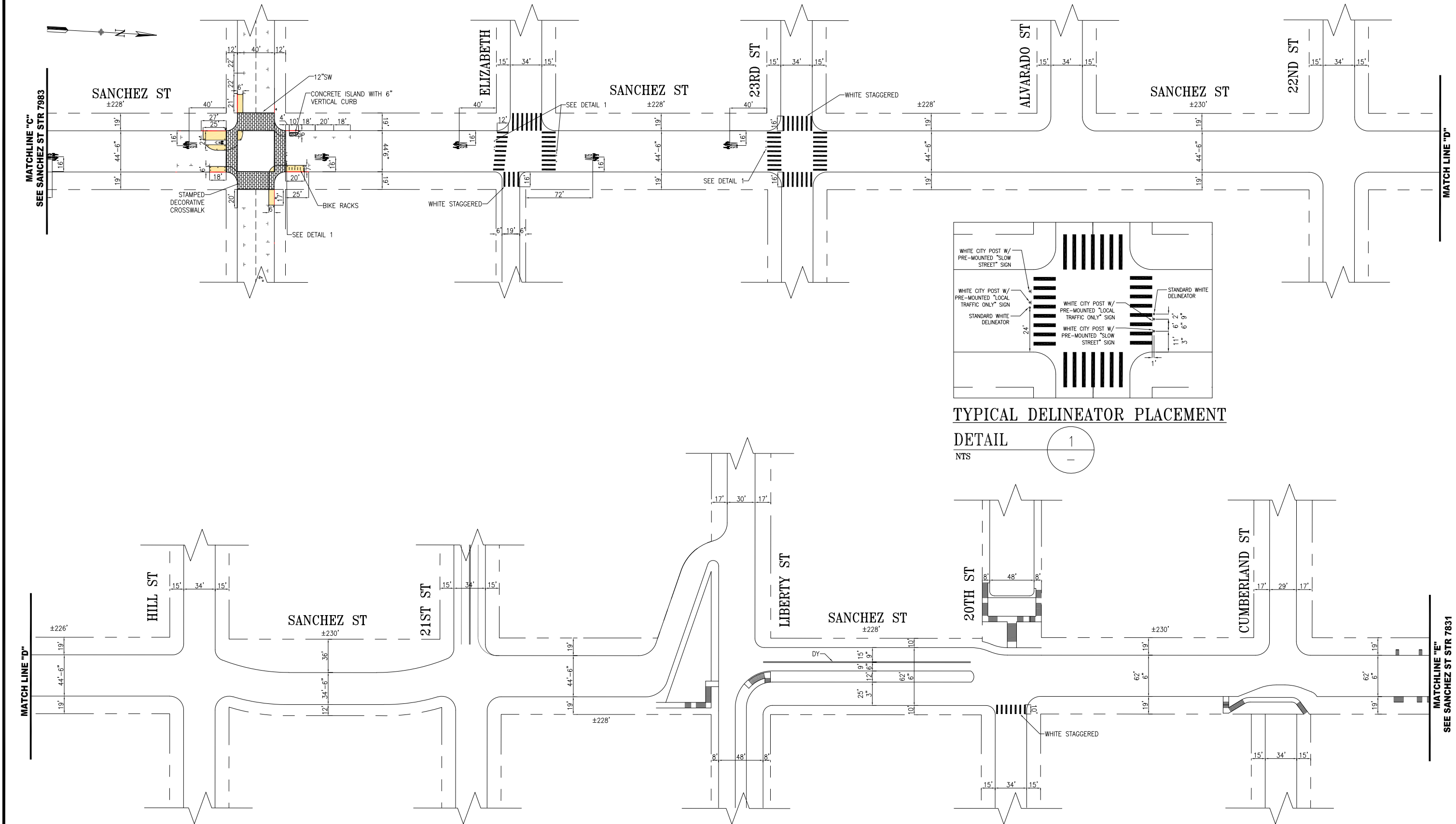
DETAIL
NTS



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	
01/27/22	PER FIELD: ADD SHARROW ON CESAR CHAVEZ 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				



					APPROVED		SCALE:		PROPOSED STRIPING				CONTRACT NO.		
	DRAWN: M.LUC		DATE: 11/2012		MIKE SALLABERRY 1/7/13 SENIOR ENGINEER		DATE: 1" = 50'						DRAWING NO. STR-7983		
	CHECKED: D.R.CURTIS		DATE: 12/2012		RICARDO OLEA 1/7/13 CITY TRAFFIC ENGINEER		DATE:		SHEET/SHEETS: 01 OF 01		SANCHEZ STREET RANDALL STREET TO JERSEY STREET				REV. NO. 6



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 MIKE SALLABERRY 2/24/23 SENIOR ENGINEER	SCALE: 1" = 50'	PROPOSED STRIPING SANCHEZ STREET JERSEY STREET TO CUMBERLAND STREET	CONTRACT NO.
DRAWN: E. ROBINSON	DATE: 10/14/2022	SHEET/SHEETS: 01 OF 01		DRAWING NO. STR-7983.1
CHECKED: P. STANIS	DATE: 11/04/2022			REV. NO. 1



BD090925

RESOLUTION NO. 26-XX

RESOLUTION ALLOCATING \$14,340,000 IN PROP L FUNDS, WITH CONDITIONS, FOR THREE REQUESTS AND AMENDING THE PROP K STANDARD GRANT AGREEMENT FOR THE NEXT GENERATION SANCHEZ SLOW STREET [NTIP CAPITAL] PROJECT (PROJECT) AND RELEASING \$190,000 IN FUNDS HELD IN RESERVE, FOR THE PROJECT'S CONSTRUCTION, WITH CONDITIONS

WHEREAS, The Transportation Authority received three requests for a total of \$14,340,000 in Prop L transportation sales tax funds, as summarized in Attachments 1 and 2; and

WHEREAS, The allocation requests seek funds from the following Prop L Expenditure Plan programs: Muni Maintenance, Rehabilitation and Replacement and Safer and Complete Streets; and

WHEREAS, As required by the voter-approved Expenditure Plan, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for each of the aforementioned Prop L programs; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) New Traffic Signal Contract 66 - Additional Funds request requires amendment of the Prop L Safer and Complete Streets 5YPP to add the subject project with \$1,100,000 reprogrammed from the Contract 67 New Traffic Signals project and the SFMTA's Slow Streets Implementation request requires amendment of the Prop L Safer and Complete Streets 5YPP to reprogram funds from the construction phase to the design phase of the subject project, as summarized in Attachment 3 and detailed in the relevant allocation request forms included in Attachment 5; and

WHEREAS, After reviewing the allocation requests, Transportation Authority staff recommended allocating \$14,340,000 in Prop L funds, with conditions, for three requests, as described in Attachment 3 and detailed in Attachment 5, which include staff recommendations for Prop L allocation amounts, required deliverables, timely



use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, The Transportation Authority also received a request from the SFTMA to amend the Prop K Standard Grant Agreement (SGA)(SGA 139-907169) for the Next Generation Sanchez Slow Street [NTIP Capital] Project and release \$190,000 in funds held in reserve for the construction phase; and

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

WHEREAS, After reviewing the SFMTA's amendment request, Transportation Authority staff recommended amending the Prop K SGA for the Next Generation Sanchez Slow Street [NTIP Capital] Project to incorporate the revised allocation request form (which also includes updated deliverables, timely use of funds requirements, and Fiscal Year Cash Flow Distribution Schedules) and releasing \$190,000 in Prop K funds held in reserve for the construction phase, as described in Attachment 6; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2025/26 budget to cover the proposed actions; and

WHEREAS, At its September 3, 2025 meeting, the Community Advisory Committee was briefed on the subject allocation requests and SGA amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Prop L Safer and Complete Streets 5YPP, as detailed in the attached allocation request forms (Attachment 5); and be it further



RESOLVED, That the Transportation Authority hereby allocates \$14,340,000 in Prop L funds, with conditions, for three requests, as summarized in Attachment 3 and detailed in Attachment 5; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop L Expenditure Plans, the Final Prop L Strategic Plan and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K SGA for the Next Generation Sanchez Slow Street [NTIP Capital] Project and releases \$190,000 in funds held in reserve for the construction phase as detailed in Attachment 6; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in Attachments 5 and 6; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute SGAs to that effect; and be it further

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



Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop L Allocation Summaries - FY 2025/26
5. Prop L Allocation Request Forms (3)
6. Proposed SGA Amendment for Next Generation Sanchez Slow Street [NTIP Capital]

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: September 4, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects

SUBJECT: 09/09/25 Board Meeting: Authorize an Additional Construction Allotment of \$9,635,000; Approve a Contract Amendment with WMH Corporation in the Amount of \$200,000; Approve a Contract Amendment with WSP USA, Inc. in the Amount of \$665,000 for the West Side Bridges Seismic Retrofit Project

RECOMMENDATION ☐ Information ☒ Action

- Authorize an additional construction allotment of \$9,635,000 for the West Side Bridges Seismic Retrofit Project (Project)
- Approve a contract amendment with WMH Corporation (WMH) to increase the contract by \$200,000, to a revised not to exceed amount of \$18,120,000, to perform design services during construction for the Project
- Approve a contract amendment with WSP USA, Inc. (WSP) to increase the contract by \$665,000, to a revised not to exceed amount of \$12,156,292, to perform construction management services for the Project
- Authorize the Executive Director to negotiate and modify contract payment terms and non-material terms and conditions

SUMMARY

The Transportation Authority is leading and administering construction work for the Project on behalf of the Treasure Island Development Authority (TIDA). In November 2024, the Transportation Authority secured an additional \$10,000,000 for the West Side Bridges Project, consisting of \$5,500,000 in federal Housing Incentive Pool (HIP) program funding from the Metropolitan Transportation Commission (MTC) and \$4,500,000 in Bay Area Toll Authority (BATA) funding; and in July 2025, the agency secured an additional \$500,000 in TIDA funding for the Project. The additional \$10,500,000 will allow the construction of Retaining Wall 1C, Retaining Wall 4, the

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



<p>Yerba Buena Island Multi-use Pathway (MUP) through the Project limits, and additional Joint Trench work. Building the two retaining walls now will save approximately \$10 million in future demolition costs, increase construction efficiencies, and reduce future construction impacts. Additionally, contract amendments with WMH and WSP have been negotiated to provide design services during construction and construction management services for this additional work, respectively.</p>	
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BACKGROUND

The Project is located on Yerba Buena Island (YBI) and includes the following: 1) replace seven seismically deficient bridges and retrofit one bridge with a realigned roadway and retaining walls; 2) a transit-only access on-ramp; and now with additional funding secured 3) Retaining Wall 1C, Retaining Wall 4, the MUP through the Project limits, and additional Joint Trench work. Retaining Wall 1C and Retaining Wall 4 will facilitate the construction of the MUP, and the Joint Trench includes electrical and communication utilities for the Project and for YBI.

This project is challenging to implement, given its unique location along the western edge of YBI and along steep terrain on the hillside overlooking the San Francisco Bay. In addition to the challenging location, the project presents numerous complex structural challenges (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay). As such, the Project is being delivered using the Construction Manager/General Contractor project delivery method, as authorized by Assembly Bill 2374 and approved by the Board in March 2018 through Resolution 18-42.

The original scope of the Project included the two retaining walls that would have accommodated the future YBI MUP project. These walls were included in the environmental clearance and in the design contract; however, these two longer walls were scaled back due to lack of available funding. Instead, the initial construction contract included one shorter wall that would need to be extended and one interim wall that would have to be demolished and reconstructed by the future YBI MUP project. In November 2024, we secured an additional \$10,000,000 for the Project, consisting of \$5,500,000 in HIP funding and \$4,500,000 in BATA funding; and in July 2025, we secured an additional \$500,000 in TIDA funding for the Project.

The Project's budget now totals \$126,400,288 and is funded with: federal Highway Bridge Program funds, Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funds, and a federal earmark; state Proposition 1B and Local Partnership Program funds; Prop K sales tax funds approved through Resolution 23-22; and TIDA, BATA, and HIP funding. The Project's construction phase funding plan is included as Attachment 1. The Project started construction in summer 2023 and is 63% complete as of the end of July 2025. We anticipate



construction to be completed by the end of calendar year 2026, with Project closeout following in 2027.

We plan to transfer any remaining funds to the YBI Treasure Island Road Improvement project, which includes a segment of the YBI MUP project. Based on a recent budget analysis of the Project, we have determined that Project contingency funds can be used to cover the cost of Retaining Wall 4, rather than HIP funds. This will allow the transfer of \$2,267,000 of the HIP funding to the YBI Treasure Island Road Improvement project. Upon this transfer, the Project's budget and funding plan will be reduced by \$2,267,000. As administrator of the HIP funds, MTC staff is supportive of the aforementioned HIP transfer.

DISCUSSION

Additional Construction Allotment. In March 2023, through Resolution 23-39, the Transportation Authority awarded a base construction contract to Golden State Bridge/Obayashi Joint Venture (GSB/Obayashi JV) in an amount not to exceed \$84,399,951 and authorized an additional construction allotment of \$15,188,818. Funding above the base construction contract with GSB/Obayashi JV is included in the Construction Phase budget as an additional construction allotment. We are proposing to increase the additional construction allotment by \$9,635,000, to a revised amount not to exceed \$24,823,818. This additional amount will be used to construct Retaining Wall 1C, Retaining Wall 4, the MUP through the Project limits, additional Joint Trench, other construction contract changes, and additional construction support services. Building the longer retaining walls now will save approximately \$10 million in future demolition costs, increase construction efficiencies, and reduce future construction impacts. A list of supplemental work items, agency furnished materials, and finance costs is included in Attachment 2.

WMH Contract Amendment. In December 2010, through Resolution 11-28, the Transportation Authority Board awarded a two-year contract in the amount of \$1,600,000 to WMH for engineering and environmental services to produce the necessary documentation to prepare the Seismic Strategy Reports, environmental documentation, and preliminary design for the YBI Westside Bridges Project. The original Request for Qualifications for engineering and environmental services stated that the Project was envisioned as a three-phase effort and included the option to amend the contract for Phase 2 (environmental) and Phase 3 (final design efforts, including design services during construction) based on adequate funding and satisfactory performance. From February 2012 through July 2021, the Transportation Authority Board increased the contract with WMH by a total of \$13,850,000 (through Resolution 12-34, Resolution 15-18, and Resolution 19-17) to conduct Phase 2 and 3 services (environmental, preliminary engineering, and final design) for the project, including a re-scoping of the Project as a result of Caltrans' changes to the Project funding plan. In March 2023, through Resolution 23-39, the Transportation Authority Board increased the contract by \$2,470,000, to a total amount not to exceed \$17,920,000 and extended the contract through December 31, 2026.



Concurrent with the recommendation to increase the additional construction allotment, we are seeking approval to increase the WMH contract amount by \$200,000, for a total amount not to exceed \$18,120,000, and extend the contract through June 30, 2027. The proposed contract amendment scope of services is included as Attachment 3.

To date, WMH has exceeded its 12% DBE goal and maintained a 24.3% DBE participation through June 30, 2025, from three sub-consultants: Subcontinent Asian American-owned firm Earth Mechanics, Inc.; Asian Pacific American-owned firm MGE Engineering, Inc.; and female-owned firm Bennett/Y&C.

WSP Contract Amendment. In July 2017, the Transportation Authority Board awarded a four-year professional services contract to WSP in an amount not to exceed \$5,500,000 for construction management services for the Project. In March 2023, through Resolution 23-39, the Board increased the contract by \$5,991,292, to a total amount not to exceed \$11,491,292, and extended the contract through December 31, 2029.

Concurrent with the recommendation to increase the additional construction allotment by \$9,635,000, we are seeking approval to increase the WSP contract amount by \$665,000, to a total amount not to exceed \$12,156,292. The proposed contract amendment scope of services is included as Attachment 4.

To date, WSP has exceeded its 10.2% DBE goal and maintained a 14.0% DBE participation through June 30, 2025, from four sub-consultants: San Francisco-based and African American-owned firms BioMaAs, Inc., and Transamerican Engineers & Associates; Asian-Pacific American and female-owned firm Inspection Services, Inc.; and female-owned firm KL Bartlett Consulting.

Budget. The overall Project Construction Phase Budget of \$126,400,288 is shown on the following table:

Project Construction Phase Budget

Budget Item	Budget Amount
Base Construction Contract	\$ 84,399,951
Additional Construction Allotment	\$ 24,823,818
Construction Engineering	\$ 17,176,519
Total Construction Budget	\$ 126,400,288

Upon the transfer of \$2,267,000 in HIP funds to the YBI Treasure Island Road Improvement project (discussed above), the Westside Bridges Project budget and funding plan will be reduced by \$2,267,000.

Schedule. The Project schedule is projected as follows:



- Construction Contract Award and Execution – April 2023
- Construction Start – June 2023
- Construction Completion – December 2026
- Project Closeout – December 2027
- Performance Measurement Reporting Completion – December 2029

FINANCIAL IMPACT

The proposed construction phase contracts will be funded by the various federal, state, and local funding sources, including Prop K, discussed above and listed in Attachment 1. Funding has been included in budgets through FY 2025/26 and will be included in future budgets to cover the remaining cost of the contracts. As noted above, we plan to transfer any remaining funds to the YBI Treasure Island Road Improvement project, which includes a segment of the YBI MUP project. Based on a recent budget analysis of the Project, we have determined that Project contingency funds can be used to cover the cost of Retaining Wall 4, rather than HIP funds. This will allow the transfer of \$2,267,000 of the HIP funding secured in November 2024 to the YBI Treasure Island Road Improvement project. The Project budget will be decreased by a like amount at that time.

CAC POSITION

The CAC considered this item at its September 3, 2025, meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Westside Bridges Seismic Retrofit Project Construction Phase Funding Plan
- Attachment 2 – Supplemental Work Items/Agency Furnished Materials/Finance Costs – Budgeted Costs
- Attachment 3 – Scope of Services for WMH Contract Amendment
- Attachment 4 – Scope of Services for WSP Contract Amendment
- Attachment 5 – Resolution

Attachment 1
West Side Bridges Construction Phase Funding Plan

Project Construction Phase Funding - Source	Amount
Federal Highway Bridge Program	\$ 59,135,737
State Prop 1B Local Bridge Seismic	\$ 7,104,551
Federal RAISE grant	\$ 18,000,000
Bay Area Toll Authority	\$ 6,500,000
San Francisco share SB 1 Local Partnership Program Formula funds	\$ 4,056,000
Bay Area Toll Authority share SB 1 Local Partnership Program Formula funds	\$ 5,000,000
TIDA	\$ 3,505,000
TIDA - Joint Trench Work	\$ 500,000
Prop K (via OBAG fund exchange)	\$ 14,899,000
Federal Earmark	\$ 2,200,000
Federal Housing Incentive Pool (HIP)	\$ 5,500,000
Total Funding¹	\$ 126,400,288

¹ Any remaining funds are planned to be transferred to the Yerba Buena Island (YBI) Treasure Island Road Improvement project, which includes a segment of the YBI Multi-Use Pathway project. Based on a recent budget analysis of the Project, we have determined \$2,267,000 of Federal HIP funds can be transferred to the YBI Treasure Island Road Improvement project. As administrator of the HIP funds, Metropolitan Transportation Commission staff is supportive of the aforementioned HIP transfer.

ATTACHMENT 2

**SUPPLEMENTAL WORK ITEMS/AGENCY FURNISHED MATERIALS & EXPENSES /FINANCE COST -
BUDGETED COSTS**

SUPPLEMENTAL WORK ITEMS		TOTAL
1	PARTNERING	\$80,000.00
2	FEDERAL TRAINEE PROGRAM	\$21,544.00
3	BIRD PROTECTION	\$150,000.00
4	MAINTAIN TRAFFIC	\$250,000.00
5	ADDITIONAL PAVING ASPHALT	\$100,000.00
6	GROUND ANCHOR (TIEBACK)/SOIL NAIL/OVERBREAK	\$125,000.00
7	REMOVE UNSUITABLE MATERIAL	\$200,000.00
8	REMOVE BURIED MANMADE OBJECTS	\$300,000.00
9	UNFORSEEN SITE CONDITIONS	\$400,000.00
10	ADDITIONAL EXCAVATION AND/OR BACKFILL	\$200,000.00
11	ADDITIONAL WATER POLLUTION CONTROL/ANNUAL PERMIT FEE	\$400,000.00
12	STORM WATER SAMPLING AND ANALYSIS	\$50,000.00
13	WATERLINE/TEMP WALL FINAL DESIGN DETAILS	\$125,000.00
TOTAL SUPPLEMENTAL WORK ITEMS		\$2,401,544.00

AGENCY FURNISHED MATERIALS AND EXPENSES		TOTAL
1	COZEEP CONTRACT	\$60,000.00
2	TRAFFIC MANAGEMENT PLAN PUBLIC INFORMATION	\$100,000.00
4	RESIDENT ENGINEERS OFFICE	\$450,000.00
5	MONUMENT DISC	\$15,000.00
6	CONTRACTOR YARD	\$1,356,233.00
7	SFPUC ELECTRICAL INSTALL/TRANSFORMER	\$275,000.00
8	SFPUC WATERLINE TIE IN WORK	\$150,000.00
TOTAL AGENCY FURNISHED MATERIALS AND EXPENSES		\$2,406,233.00

TOTAL SUPPLEMENTAL WORK ITEMS AND AGENCY FURNISHED MATERIALS	\$ 4,807,777.00
CONTINGENCY	\$ 18,101,041.00
FINANCE BUDGET	\$ 1,915,000.00
ADDITIONAL CONSTRUCTION ALLOTMENT SUBTOTAL	\$ 24,823,818.00
CONSTRUCTION CONTRACT	\$ 84,399,951.00
TOTAL CONSTRUCTION ALLOTMENT	\$109,223,769.00

**YERBA BUENA ISLAND WESTSIDE BRIDGES PROJECT
DESIGN SERVICES DURING CONSTRUCTION
SCOPE OF WORK**

Task 1 – Design Services During Construction (DSDC)

WMH Corporation (CONTRACTOR) and its subcontractors shall perform the following construction phase services as required up to the not-to-exceed contract limit for the original Westside Bridges Project scope of work as well as the additional scope of work including Retaining Wall 1C, Retaining Wall 4, the Multi-use Path through the Westside Bridges project limits, additional Joint Trench and other construction contract changes.

1.1. Project Management and Administration

CONTRACTOR shall provide continued overall project management and administrative services in support of the construction phase work. Construction duration is assumed to be 42 months. This may include the following effort:

- a. Project organization and technical oversight. This will be based upon the contractor's construction schedule - provided to CONTRACTOR by San Francisco County Transportation Authority (SFCTA)'s Resident Engineer (RE).
- b. Direct and coordinate the work of associated firms and subconsultants to ensure timely provision of staff, resources, and responses.
- c. Prepare and submit monthly progress reports to SFCTA as part of each invoice submittal
- d. Prepare and submit monthly invoices to SFCTA.
- e. Periodic visits to the construction site.
- f. Route construction related technical correspondence utilizing the RE's SharePoint site. Record all written incoming and outgoing construction correspondence. Maintain technical project files.

1.2. Meetings

Prepare for and attend construction meetings, stakeholder agency meetings, and technical meetings.

1.3. Requests For Information

CONTRACTOR shall review and respond to written Requests-for-Information (RFIs), as defined below, and as requested by SFCTA's RE per the RE's Project SharePoint site.

RFI definition:

RFIs may only be submitted by the Prime Contractor. RFIs may not come directly from a contractor's subcontractor. RFIs must be in writing and may only be submitted on a RFI form, which is pre-

approved by the SFCTA's Project Manager. The contractor shall clearly and concisely set forth the issue for which clarification or interpretation is sought and why a response is needed. In the RFI, the contractor shall set forth their own interpretation or understanding of the requirement along with reasons why they have reached such an understanding.

The CONTRACTOR will utilize the RE's SharePoint site to respond to RFIs as follows:

- The RE shall send an e-mail notification to the CONTRACTOR of a new RFI that is located on the Project SharePoint site.
- CONTRACTOR will evaluate the request and engage the appropriate Design Team members to respond
- The Design Team will prepare and submit a Response to the RE for the RFI, including any necessary attachments, calculations, etc.
- The RE will review the Design Team response. If the RE concurs with the response, the Design Team will sign the Response, and then the RE will forward it to the contractor via SharePoint.
- If the RE has further comments, the Design Team will reevaluate and revise the response, and resubmit to the RE.
- This process will repeat until a satisfactory response is agreed upon by the RE and Design Team.

The CONTRACTOR shall respond to each RFI within 5 working days of receipt of notification. If the CONTRACTOR requires additional time for review, then such need will be identified in the response.

CONTRACTOR shall utilize the RE's SharePoint site to communicate, route and respond to all RFIs.

CONTRACTOR shall provide design clarifications and technical support to RE, as required.

All RFI review comments shall be tracked within the RE's SharePoint Project site.

9.4. Construction Submittals

CONTRACTOR shall review and respond to construction submittals as provided by the RE. The CONTRACTOR shall respond to each submittal within 5 working days of receipt, unless otherwise stated. If the CONTRACTOR requires additional time for review then such need will be identified in the response. All Submittal review comments shall be tracked within the RE's SharePoint Project site. The revise and concurrence process will be similar to the RFI process described above.

Submittals may include but not limited to:

- Material samples
- Mock-up samples
- Catalog cuts
- Storage handling plans
- Operation plans
- Schedules
- Shop drawings
- Temporary structure plans

9.5. Geotechnical Engineering / Hazardous Materials Support

CONTRACTOR shall provide geotechnical engineering technical support during construction. Technical support will be provided as necessary for large excavations and backfill, retaining walls, undercrossing and bridge #1.

CONTRACTOR shall provide hazardous materials technical support as necessary for excavated soil that may be placed or processed on Treasure Island, buried within the Project limits, or hauled off-site.

9.6. Contract Change Orders

The CONTRACTOR shall review and respond to contract change order proposals as provided by the RE, and agreed to by the SFCTA project manager.

The CONTRACTOR shall respond to each proposal within 5 working days of receipt. If the CONTRACTOR requires additional time for review then such need will be identified in the response.

If the RE directs the CONTRACTOR to proceed with the contract change order, and it is also approved in advance by the SFCTA Project Manager, CONTRACTOR shall assist with the preparation of contract change order

packages, including revisions to contract plans, quantities, and technical specifications.

CONTRACTOR may be asked by the RE or the SFCTA Project Manager to review a Cost Reduction Incentive Proposal (a.k.a. Value Engineering Change Proposal) generated by the construction contractor. The CONTRACTOR shall respond to each such proposal within 10 working days of receipt. If the CONTRACTOR requires additional time for review then the need will be identified in the response.

CONTRACTOR shall prepare Contract Change Orders to incorporate relevant review comments and responses - as part of the approved City Permit design package. The CONTRACTOR requires 15 days to provide these contract change order packages following request by RE and SFCTA Project Manager to proceed.

CONTRACTOR may prepare Contract Change Orders to incorporate elements of work that were previously removed in development of the "Refined" project. The CONTRACTOR requires 15 days to provide these contract change order packages following request by RE and SFCTA Project Manager to proceed.

9.7. As-Built Plans (Record Drawings)

CONTRACTOR shall prepare final As-Built Plans electronically based upon the red-line drawings provided by the RE, in accordance with Caltrans drafting format and standards.

9.8. Closeout Activities

CONTRACTOR shall assist in performing closeout activities so that the Project may be completed in its entirety.

9.9. Miscellaneous Additional Services

The CONTRACTOR shall perform additional construction support services as directed by SFCTA. This may include the review of alternative construction methods, additional meetings, Treasure Island Community Development (TICD) coordination for adjacent projects, Hillcrest Road Widening project coordination, Multi-use Pathway project coordination, toll system integrator support, and/or assistance with Caltrans and City Agencies.

Construction Phase Services

WSP shall perform construction management services as follows up to the not-to-exceed contract limit for the original Westside Bridges Project scope of work as well as the additional scope of work including Retaining Wall 1C, Retaining Wall 4, the Multi-use Path through the Westside Bridges project limits, additional Joint Trench and other construction contract changes.

- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment and approval of the Construction Contractor's baseline schedule of work.
- Perform all necessary construction administration functions as required by the Transportation Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Assistance Procedures Manual including:
 - Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
 - Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
 - Prepare daily inspection reports documenting observed construction activities.
 - Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Transportation Authority, Caltrans oversight, U.S. Coast Guard (USCG), Treasure Island Development Authority (TIDA), the City and County of San Francisco, and other interested parties. Prepare and distribute minutes of all meetings.
 - Take photographs and videotape recordings of pre-construction field conditions, during construction progress, and post construction conditions.
 - Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Transportation Authority Project Manager.
 - Monitor project budget, purchases and payment.

- Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
- Prepare quarterly project status newsletters.
- Establish and process project control documents including:
 - Daily inspection diaries
 - Weekly progress reports
 - Monthly construction payments
 - Requests for Information (RFI)
 - Material certifications
 - Material Submittals
 - Weekly Statement of Working Days
 - Construction Change Orders
 - Review of certified payrolls
- Review of construction schedule updates:
 - Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders.
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor design consultant and Caltrans and/or City review activities.
 - Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, Caltrans, USCG, TIDA, the City, US Navy, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information Booklet.

- Schedule, manage, perform and document all field and laboratory testing services. Ensure the Construction Contractor furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation Authority's Construction Contract Administration Procedures, Caltrans Construction Manual and the Caltrans Materials Testing Manuals.
- Coordinate and meet construction oversight requirements of Caltrans, USCG, TIDA, and the City for work being performed within the respective jurisdictions. Construction Manager shall be responsible for coordinating with Caltrans, USCG, TIDA and the City regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Oversee environmental mitigation monitoring performed under a separate contract by the Transportation Authority's design and environmental consultant team. Monitor and enforce Construction Contractor SWPPP compliance.
- Enforce safety and health requirements and applicable regulations for the protection of the public and project personnel.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Contractor's detours and staging plans with Caltrans, and SFOBB construction management staff.
- Maintain construction documents per Federal and State requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) – Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery". Enforce Quality Assurance requirements.
- Perform all construction administrative activities, including correspondence and document control in an electronic format (i.e. "Paperless" Contract Administration) utilizing SharePoint, Pavia, Bid Express, PlanGrid, and Adobe Creative Cloud. Strive to minimize paper usage.
- Perform field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings in an electronic format (i.e. "Paperless" Contract Administration).

Post-Construction Services

- Perform Post Construction Phase activities including:
 - Prepare initial punch list and final punch list items.
 - Finalize all bid item, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
 - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal and State requirements.
 - Turn all required construction documents over to Transportation Authority, City, TIDA and Caltrans for archiving.

General Project Administration

The Construction Manager will also perform the following general project administrative duties:

- Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
- Provide a summary table in the format determined by the Transportation Authority indicating the amount of DBE firm participation each month based upon current billing and total billed to date.
- Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Construction Manager direct expenses and subconsultant charges will be attached.

The Construction Manager shall demonstrate the availability of qualified personnel to perform construction engineering and construction contract administration.

The Construction Manager shall maintain a suitable construction field office in the project area for the duration of the project. Under a separate contract with the Transportation Authority, the Construction Contractor will be required to provide a construction office for the construction management team's use which shall include desks, layout table, phone, computers, fax machine, reproduction machine, file cabinets and for use for weekly construction meetings.

The Construction Manager shall provide all necessary safety equipment required for their personnel to perform the work efficiently and safely. The Construction Manager personnel shall be provided with radio or cellular- equipped vehicles, digital camera, and personal protective equipment suitable for the location and nature of work involved.

The Construction Manager shall provide for the consultant field personnel a fully operable, maintained and fueled pick-up truck which is suitable for the location and nature of work to be performed (automobiles and vans without side windows are not suitable). Each vehicle shall be equipped with an amber flashing warning light visible from the rear and having a driver control switch.

The Construction Manager field personnel shall perform services in accordance with Caltrans and FHWA criteria and guidelines and subject to the following general requirements:

All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with Caltrans standards.



BD090925

RESOLUTION NO. 26-XX

RESOLUTION AUTHORIZING AN ADDITIONAL CONSTRUCTION ALLOTMENT OF \$9,635,000; APPROVING A CONTRACT AMENDMENT WITH WMH CORPORATION IN THE AMOUNT OF \$200,000; APPROVING A CONTRACT AMENDMENT WITH WSP USA, INC. IN THE AMOUNT OF \$665,000; AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS FOR THE WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT

WHEREAS, The Transportation Authority is leading and administering construction work for the West Side Bridges Seismic Retrofit Project (Project) on behalf of the Treasure Island Development Authority (TIDA); and

WHEREAS, The Project has significant complex technical and topographic construction challenges, and as a result in March 2018, and as authorized by Assembly Bill 2374 (Chiu, 2016), the Board approved the use of the Construction Manager/General Contractor (CM/GC) project delivery method; and

WHEREAS, The Project started construction in summer 2023, is 63 percent completed as of the end of July 2025, and is anticipated to be completed by the end of calendar year 2026, with Project closeout following in 2027; and

WHEREAS, The original scope of the Project included two retaining walls that would have accommodated the future Yerba Buena Island (YBI) Multi-use Pathway (MUP) project, and were scaled back due to lack of available funding); and

WHEREAS, In November 2024, the Transportation Authority secured additional funds for the West Side Bridges Project consisting of \$5,500,000 in federal Housing Incentive Pool (HIP) program funding from the Metropolitan Transportation Commission and \$4,500,000 in Bay Area Toll Authority (BATA) funding, and in July 2025, secured an additional \$500,000 in TIDA funding, for a total of \$10,500,000 in additional funding; and

WHEREAS, The Project's budget totals \$126,400,288 and is funded with



federal Highway Bridge Program funds, Rebuilding American Infrastructure with Sustainability and Equity funds, a federal earmark, and federal HIP program funds; state Proposition 1B and Local Partnership Program funds; Prop K sales tax funds approved through Resolution 23-22; and local/regional funding from TIDA and BATA; and

WHEREAS, The Transportation Authority plans to transfer any remaining funds, including \$2,267,000 of the federal HIP program funds, to the YBI Treasure Island Road Improvement project, which includes a segment of the YBI MUP project; thereby decreasing the Project budget by the same amount; and

WHEREAS, In March 2023, through Resolution 23-39, the Transportation Authority awarded a base construction contract to Golden State Bridge/Obayashi Joint Venture (GSB/Obayashi JV) in an amount not to exceed \$84,399,951 and authorized an additional construction allotment of \$15,188,818; and

WHEREAS, The Transportation Authority seeks to increase the additional construction allotment by \$9,635,000, to a revised amount not to exceed \$24,823,818 to construct Retaining Wall 1C and Retaining Wall 4, the YBI MUP through the Project limits, additional Joint Trench and other construction contract changes, which will save approximately \$10 million in future demolition costs, increase construction efficiencies, and reduce future construction impacts; and

WHEREAS, Contract amendments with WMH and WSP have been negotiated to provide design services during construction and construction management services, respectively for this additional work; and

WHEREAS, In December 2010, through Resolution 11-28, the Transportation Authority Board awarded a two-year contract in the amount of \$1,600,000 to WMH Corporation (WMH) for engineering and environmental services to produce the necessary documentation to prepare the Seismic Strategy Reports, environmental documentation, and preliminary design for the Project; which was increased between February 2012 and March 2023 by \$16,320,000 (Resolution 12-34, Resolution 15-18,



Resolution 19-17, Resolution 23-39) to a total not to exceed \$17,920,000, to conduct environmental, preliminary engineering, and final design services for the Project; and

WHEREAS, The Transportation Authority seeks to increase the WMH contract amount by \$200,000, to a total amount not to exceed \$18,120,000, and extend the contract expiration date to June 30, 2027, to provide final design services during construction for the Project; and

WHEREAS, In July 2017, the Transportation Authority Board awarded a four-year professional services contract to WSP USA, Inc. (WSP), in an amount not to exceed \$5,500,000 for construction management services for the Project, which was later increased in March 2023, through Resolution 23-39, by \$5,991,292, to a total amount not to exceed \$11,491,292, and extended the contract expiration date to December 31, 2029; and

WHEREAS, The Transportation Authority seeks to increase the WSP contract amount by \$665,000, to a total amount not to exceed \$12,156,292, to provide construction management services during construction for the Project; and

WHEREAS, The construction phase contracts will be funded from a combination of federal, state, regional and sales tax funds; and

WHEREAS, At its September 3, 2025, meeting, the Community Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes an additional construction allotment of \$9,635,000; approves a contract amendment with WMH Corporation in the amount of \$200,000; and approves a contract amendment with WSP USA, Inc. in the amount of \$665,000 for the West Side Bridges Seismic Retrofit Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further



RESOLVED, That for the purposes of this resolution, “non-material” shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

AGENDA ITEM 8

DATE: September 4, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects
Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 09/09/2025 Board Meeting: Adopt a Resolution Authorizing the Executive Director to Execute and Submit an Allocation Request to the Metropolitan Transportation Commission for \$16,250,000 in Regional Measure 3 Bridge Toll Funds as the Implementing Agency for the Yerba Buena Island Multi-Use Pathway and Demonstrating Project Compliance with Regional Measure 3 Policies and Procedures

RECOMMENDATION

☐ Information ☒ Action

- Adopt a Resolution Authorizing the Executive Director to execute and submit an allocation request to the Metropolitan Transportation Commission (MTC) for \$16,250,000 in Regional Measure 3 (RM3) bridge toll funds as the implementing agency for the Yerba Buena Island Multi-Use Pathway (YBI MUP) and demonstrating project compliance with RM3 Policies and Procedures.
- Authorize the Executive Director to make non-substantive changes or minor amendments to the allocation request or Initial Project Report as he/she deems appropriate.

SUMMARY

In February 2025, MTC conditionally awarded \$16.25 million in RM3 funds to the Transportation Authority for the YBI MUP. This project will provide a bicycle and pedestrian connection from the existing Bay Bridge East Span to the Treasure Island ferry terminal with connections to downtown San Francisco. The RM3 award is conditional upon presenting MTC staff with a deliverable segment that maintains the benefits described in the original application with funds from the RM3 program, despite changes to the project scope that were necessary

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



because the project did not receive a Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) grant. MTC staff has reviewed the revised scope and determined that the project's core benefits remain intact. We anticipate receiving final confirmation from MTC this month that the project team has satisfied the condition. As the implementing agency for the YBI MUP, the Transportation Authority is required by MTC to adopt a resolution of project compliance to file and execute an allocation request for RM3 funding, which will be applied to the construction phase of YBI MUP Segment 4 - Treasure Island Road Improvements. We must submit the allocation request to MTC by September 12, 2025, for MTC Commission approval in November 2025. A portion of the Treasure Island Road is currently closed to the public while the West Side Bridges (MUP Segment 3) and Hillcrest Road Improvements (MUP Segment 2) projects are under construction. MTC allocation of the RM3 funds will enable us to advertise the Segment 4 construction contract in Spring 2026 and start construction in July 2026 while Treasure Island Road is closed, thereby achieving cost efficiencies and minimizing construction disruption. Additional details on the project scope, schedule, cost, and funding are included in the Initial Project Report and allocation request which are Attachment 1 and Attachment 2, respectively, to the attached subject resolution.

BACKGROUND

MTC's RM3 Bridge Toll Program. In 2018, voters passed RM3, raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by a total of \$3, phased in through one-dollar increments. This toll increase is to fund various transportation projects within the region that have been determined to reduce congestion or make improvements to travel in the toll bridge corridors.

In Spring 2025, MTC conditionally awarded \$23,750,000 from the RM3 Safe Routes to Transit and Bay Trail program to the Multimodal Bay Skyway project, including \$16,250,000 for the Transportation Authority's YBI MUP and \$7,500,000 for the Bay Area Toll Authority's West Oakland Link. Project maps are shown in Attachment 1.

As the implementing agency for the YBI MUP, the Transportation Authority is required to certify, through Board action: 1) that the project and our allocation



request comply with the requirements of MTC's RM3 Policies and Procedures; and 2) that the Transportation Authority will comply with the provisions of the RM3 Policies and Procedures. Following approval of the subject item by the Board, the MTC Commission will consider the allocation of RM3 funds, with this MTC action anticipated in November 2025. The MTC Commission's resolution approving the allocation of RM3 funds will serve as an agreement between MTC and the Transportation Authority.

YBI MUP. The YBI MUP will provide a safe, emission-free, and low-cost multi-modal transportation connection between the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal on Treasure Island. The YBI MUP will ultimately enable bicycle and pedestrian commuters and recreational users the opportunity to travel between the East Bay and downtown San Francisco.

The MUP is integrated with the following projects and will be constructed in four segments:

- Macalla Road Final Configuration - Interim MUP circulation
- Hillcrest Road Improvements Project (under construction) -Segment 1 interim & MUP Segment 2
- West Side Bridges Project (under construction) - Segment 3
- Treasure Island Road Improvements Project (MUP segment to be constructed with RM3 funds) - Segment 4

The YBI MUP project is environmentally cleared under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The design phase of the YBI MUP is fully funded. Segment 4 design is approximately 50% complete as of August 2025.

DISCUSSION

We intend to use the \$16.25 million in RM3 funds for construction of the YBI MUP Segment 4 - Treasure Island Road Improvements Project. The construction phase is estimated to cost \$38 million and includes the YBI MUP Segment 4, a dedicated transit-only lane providing access to the west span of the Bay Bridge, and reconstruction of the roadway to meet current safety standards. To fully fund YBI MUP Segment 4, we are also requesting Board approval to program \$1.774 million in SB 1 Local Partnership Program formula funds from the California Transportation Commission, which is a separate item on this agenda. The full funding plan for the YBI MUP is shown in the allocation request (Attachment 2 to the resolution) and



includes federal, state, and local sources including \$1 million in Prop L sales tax funds already programmed to the YBI MUP. We will request Prop L funds upon completion of the design phase in late 2025.

We are in the process of completing a few additional steps to support the RM3 allocation request. These include presenting the project to the City's Bicycle Advisory Committee on September 22 as part of the required MTC Complete Streets Checklist. On October 8, 2025, we anticipate the TIDA Board will approve a Memorandum of Agreement committing \$10.8 million to the Treasure Island Road Improvements Project.

We anticipate starting construction in July 2026 and completing construction by November 2027.

Conditional Award of RM3 Funds. MTC conditioned the RM3 grant on the Multimodal Bay Skyway Project securing a SB 1 SCCP grant to fully fund the project, including a Class 1 separated path on YBI, or, in the absence of SCCP funds, presenting MTC staff with a deliverable segment that maintains the benefits described in the original application with funds from the RM3 program. We have identified funding for the Class 1 path on Segments 2, 3, and 4; SB1 SCCP funds would have funded the Class 1 facility for Segment 1, known as the Spiral Loop. Unfortunately, in June 2025 we were notified that the project was unsuccessful in securing an SB 1 SCCP grant in the most recent funding cycle. As a result, the project team has presented MTC staff with an interim project design with similar benefits that can be delivered within the next few years, with the originally proposed/full Multimodal Bay Skyway to be completed at such time as sufficient funding is available.

Attachment 1 provides maps showing the interim YBI MUP and Multimodal Bay Skyway. The interim YBI MUP will serve eastbound bicyclists. Until the Segment 1 loop ramp is funded and built, westbound cyclists will use Class 2 buffered bike lanes on Macalla Road. Pedestrians will use Macalla Road sidewalks.

MTC staff has reviewed the revised scope and determined that the project's core benefits remain intact and still meet the intent of the RM3 Safe Routes to Transit and Bay Trail program. We anticipate receiving final confirmation from MTC that the project team has satisfied the imposed condition on September 10, 2025, when the interim design is presented to the MTC Programming and Allocation Committee. The interim project design is supported by One Treasure Island, the San Francisco Bicycle Coalition, Bike East Bay, and the West Oakland Environmental Indicators Project.



Next Steps. Assuming MTC confirmation that the aforementioned RM3 condition has been satisfied, we expect that the MTC Programming and Allocation Committee will consider this allocation request at its November 12, 2025, meeting and the MTC Commission will consider the request at its November 19, 2025, meeting.

FINANCIAL IMPACT

The recommended action would enable the Transportation Authority to request allocation of \$16.25 million in RM3 funds for the YBI MUP project. After the aforementioned funds are secured, we will return to the Board, anticipated in Spring 2026, to award the project construction contract. Following approval, the project's construction funds, including the RM3 funds, would be reflected in the mid-year FY 2025/26 budget revision and in future year budgets to correspond to anticipated project cash flows.

CAC POSITION

The CAC considered this item at its September 3, 2025 meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Maps of Interim Multimodal Bay Skyway and YBI MUP
- Attachment 2 – RM3 Implementing Agency Resolution of Project Compliance

Attachment 1: Interim Multimodal Bay Skyway

(Interim West Oakland Link (WOL) + Interim Yerba Buena Island Multi-Use Path (YBI MUP))



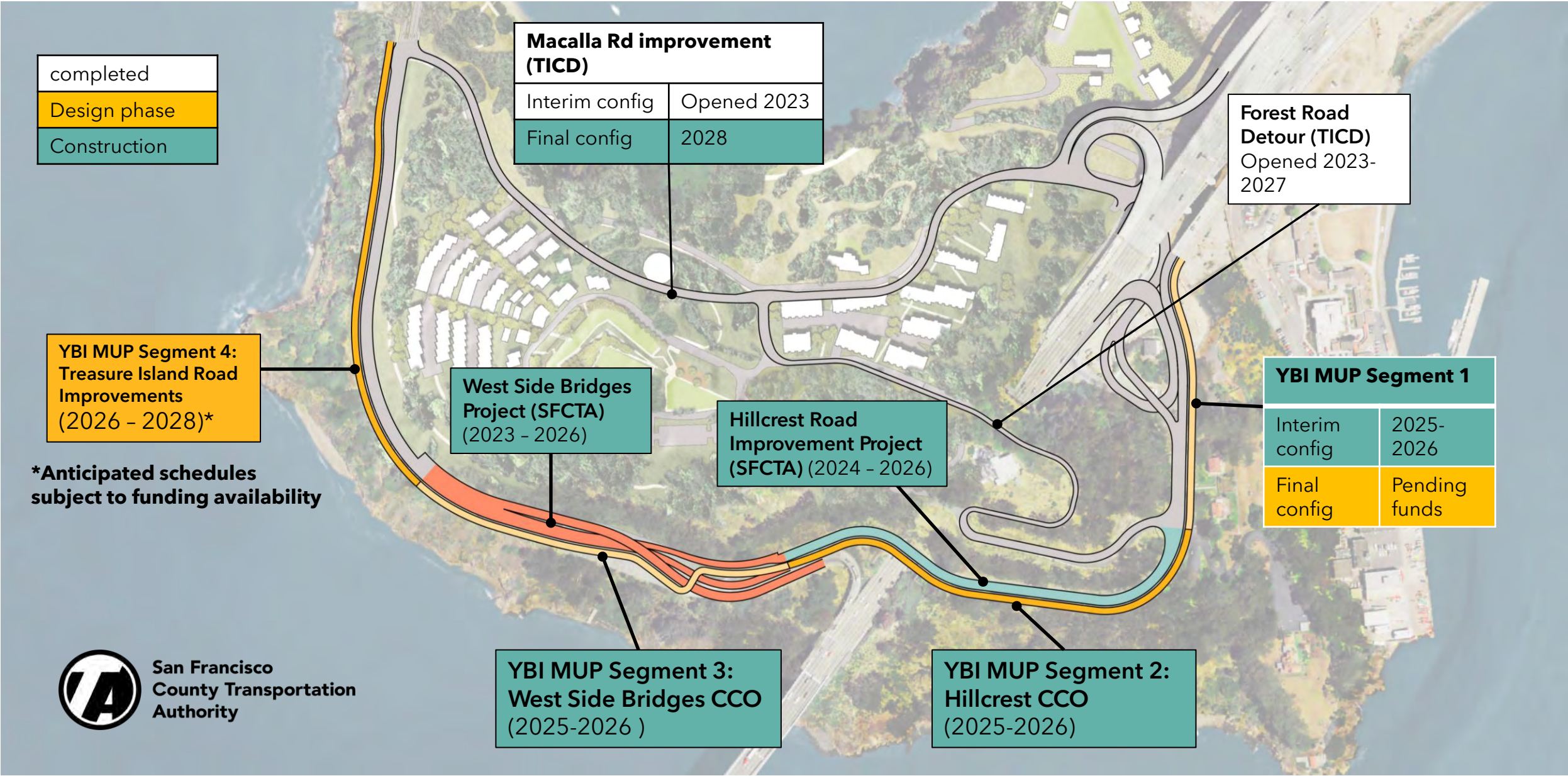
Attachment 1:

Interim Yerba Buena Island Multi-Use Pathway (YBI MUP)



San Francisco
County Transportation
Authority

Attachment 1. YBI MUP Segments





**San Francisco
County Transportation
Authority**

BD090926

RESOLUTION NO. 26-XX

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AND SUBMIT AN ALLOCATION REQUEST TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR \$16,250,000 IN REGIONAL MEASURE 3 FUNDS AS THE IMPLEMENTING AGENCY FOR THE YERBA BUENA ISLAND MULTI-USE PATHWAY AND DEMONSTRATING PROJECT COMPLIANCE WITH REGIONAL MEASURE 3 POLICIES AND PROCEDURES

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred to as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, The Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, Allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

WHEREAS, The MTC is the sponsor of Project 4, the San Francisco Bay Trail/Safe Routes to Transit Program (Project) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, The Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway Project 4.7 (Sub-project) is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, The MTC designated the San Francisco County Transportation Authority (Transportation Authority) as an entity that is eligible to request Regional



Measure 3 funds for the Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway Project 4.7; and

WHEREAS, The Regional Measure 3 updated Initial Project Report and allocation request, attached hereto and incorporated herein as though set forth at length, lists the Sub-project, purpose, schedule, budget, expenditure and cash flow plan for which the Transportation Authority is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, That the Transportation Authority accepts MTC's designation as an implementing agency for the Sub-project; and be it further

RESOLVED, That the Transportation Authority accepts MTC's delegation of responsibility for certifying the Subproject and allocation request(s) comply with the requirements of MTC's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, That the Transportation Authority and its agents shall comply with the provisions of MTC's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, That the Transportation Authority certifies that the Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway project is consistent with the Regional Transportation Plan; and be it further

RESOLVED, That the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the Sub-project; and be it further

RESOLVED, That the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, That the Transportation Authority approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, That the Transportation Authority approves the cash flow plan, attached to this resolution; and be it further



RESOLVED, That the Transportation Authority has reviewed the Sub-project needs and has adequate staffing resources to deliver and complete the Sub-project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, That the Transportation Authority is authorized to submit an allocation request for Regional Measure 3 funds for the Multi-Modal Bay Skyway: Yerba Buena Island Multi-Use Pathway Project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, That the Transportation Authority certifies that the Sub-project and purposes for which Regional Measure 3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act, 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, That there is no legal impediment to the Transportation Authority allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, That there is no pending or threatened litigation which might in any way adversely affect the proposed Sub-project, or the ability of the Transportation Authority to deliver such Sub-project; and be it further

RESOLVED, That the Transportation Authority indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Transportation Authority, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of Regional Measure 3 funds. The Transportation Authority agrees at its own cost, expense, and risk, to



defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, Bay Area Toll Authority, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of Regional Measure 3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages; and be it further

RESOLVED, That the Transportation Authority shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the MTC is entitled to a proportionate share equal to MTC's percentage participation in the project(s); and be it further

RESOLVED, That assets purchased with Regional Measure 3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, That the Transportation Authority shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Sub-project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, That the Transportation Authority authorizes its Executive Director to execute and submit an allocation request to MTC for Regional Measure 3 funds in the amount of \$16,250,000, for the Sub-project, purposes and amounts included in the allocation request attached to this resolution; and be it further

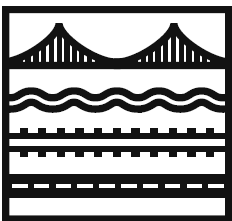


RESOLVED, That the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or Initial Project Report as he/she deems appropriate; and be it further

RESOLVED, That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority allocation request referenced herein.

Attachments:

1. Updated Initial Project Report
2. Allocation Request



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	
Project Title	Multimodal Bay Skyway
RM3 Funding Amount	\$23,750,000

Subproject Information

Subproject Number	
Subproject Title	Yerba Buena Island Multi-Use Pathway
RM3 Funding Amount	\$16,250,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Project Sponsor is the San Francisco Transportation Authority (SFCTA) in cooperation with the Treasure Island Development Authority (TIDA) and the Bay Area Toll Authority (BATA)

b. Detailed Project Description (include definition of deliverable segment if different from overall project/subproject)

The Regional Measure 3 Cycle 1 SR2TBT funding will be dedicated to Segment 4 of the YBI Multi-Use Pathway project, which extends from the Macalla Road/ Treasure Island Road intersection approximately 1200 feet southward, where it intersects with the West Side Bridges Seismic Retrofit project's Class 1 Multi-Use Pathway. The Segment 4 of the project will complete the Class 1 Multi-Use Pathway starting at the intersection of Macalla Road and Treasure Island Road, along the west side of Yerba Buena Island to the intersection of Treasure Island Road and Forest Road. From Forest Road, leading to the Bay Bridge East Span Landing, a Class 4 one-way bikepath will be operated until a full Class 1 Multi-Use Pathway (known as the Segment 1 Spiral Loop) is fully funded. Bikes exiting the Bay Bridge East Span Landing will travel down Macalla Road on a dedicated Class 2 bikepath to the Macalla Road/ Treasure Island Road intersection, completing a circuit around Yerba Buena Island. Note the bicycle pathways on Macalla Road are being improved from a Shared Lane Bicycle



Marking, Sharrow, condition to a Class 2 Bicycle lane by the City and County of San Francisco under a developer agreement for improving Macalla Road.

c. Impediments to Project Completion

There are no impediments to project completion. The project has obtained environmental approvals under both CEQA and NEPA. Final Design/PSE is fully funded and currently underway. Right of Way needed for construction is entirely owned by TIDA, who has pledged full access to SFCTA, sponsor of the project (Note this will be codified in a Memorandum of Agreement between SFCTA and TIDA as has been done on adjacent projects to Segment 4). There are no utility conflicts. There is no construction within State of California (Caltrans) Right of Way. The improved facility will be entirely owned, operated and maintained by the City and County of San Francisco. The project is fully funded.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

Project sponsor SFCTA maintains a Risk Register in accordance with federal and state standards during all phases of the project. At the current 50% level of Final Design/PSE, a 20% Contingency is being included as part of the Funding Plan until a more detailed design is completed. Final Project Contingency at Advertisement is projected to be 10%.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

The improved facility in Segment 4, including the Class 1 Multi-Use Pathway, will be entirely owned, operated and maintained by the City and County of San Francisco.

f. Project Graphic(s) *(include below or attach)*

See attached YBI MUP graphic.



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes ☒ No ☐

Environmental approvals under both CEQA and NEPA have been obtained.

b. Design

Design of the Segment 4 YBI Multi-Use Pathway is fully funded and currently underway, with 100% Design scheduled for completion in January 2026.

c. Right-of-Way Activities / Acquisition

There is no anticipated acquisition of Right of Way. Right of Way needed for construction is entirely owned by TIDA, who has pledged full access to SFCTA, sponsor of the project (Note this will be codified in a Memorandum of Agreement between SFCTA and TIDA as has been done on adjacent projects to Segment 4).

d. Construction / Vehicle Acquisition / Operating

The current Capital Construction Funding Plan is fully funded at \$38M. The project sponsor is committed to securing all funds prior to Segment 4 Project Advertisement in March 2026.

III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	7/1/2022	5/9/2025
Final Design - Plans, Specs. & Estimates (PS&E)	3/01/2025	3/26/2026
Right-of-Way Activities /Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) / Acquisition (CON)	7/1/2026	12/31/2027

IV. Project Budget

Capital



NOTE: the Project Budget includes the two remaining Segments – 1 and 4 – of the Multi-Use Pathway on YBI. The Deliverable Segment for RM3 funds refers to Segment 4. The difference between the Project Budget and the Deliverable Segment is the unfunded Capital Construction Cost of Segment 1 at \$38M (15% phase design ROM).

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$1,250
Design - Plans, Specifications and Estimates (PS&E)	\$8,301
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON)	\$76,000
Total Project Budget (in thousands)	\$85,551

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (All Segments)	\$1,250
Design - Plans, Specifications and Estimates (PS&E) (All Segments)	\$8,301
Right-of-Way Activities /Acquisition (R/W)	\$0
Construction / Rolling Stock Acquisition (CON) (Seg 4)	\$38,000
Total Project Budget (in thousands)	\$47,551

Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	\$0



V. Project Funding

A detailed funding plan is provided in the Excel portion of the IPR.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Carl Holmes

Title: Deputy Director for Capital Projects

Phone: 415-522-4812

Email: Carl.Holmes@sfcta.org

Mailing Address: 1455 Market St., 22nd Floor, San Francisco, CA 94103

Person Preparing Initial Project Report (if different from above)

Name: Jianmin Fong

Title: Highway Program Manager

Phone: 415-522-4806

Email: jianmin.fong@sfcta.org

Mailing Address: 1455 Market St., 22nd Floor, San Francisco, CA 94103

Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan

Project Title:	Multimodal Bay Skyway
Subproject Title	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	4.7
Total RM3 Funding:	\$ 23,750,000
Subproject RM3 Funding	\$ 16,250,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
Priority Conservation Area (PCA)	Yes	\$ 1,000	\$ 1,000	\$ -
LPP-F (SFCTA)	Yes	\$ 250	\$ 250	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 1,250	\$ 1,250	\$ -
PSE				
ATP Cycle 7	Yes	\$ 3,800		\$ 3,800
OBAG 3	Yes	\$ 2,250	\$ 250	\$ 2,000
LPP-F (SFCTA)	Yes	\$ 751	\$ 250	\$ 501
Prop AA (SFCTA)	Yes	\$ 750		\$ 750
BATA Toll Funds	Yes	\$ 750		\$ 750
				\$ -
PSE Subtotal		\$ 8,301	\$ 500	\$ 7,801
ROW (included with Construction)				
ROW Subtotal		\$ -	\$ -	\$ -
CON				
RM-3	Yes-conditional	\$ 16,250		\$ 16,250
Prop L	Yes	\$ 1,000		\$ 1,000
ITIP	Yes	\$ 4,944		\$ 4,944
SF-TIDA- IIG backed (See note 1)	Yes-conditional	\$ 7,500		\$ 7,500
LPP-F (SFCTA/CCSF) (See note 2)	No	\$ 1,774		\$ 1,774
SF-TIDA/ TICD backed	Yes	\$ 3,300		\$ 3,300
HIP	Yes	\$ 2,267		\$ 2,267
OTHER (See note 3)	No	\$ 965		\$ 965
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 38,000	\$ -	\$ 38,000
Capital Funding Total		\$ 47,551	\$ 1,750	\$ 45,801

Notes: (1) SF-TIDA- IIG backed funds are pending award to the project. AHSC grant to complete affordable housing plan approval expected December, allowing IIG transfer to project. (2) LPP-F (SFCTA) funds are subject to programming approval by the Transportation Authority Board, and programming and allocation by CTC. (3) OTHER funds may include City and County of San Francisco funds and/or savings from adjacent projects under construction.

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
N/A	Operating		
Operating Funding Total			\$ -

ATTACHMENT 1

Regional Measure 3
Allocation Request
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Multimodal Bay Skyway
Subproject Title	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	4.7
Total RM3 Funding:	\$ 16,250,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV	n/a									\$ -		\$ -
	ENV										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	n/a									\$ -		\$ -
	PSE										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW	n/a									\$ -		\$ -
	ROW										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON				\$ 13,000,000						\$ 13,000,000		\$ 13,000,000
	CON					\$ 3,250,000					\$ 3,250,000		\$ 3,250,000
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000

ATTACHMENT 1

**Regional Measure 3
Allocation Request
Cash Flow Plan**

Project Title:	Multimodal Bay Skyway
Subproject Title:	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	4.7
Total RM3 Funding:	\$ 16,250,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period

Funding Source(s)			2025 Q4 (April - June 2025)				2026 Q1 (July- Sept 2025)	2026 Q2 (Oct - Dec 2025)	2026 Q3 (Jan - March 2026)	2026 Q4 (April - June 2026)	2027 Q1 (July- Sept 2026)	2027 Q2 (Oct - Dec 2026)	2027 Q3 (Jan - March 2027)	2027 Q4 (April - June 2027)	2028 Q1 (July- Sept 2027)	2028 Q2 (Oct - Dec 2027)	2028 Q3 (Jan - March 2028)	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
List all funding sources besides RM3	Phase	Prior	Dec-24	Jan-25	Feb-25	Mar-25															
RM 3	ENV	\$ -																	\$ -	\$ -	\$ -
PCA- Priority Conservation Area	ENV	\$ 1,000,000																	\$ -	\$ -	\$ -
LPP-F (SFCTA)	ENV	\$ 250,000																	\$ -	\$ -	\$ -
																			\$ -	\$ -	\$ -
																			\$ -	\$ -	\$ -
ENV Subtotal		\$ 1,250,000						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	\$ -																	\$ -	\$ -	\$ -
ATP Cycle 7	PSE	\$ 3,800,000																	\$ -	\$ -	\$ -
OBAG 3	PSE	\$ 2,250,000																	\$ -	\$ -	\$ -
LPP-F (SFCTA)	PSE	\$ 751,000																	\$ -	\$ -	\$ -
Prop AA (SFCTA)	PSE	\$ 750,000																	\$ -	\$ -	\$ -
BATA Toll Funds	PSE	\$ 750,000																	\$ -	\$ -	\$ -
PSE Subtotal		\$ 8,301,000						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW	\$ -																	\$ -	\$ -	\$ -
																			\$ -	\$ -	\$ -
																			\$ -	\$ -	\$ -
																			\$ -	\$ -	\$ -
																			\$ -	\$ -	\$ -
ROW Subtotal		\$ -						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON	\$ 16,250,000							\$ 500,000	\$ 3,937,000	\$ 3,938,000	\$ 3,150,000	\$ 3,150,000	\$ 787,000	\$ 788,000				\$ 16,250,000	\$ -	\$ 16,250,000
Prop L		\$ 1,000,000						\$ 200,000	\$ 200,000	\$ 30,000	\$ 86,000	\$ 85,000	\$ 142,000	\$ 143,000	\$ 57,000	\$ 57,000			\$ 1,000,000	\$ -	\$ 1,000,000
ITIP		\$ 4,944,000								\$ 742,000	\$ 741,000	\$ 1,236,000	\$ 1,236,000	\$ 495,000	\$ 494,000				\$ 4,944,000	\$ -	\$ 4,944,000
SF-TIDA- IIG backed (See note 1)		\$ 7,500,000							\$ 370,000	\$ 1,125,000	\$ 1,125,000	\$ 1,875,000	\$ 1,875,000	\$ 565,000	\$ 565,000				\$ 7,500,000	\$ -	\$ 7,500,000
LPP-F (SFCTA/CCSF) (See Note 2)		\$ 1,774,000								\$ 266,000	\$ 266,000	\$ 444,000	\$ 443,000	\$ 177,000	\$ 178,000				\$ 1,774,000	\$ -	\$ 1,774,000
SF- TIDA/TICD backed		\$ 3,300,000												\$ 3,300,000					\$ 3,300,000	\$ -	\$ 3,300,000
Other (See Note 3)		\$ 965,000												\$ 482,000	\$ 483,000				\$ 965,000	\$ -	\$ 965,000
HIP		\$ 2,267,000								\$ 340,000	\$ 340,000	\$ 567,000	\$ 567,000	\$ 226,000	\$ 227,000				\$ 2,267,000	\$ -	\$ 2,267,000
																			\$ -	\$ -	\$ -
																			\$ -	\$ -	\$ -
CON Subtotal		\$ 38,000,000						\$ 200,000	\$ 200,000	\$ 900,000	\$ 6,496,000	\$ 6,495,000	\$ 7,414,000	\$ 7,414,000	\$ 6,089,000	\$ 2,792,000	\$ -	\$ -	\$ 38,000,000	\$ -	\$ 38,000,000
RM 3 Funding Subtotal		\$ 16,250,000						\$ -	\$ 500,000	\$ 3,937,000	\$ 3,938,000	\$ 3,150,000	\$ 3,150,000	\$ 787,000	\$ 788,000	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Capital Funding Total		\$ 47,551,000						\$ 200,000	\$ 900,000	\$ 6,496,000	\$ 6,495,000	\$ 7,414,000	\$ 7,414,000	\$ 6,089,000	\$ 2,792,000	\$ -	\$ -	\$ -	\$ 38,000,000	\$ -	\$ 38,000,000

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Note 1: SF-TIDA-IIG backed funds are pending award to the project. AHSC Grant to complete affordable housing plan expected December, allowing IIG-backed funds to be transferred to the project.

Note 2: LPP-F (SFCTA) funds are subject to programming approval by SFCTA Board, and programming and allocation by CTC.

Note 3: Other funds may include City and County of San Francisco funds and/or savings from adjacent projects under construction.

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

ATTACHMENT 1

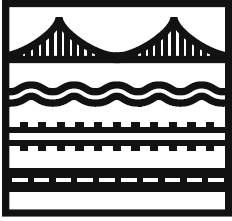
Project Title:
Subproject Title
Project/Subproject Number:
Total RM3 Funding:

Multimodal Bay Skyway
Yerba Buena Island Multi-Use Pathway
4.7
\$ 16,250,000

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 774,794
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 774,794
2. Overhead and direct benefits (specify)		Rate	x Base
Overhead	1.42	\$ 1,100,206	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ 1,100,206
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ 11,375,000
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 11,375,000
4. Consultants (Identify purpose and/or consultant)			Total Estimated cost
Construction Management			\$ 2,000,000
Design Service During Construction			\$ 1,000,000
Consultants Subtotal			\$ 3,000,000
5. Other direct costs			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 16,250,000

Comments:

ATTACHMENT 2



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	
Project Title	Multimodal Bay Skyway
Project Funding Amount	\$23,750,000

Subproject Information (if different from overall RM3 project)

Subproject Number	
Subproject Title	Yerba Buena Island Multi-Use Pathway
Subproject Funding Amount	\$16,250,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:	n/a		
#2			
#3			

Total: \$

Current Allocation Request:

Request submittal date	Amount	Phase
September 12 th , 2025	\$16,250,000	Construction

I. RM3 Allocation Request Information

- Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable. *The Yerba Buena Island Multi-Use Pathway, or YBI*

MUP, is now fully funded, with Design at 50% completion. This is an update from the previous IPR update of June 30th, 2025- indicating 35% Design complete and a \$3.349M funding gap.

- b. Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.** *The scope of the Allocation Request is for Construction funding dedicated to Segment 4 of the YBI Multi-Use Pathway project, which extends from the Macalla Road/ Treasure Island Road intersection approximately 1200 feet southward, where it intersects with the West Side Bridges Seismic Retrofit project's Class 1 Multi-Use Pathway. The Segment 4 of the project will complete the Class 1 Multi-Use Pathway starting at the intersection of Macalla Road and Treasure Island Road, along the west side of Yerba Buena Island to the intersection of Treasure Island Road and Forest Road. From Forest Road, leading to the Bay Bridge East Span Landing, a Class 4 one-way bikepath will be operated until a full Class 1 Multi-Use Pathway (known as the Segment 1 Spiral Loop) is fully funded. Bikes and pedestrians exiting the Bay Bridge East Span Landing will travel down Macalla Road on a dedicated Class 2 bikepath to the Macalla Road/ Treasure Island Road intersection, completing a circuit around Yerba Buena Island. Note the bicycle pathways on Macalla Road are being improved from a Shared Lane Bicycle Marking, Sharrow, condition, to a Class 2 Bicycle lane by the City and County of San Francisco under a developer agreement for improving Macalla Road.*
- c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; revised IPR may be necessary.** *The RM3, Subproject Funding Plan is attached. This is an update from the previous IPR update of June 30th, 2025. The project is now fully funded, utilizing City and County of San Francisco funding (transportation sales tax) and savings from the adjacent project.*
- d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.** *The project is scheduled to advertise the Construction Phase in March 2026. The Construction Phase starts July 2026 and is currently estimated to be completed November 2027.*
- e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP) Not Applicable.**
- f. Request Details**

Amount being requested	\$16,250,000
Project phase being requested	CON
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	Sept 30 th , 2025
Month/year being requested for MTC commission approval of allocation	Nov, 2025

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

- g.* **List any other planned bridge toll allocation requests in the next 12 months.** *Not Applicable*

Regional Measure 3
Allocation Request
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Multimodal Bay Skyway
Subproject Title	Yerba Buena Island Multi-Use Pathway
Project/Subproject Number:	
Total RM3 Funding:	\$ 16,250,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV	n/a									\$ -		\$ -
	ENV										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	n/a									\$ -		\$ -
	PSE										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW	n/a									\$ -		\$ -
	ROW										\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON				\$ 13,000,000						\$ 13,000,000		\$ 13,000,000
	CON					\$ 3,250,000					\$ 3,250,000		\$ 3,250,000
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
											\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Capital Funding Total		\$ -	\$ -	\$ -	\$ 13,000,000	\$ 3,250,000	\$ -	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000

ATTACHMENT 2

Regional Measure 3
Allocation Request
Cash Flow Plan

Project Title:	Multimodal Bay Skyway
Subproject Title:	Verba Buena Island Multi-Use Pathway
Project/Subproject Number:	0
Total RM3 Funding:	\$ 16,250,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period

Funding Source(s)	Phase	Prior	Dec-24	Jan-25	Feb-25	Mar-25	2025 Q4 (April - June 2025)	2026 Q1 (July - Sept 2025)	2026 Q2 (Oct - Dec 2025)	2026 Q3 (Jan - March 2026)	2026 Q4 (April - June 2026)	2027 Q1 (July - Sept 2026)	2027 Q2 (Oct - Dec 2026)	2027 Q3 (Jan - March 2027)	2027 Q4 (April - June 2027)	2028 Q1 (July - Sept 2027)	2028 Q2 (Oct - Dec 2027)	2028 Q3 (Jan - March 2028)	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
List all funding sources besides RM3																						
RM 3	ENV	\$ -																		\$ -	\$ -	\$ -
PCA- Priority Conservation Area	ENV	\$ 1,000,000																		\$ -	\$ -	\$ -
LPP-F (SFCTA)	ENV	\$ 250,000																		\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
ENV Subtotal		\$ 1,250,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	PSE	\$ -																		\$ -	\$ -	\$ -
ATP Cycle 7	PSE	\$ 3,800,000																		\$ -	\$ -	\$ -
OBAG 3	PSE	\$ 2,250,000																		\$ -	\$ -	\$ -
LPP-F (SFCTA)	PSE	\$ 751,000																		\$ -	\$ -	\$ -
Prop AA (SFCTA)	PSE	\$ 750,000																		\$ -	\$ -	\$ -
BATA Toll Funds	PSE	\$ 750,000																		\$ -	\$ -	\$ -
PSE Subtotal		\$ 6,301,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	ROW	\$ -																		\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
ROW Subtotal		\$ -								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON	\$ 16,250,000								\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop 1		\$ 1,000,000								\$ 500,000	\$ 3,937,000	\$ 3,938,000	\$ 3,150,000	\$ 3,150,000	\$ 787,000	\$ 788,000				\$ 16,250,000	\$ -	\$ 16,250,000
ITIP		\$ 4,944,000								\$ 86,000	\$ 86,000	\$ 142,000	\$ 143,000	\$ 57,000	\$ 57,000					\$ 1,000,000	\$ -	\$ 1,000,000
SF-TIDA-IIG backed (See note 1)		\$ 7,500,000						\$ 200,000	\$ 200,000	\$ 30,000	\$ 742,000	\$ 741,000	\$ 1,236,000	\$ 1,236,000	\$ 495,000	\$ 494,000				\$ 4,944,000	\$ -	\$ 4,944,000
LPP-F (SFCTA/CCSF) (See Note 2)		\$ 1,774,000								\$ 370,000	\$ 1,325,000	\$ 1,325,000	\$ 1,875,000	\$ 1,875,000	\$ 665,000	\$ 665,000				\$ 7,500,000	\$ -	\$ 7,500,000
SF-TIDA/TICD backed		\$ 3,300,000									\$ 266,000	\$ 266,000	\$ 444,000	\$ 443,000	\$ 177,000	\$ 178,000				\$ 1,774,000	\$ -	\$ 1,774,000
Other (See Note 3)		\$ 965,000													\$ 3,300,000					\$ 3,300,000	\$ -	\$ 3,300,000
HIP		\$ 2,267,000										\$ 340,000	\$ 340,000	\$ 567,000	\$ 567,000	\$ 226,000	\$ 227,000			\$ 965,000	\$ -	\$ 965,000
																				\$ -	\$ -	\$ -
																				\$ -	\$ -	\$ -
CON Subtotal		\$ 38,000,000							\$ 200,000	\$ 200,000	\$ 900,000	\$ 6,496,000	\$ 6,495,000	\$ 7,414,000	\$ 7,414,000	\$ 6,089,000	\$ 2,792,000	\$ -	\$ -	\$ 38,000,000	\$ -	\$ 38,000,000
RM 3 Funding Subtotal		\$ 16,250,000							\$ -	\$ 500,000	\$ 3,937,000	\$ 3,938,000	\$ 3,150,000	\$ 3,150,000	\$ 787,000	\$ 788,000	\$ -	\$ -	\$ -	\$ 16,250,000	\$ -	\$ 16,250,000
Capital Funding Total		\$ 47,551,000							\$ 200,000	\$ 900,000	\$ 6,496,000	\$ 6,495,000	\$ 7,414,000	\$ 7,414,000	\$ 6,089,000	\$ 2,792,000	\$ -	\$ -	\$ -	\$ 38,000,000	\$ -	\$ 38,000,000

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Note 1: SF-TIDA-IIG backed funds are pending award to the project. AHSC Grant to complete affordable housing plan expected December, allowing IIG-backed funds to be transferred to the project.

**Regional Measure 3
Allocation Request
Estimated Budget Plan**

Project Title:

Subproject Title

Project/Subproject Number:

Total RM3 Funding:

Multimodal Bay Skyway	
Yerba Buena Island Multi-Use Pathway	
0	
\$ 16,250,000	

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Project Management			\$ 774,794
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Labor Subtotal			\$ 774,794
2. Overhead and direct benefits (specify)			
	Rate	x Base	
Overhead	1.42	\$ 1,100,206	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
		\$ -	
Overhead and Benefit Subtotal			\$ 1,100,206
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
			\$ 11,375,000
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
Direct Capital Costs Subtotal			\$ 11,375,000
4. Consultants (Identify purpose and/or consultant)			
			Total Estimated cost
Construction Management			\$ 2,000,000
Design Service During Construction			\$ 1,000,000
Consultants Subtotal			\$ 3,000,000
5. Other direct costs			
			Total Estimated cost
Other Direct Costs Subtotal			\$ -
Total Estimated Costs			\$ 16,250,000

Comments:



Memorandum

AGENDA ITEM 9

DATE: September 4, 2025

TO: Transportation Authority Board

FROM: Carl Holmes – Deputy Director for Capital Projects
Anna LaForte – Deputy Director for Policy and Programming

SUBJECT: 09/09/25 Board Meeting: Approve Programming of \$1,374,000 in Senate Bill 1 Local Partnership Program Formulaic Funds to the Yerba Buena Island Multi-Use Pathway Segment 4 – Treasure Island Road Improvements Project

RECOMMENDATION ☐ Information ☒ Action

Program \$1,374,000 of the Transportation Authority's share of Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic funds for the Yerba Buena Island Multi-Use Pathway (YBI MUP) Segment 4 – Treasure Island Road Improvements Project

SUMMARY

The SB1 LPP rewards jurisdictions that have voter-approved measures or imposed fees solely dedicated to transportation. Projects for this program are identified at the local level, but the California Transportation Commission (CTC) ultimately programs and allocates the funds. As the taxing authority for Prop K/L and Prop AA, the Transportation Authority received \$8.475 million in the 2022 LPP formula funding cycle covering Fiscal Year (FY) 2023/24 through FY 2025/26. As shown in Attachment 1, to date the Board has approved \$7.101 million of these LPP funds for projects that implement the YBI MUP, which will provide a bicycle and pedestrian connection from the existing Bay Bridge East Span to the Treasure Island ferry terminal with connections to downtown San Francisco. We recommend programming \$1.374 million in remaining LPP formula funds to the MUP Segment 4 – Treasure Island Road Improvements Project construction phase, which is estimated to cost \$38 million. These LPP funds, along with \$400,000 in

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



<p>LPP funds which need to be nominated by the City and County of San Francisco (CCSF) as the taxing authority for the Prop D TNC Tax, will provide a total of \$1,774,000 in LPP formula funds to the project. These funds are needed to demonstrate a full funding plan to support our allocation request to the Metropolitan Transportation Commission (MTC) for \$16.25 million in Regional Measure (RM) 3 funds for the project, which is the subject of a separate item on this agenda. Having all project funds secured by November 2025 will enable the Transportation Authority to advertise the construction contract in Spring 2026 and to construct Segment 4 while a portion of Treasure Island Road is closed, to achieve cost efficiencies and minimize construction disruption. We anticipate completing construction by November 2027.</p>	
---	--

BACKGROUND

SB 1 Local Partnership Program - Formulaic Funds. The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation. The CTC's program guidelines allocate 60% of the program funds through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The LPP Formulaic Program has broad project eligibility criteria for capital projects. Funds can be used for most project phases (i.e., environmental, right-of-way, design, construction) and require a dollar-for-dollar local match. The LPP Formulaic Program will only fund projects, or segments of projects, which are fully funded and have independent utility.

For the 2022 funding cycle covering FYs 2023/24 through 2025/26, San Francisco will receive a total of \$8.875 million based on Prop K/L sales tax, Prop AA vehicle registration fee, and Prop D TNC Tax revenues, including a one-time \$5 million bump from LPP incentive funds to reward San Francisco for passing Prop L in November 2022. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately programs and allocates the funds, which are subject to strict timely use of



funds requirements. The Transportation Authority is responsible for making recommendations about most of San Francisco's LPP formula funds, but the CCSF is responsible for making recommendations about a relatively small share as administrator of the Prop D TNC tax. This is described in more detail in the discussion section below.

YBI MUP. The YBI MUP will provide a safe, emission-free, and low-cost multi-modal transportation connection between the terminus of the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal on Treasure Island.

The YBI MUP is integrated with the following projects and will be constructed in four segments:

- Macalla Road Final Configuration - Interim MUP circulation
- Hillcrest Road Improvements Project (under construction) - Segment 1 interim & MUP Segment 2
- West Side Bridges Project (under construction) - Segment 3
- Treasure Island Road Improvements Project (project to be constructed with LPP Formulaic Program funds) - Segment 4

The YBI MUP project is environmentally cleared under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Treasure Island Road Improvements Project (MUP Segment 4). This project spans approximately 1,200 feet, beginning at the intersection of Treasure Island Road and Macalla Road, and continuing east along Treasure Island Road. It includes the multi-use pathway, a dedicated transit-only lane, and reconstruction of the roadway to meet current safety standards. Segment 4 design is approximately 50% complete as of August 2025.

Attachment 2 provides maps showing the interim YBI MUP circulation and larger Multimodal Bay Skyway, which would provide pedestrian and bicycle access between the East Bay and San Francisco. The interim YBI MUP will serve eastbound bicyclists. Until the Segment 1 loop ramp is funded and built, westbound cyclists will use Class 2 buffered bike lanes on Macalla Road. Pedestrians will use Macalla Road sidewalks.

DISCUSSION

Attachment 1 shows the approved and proposed project priorities for \$8.875 million in LPP formula funds available to San Francisco in the 2022 funding cycle. San Francisco's LPP funds consist of \$8.475 million available to the Transportation



Authority as the taxing authority for Prop K/L and Prop AA, and \$400,000 in LPP funds which need to be nominated by CCSF as the taxing authority for the Prop D TNC Tax. By mutual agreement, SFMTA and the Transportation Authority split the LPP formula funds available to CCSF due to the Prop D TNC tax, consistent with the agency split in the Expenditure Plan. Staff at both agencies have agreed that the Transportation Authority will receive \$400,000 from the 2022 LPP funding cycle and SFMTA will receive the \$407,000 from the 2024 LPP funding cycle.

Recommended LPP Formulaic Program Project Priority. After considering LPP guidelines and assessing the project status, we recommend programming the remaining \$1.374 million of the Transportation Authority's share of LPP funds to the Treasure Island Road Improvements Project (MUP Segment 4). This funding, along with the aforementioned \$400,000 in LPP funds available to CCSF, will help to fully fund the project's construction phase and avoid potentially losing \$16.25 million in RM3 funds to the YBI MUP and San Francisco. Further, securing full funding in Fall/Winter 2025 will allow us to advertise the Treasure Island Road Improvements Project (MUP Segment 4) construction contract in Spring 2026 and start construction in July 2026 while a portion of Treasure Island Road is already closed for construction access for the West Side Bridges and Hillcrest Road Improvement projects, thereby achieving cost efficiencies and minimizing construction disruption.

The funding plan for the project, which is estimated to cost \$38 million, is shown in Attachment 3. As the implementing agency for the YBI MUP, the Transportation Authority is required by MTC to adopt a resolution of project compliance to file and execute an allocation request for RM3 funding, which will be applied to the construction phase of YBI MUP Segment 4 - Treasure Island Road Improvements (see separate agenda item). As the implementing agency for the project, we must demonstrate to MTC that the project is fully funded to support our allocation request for \$16.25 million in RM3 funds. Board approval of the LPP funds will help us meet this requirement by November 2025, when we expect the MTC Commission to approve the RM3 funds, and avoid losing these funds for San Francisco. Relatedly, on October 8, 2025, we anticipate the TIDA Board will conditionally approve a Memorandum of Agreement committing \$10.8 million to the Treasure Island Road Improvements Project.

We believe that the subject project can readily meet the requirements of the LPP formula program, including 1:1 local match and strict timely use of funds requirements.



Next Steps. Following Board approval, we will submit the LPP project nomination to the CTC to be programmed by the CTC at its December 2025 meeting and allocated at its January 2026 meeting. We are also working to support the Mayor's Office on the nomination letter for \$400,000 in CCSF LPP formula funds for the project. The CTC action is considered administrative provided that the project nominations comply with the LPP program guidelines, which include a fully funded scope of work.

FINANCIAL IMPACT

The recommended action would enable the Transportation Authority to seek \$1,374,000 in LPP formula funds for the Treasure Island Road Improvements Project. After the aforementioned funds are secured, we will return to the Board, anticipated in Spring 2026, to award the project construction contract. Following approval, the project's construction funds, including these LPP funds, would be reflected in the mid-year FY 2025/26 budget revision and in future year budgets to correspond to anticipated project cash flows.

CAC POSITION

The CAC considered this item at its September 3, 2025 meeting and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed 2022 Cycle LPP Formulaic Program Priorities
- Attachment 2 - Maps of Interim Multimodal Bay Skyway and YBI MUP
- Attachment 3 - YBI MUP Segment 4 - Treasure Island Road Improvements Project Funding Plan
- Attachment 4 - Resolution

Attachment 1.

Previously Approved and Proposed 2022 Cycle Local Partnership Program (LPP) Formulaic Program Priorities - San Francisco Share

Fiscal Year	Sponsor ¹	Project Name	Project Description	Phase(s)	District(s)	Cost of Phase Requested	LPP-F Funds Requested
Previously Programmed (Resolution 24-19, approved 11.28.23)							
23/24	SFCTA	Yerba Buena Island Hillcrest Road Improvements Project	This project will widen Hillcrest Road providing two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction West Side Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Path (Class I), the scope of the Hillcrest project is proposed to be expanded to include a wider shoulder area and a taller retaining wall built further into the hill.	Construction	6	\$ 33,500,000	\$ 2,600,000
23/24	SFCTA	Yerba Buena Island Multi-Use Pathway (YBI MUP)	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority (BATA) and Metropolitan Transportation Commission. The project area is a planned segment of the San Francisco Bay Trail.	Design	6	\$ 6,801,000	\$ 1,000
Previously Programmed (Resolution 25-20, approved 11.19.24)							
24/25	Caltrans	West Side Bridges Seismic Retrofit Project - Retaining Walls to Accommodate YBI MUP (Fund Exchange)	SFCTA worked with BATA to program LPP-F funds to a project of BATA's choice, identified as Caltrans' San Francisco-Oakland Bay Bridge (SFOBB) West Span Superstructure Paint Project. In exchange, SFCTA received an equivalent amount in BATA funds for the West Side Bridges Project to construct retaining walls to accommodate the YBI MUP. This fund exchange addressed LPP eligibility issues for the West Side Bridges project. The West Side Bridges Project will improve safety by seismically retrofitting or replacing eight existing bridge structures along Treasure Island Road to meet current state seismic safety standards and constructing a Class II westbound bicycle lane. The improvements are a connecting segment located between the under-construction Hillcrest Road Improvements Project and the future YBI MUP Segment 4. To accommodate the future YBI MUP (Class I), the scope of the West Side Bridges Project is proposed to be expanded to include a wider shoulder area and two taller retaining walls.	Construction	6	\$ 125,900,228	\$ 4,500,000
Proposed New Programming							
25/26	SFCTA	YBI MUP Segment 4 - Treasure Island Road Improvements Project	The YBI MUP will provide a safe, emission-free, and low-cost multi-modal transportation connection between the terminus of the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal on Treasure Island. The YBI MUP is being constructed through a series of roadway projects that SFCTA is implementing on behalf of the Treasure Island Development Authority. The Treasure Island Road Improvements Project (MUP Segment 4) spans approximately 1,200 feet, beginning at the intersection of Treasure Island Road and Macalla Road, and continuing along Treasure Island Road. The project includes the multi-use pathway, a dedicated transit-only lane, and reconstruction of the roadway to meet current safety standards.	Construction	6	\$ 38,000,000	\$1,374,000 (SFCTA share) \$400,000 (CCSF share) ²
						Total	\$ 204,201,228
						Total LPP-F Funds Available - Prop K/L Sales Tax, Prop AA	\$ 8,475,000
						Total LPP-F Funds Available - CCSF's Prop D TNC Tax - SFCTA 50% share ²	\$ 400,000
						2022 Cycle LPP-F Funds Remaining to Program	\$ -

¹ Sponsor abbreviations: the California Department of Transportation (Caltrans), San Francisco County Transportation Authority (SFCTA).

² City and County of San Francisco (CCSF) is the taxing authority for the Prop D TNC Tax. By mutual agreement, SFCTA and the San Francisco Municipal Transportation Agency (SFMTA) equally split the Prop D TNC Tax share of LPP formula funds based on the 50/50 revenue split reflected in the Prop D TNC Tax legislation. SFCTA is proposed to receive \$400,000 in LPP-F funds available from the 2022 programming cycle. SFMTA is working with the Mayor's Office to request \$407,000 in 2024 Cycle LPP-F funds for a street safety project.

Attachment 2. Interim Multimodal Bay Skyway

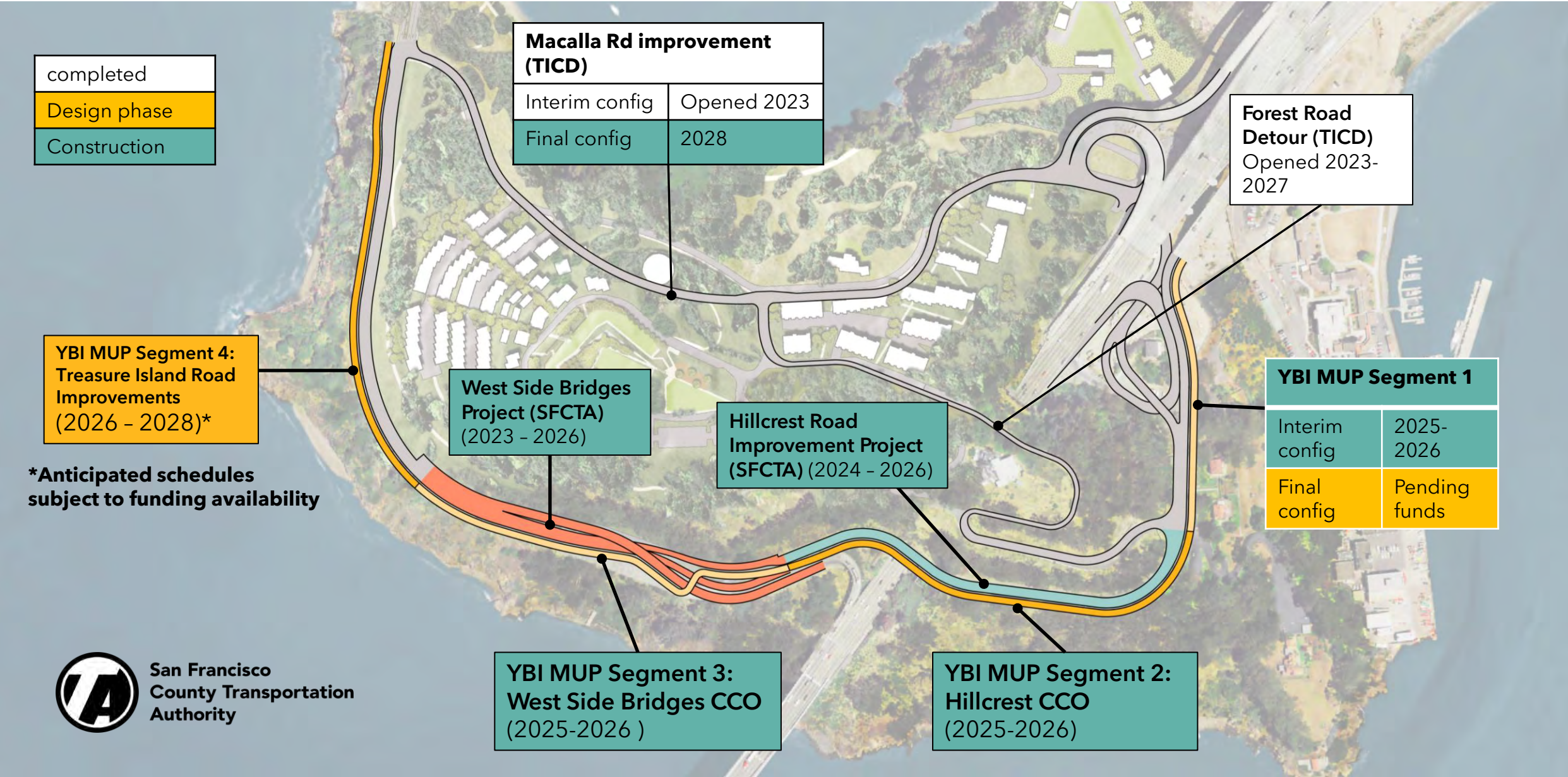
(Interim West Oakland Link (WOL) + Interim Yerba Buena Island Multi-Use Path (YBI MUP))



Attachment 2. Interim Yerba Buena Island Multi-Use Pathway (YBI MUP)



Attachment 2. YBI MUP Segments



Attachment 3.
Yerba Buena Island Multi-Use Pathway Segment 4 -
Treasure Island Road Improvements Project Funding Plan

Funding Source	Total Amount
Environmental (ENV)	
Priority Conservation Area	\$ 1,000,000
LPP-F (SFCTA)	\$ 250,000
ENV Subtotal (Segments 1-4)	\$ 1,250,000
Plans, Specifications, and Estimates (PS&E)	
ATP Cycle 7	\$ 3,800,000
OBAG 3	\$ 2,250,000
LPP-F (SFCTA)	\$ 751,000
Prop AA	\$ 750,000
BATA Toll Funds	\$ 750,000
PS&E Subtotal (Segments 1-4)	\$ 8,301,000
Construction (CON)	
Regional Measure 3	\$ 16,250,000
SF-TIDA- IIG backed (See note 1)	\$ 7,500,000
ITIP	\$ 4,944,000
SF-TIDA/ TICD backed	\$ 3,300,000
Housing Incentive Pool (See note 2)	\$ 2,267,000
LPP-F (SFCTA/CCSF) (See note 3)	\$ 1,774,000
Prop L	\$ 1,000,000
Other (See note 4)	\$ 965,000
CON Subtotal (Segment 4 only)	\$ 38,000,000
Total	\$ 47,551,000

Notes:

- (1) SF-TIDA- IIG backed funds are pending award to the project. Affordable Housing Sustainable Communities (AHSC) grant to complete affordable housing plan approval expected December, allowing IIG transfer to project.
- (2) Estimated amount of HIP funds for the YBI MUP that will be transferred from the West Side Bridges Project (MUP Segment 3) to the Treasure Island Road Improvements Project (MUP Segment 4).
- (3) LPP-F (SFCTA) funds are subject to programming approval by the Transportation Authority Board and programming and allocation by CTC.
- (4) Other funds may include City and County of San Francisco funds and/or savings from adjacent projects under construction.



**San Francisco
County Transportation
Authority**

BD090926

RESOLUTION NO. 26-XX

RESOLUTION PROGRAMMING \$1,374,000 OF THE TRANSPORTATION
AUTHORITY'S SHARE OF SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM FORMULA
FUNDS FOR THE YERBA BUENA ISLAND MULTI-USE PATHWAY SEGMENT 4 -
TREASURE ISLAND ROAD IMPROVEMENTS PROJECT

WHEREAS, The Transportation Authority leads the Yerba Buena Island Multi-Use Pathway (YBI MUP) Project and seeks to develop a safe and accessible bicycle and pedestrian connection between the terminus of the existing multi-use pathway on the East Span of the Bay Bridge and the new ferry terminal via Treasure Island Road and Hillcrest Road; and

WHEREAS, The YBI MUP Project is integrated with various roadway projects and is being constructed in four segments, each with its own schedule, as shown in Attachment 1; and

WHEREAS, Transportation Authority staff are currently in the process of securing the full funding plan for construction of the YBI MUP Segment 4 - Treasure Island Road Improvements Project (Project), which includes the multi-use pathway, a dedicated transit-only lane, and reconstruction of the roadway to meet current safety standards; and

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB1); and

WHEREAS, SB1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, Among other requirements, LPP Formulaic Program funds are available to fund most phases of a capital project, require a dollar-for-dollar match and a full funding plan, and have strict timely-use-of funds requirements; and



WHEREAS, On August 15, 2025, the CTC approved the revised 2022 LPP Cycle formulaic distribution for San Francisco at \$8,875,000, which is available to program to eligible projects in Fiscal Years (FY) 2023/24 through FY 2025/26; and

WHEREAS, The Transportation Authority is responsible for making recommendations for \$8,475,000 of these funds as the taxing authority for Prop L (and formerly Prop K) and Prop AA, and the City and County of San Francisco (CCSF) is responsible for making recommendations for \$400,000 of these funds as the taxing authority for the Prop D TNC Tax; and

WHEREAS, Through prior actions, the Transportation Authority has programmed \$7,101,000 of its share of LPP funds, leaving \$1,374,000 remaining to program (Attachment 2); and

WHEREAS, Transportation Authority staff recommend programming the remaining \$1,374,000 of the Transportation Authority's share of LPP formula funds to the subject Project, and

WHEREAS, Transportation Authority staff have been working with the San Francisco Mayor's Office to concurrently request that the CTC program the available \$400,000 in LPP formula funds based on the Prop D TNX Tax to the Project; and

WHEREAS, The recommended funds, along with the aforementioned \$400,000 in CCSF LPP funds, are needed to demonstrate a full funding plan for the construction phase of the Project as shown in Attachment 3 and avoid potentially losing \$16,250,000 in Regional Measure 3 funds to the YBI MUP and San Francisco; and

WHEREAS, Securing full funding in Fall/Winter 2025 will allow the Transportation Authority to advertise the Project's construction contract in Spring 2026 and start construction in July 2026 while a portion of Treasure Island Road is already closed for construction access for the West Side Bridges and Hillcrest Road Improvement projects, thereby achieving cost efficiencies and minimizing construction disruption; and



WHEREAS, Transportation Authority staff have determined that the Project can meet the requirements of the LPP Formulaic Program and recommend programming the subject funds to the Project to avoid losing the Regional Measure 3 funds and to achieve construction and cost efficiencies, and minimize disruptions to the public as noted above; and

WHEREAS, The LPP funds would be reflected in the mid-year budget revision to the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2025/26 budget and in future budgets to correspond to anticipated project cash flows; and

WHEREAS, At its September 3rd, 2025 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs \$1,374,000 of the Transportation Authority's share of LPP Formulaic funds for the construction phase of the Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the CTC and all other relevant agencies and interested parties.

Attachments:

1. Attachment 1 – Maps of Interim Multimodal Bay Skyway and YBI MUP
2. Attachment 2 – Previously Approved and Proposed 2022 Cycle LPP Formulaic Program Priorities - San Francisco Share
3. Attachment 3 – YBI MUP Segment 4 – Treasure Island Road Improvements Project Funding Plan

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Memorandum

AGENDA ITEM 10

DATE: September 4, 2025
TO: Transportation Authority Board
FROM: Tilly Chang - Executive Director
SUBJECT: 09/09/2025 Board Meeting: Approve the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report

RECOMMENDATION ☐ Information ☒ Action

Approve the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report

SUMMARY

Transportation Authority staff have developed a conceptual framework for incremental, performance-based permitting of autonomous vehicles (AVs) to enhance transparency and manage public risk of AV operations. The framework recommends that advancement through deployment stages be tied to performance on key safety metrics, with a strong emphasis on data transparency. We provide illustrative standards for permitting stage gates as well as examples of how these standards could be applied to permittees as they advance from testing phases to more complex commercial driverless operations. In addition to better supporting transparency, the proposed framework provides a structured pathway intended to manage public risks, recognizing that setbacks are a natural part of innovation. This enables public accountability and learnings to be applied, as the sector grows and matures over time.

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

BACKGROUND

San Francisco has emerged as a major center for AV testing and deployment, with multiple operators conducting AV operations throughout the city. While this



innovation holds promise for improved mobility, it has also introduced significant safety and operational concerns.

Current state regulations administered by the California Department of Motor Vehicles (DMV) and California Public Utilities Commission (CPUC) offer limited transparency, insufficient performance standards, and few tools for managing public risk. Critical data such as total autonomous miles driven, safety performance metrics, and details on operational behavior are not available to the public or impacted local jurisdictions.

In response, Transportation Authority staff have developed a conceptual safety-focused AV permitting framework as requested by prior Board Chair Aaron Peskin. The framework proposes a phased, performance-based regulatory model to guide AV testing and deployment, with the goal of enhancing transparency and accountability, while mitigating safety and operational impacts.

DISCUSSION

The proposed framework outlines five progressive stages of AV deployment, beginning with safety-driver testing and culminating in unrestricted commercial driverless operations. Each stage is governed by operational constraints – such as geography, fleet size, and hours of operation – which are gradually lifted as operators meet performance benchmarks across key safety metrics, including:

- Collision rates
- Interference with emergency responders
- Unplanned stops and vehicle immobilizations
- Disengagements and vehicle retrievals

A key principle of the framework is that advancement through stages must be earned through demonstrated performance. This performance-based model would introduce a structured, risk-managed path for scaling AV operations while ensuring public accountability.

The framework also addresses a longstanding challenge: the lack of data transparency in AV oversight. It emphasizes the need for standardized, publicly available data reporting to support meaningful safety evaluation, informed public debate, and responsible regulatory action. Importantly, the framework recognizes that innovation involves setbacks, and it includes provisions for regulatory flexibility – such as provisional status or reversion to prior stages – rather than automatic permit suspensions.



Finally, the framework encourages local government participation in evaluating AV performance and aligning deployments with community needs. It demonstrates, through a hypothetical case study, how the approach could work in practice to support more deliberate, data-driven oversight of AV operations.

Transportation Authority staff engaged with public agencies and research and industry experts in conducting this study. We welcome further collaborations with regulators, industry, and researchers to develop this conceptual framework going forward.

FINANCIAL IMPACT

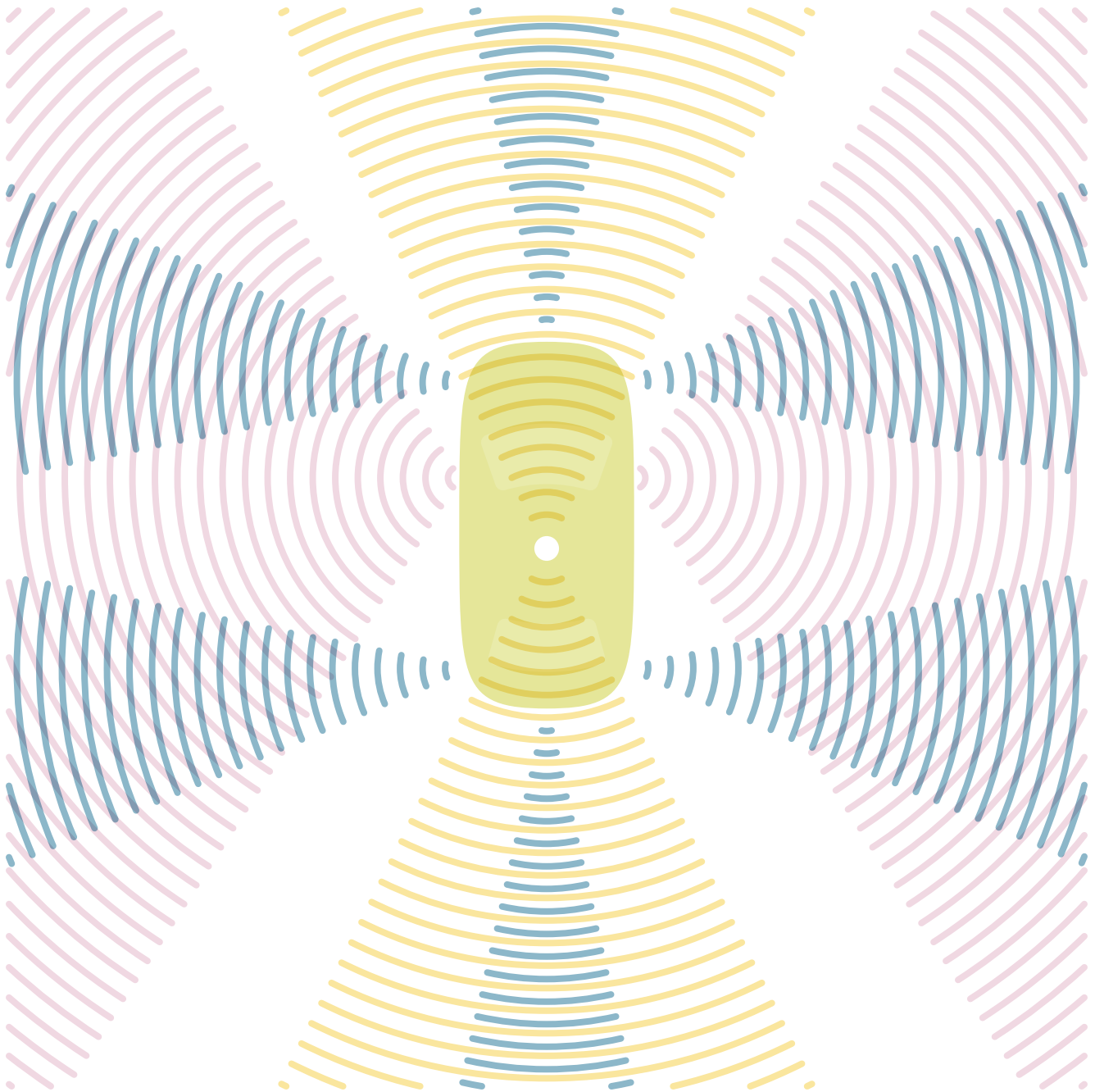
The requested action would not have an impact on the adopted Fiscal Year 2025/26 budget.

CAC POSITION

The CAC considered this item at its September 3, 2025 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Conceptual Safety-Focused AV Permitting Framework Report
- Attachment 2 – Resolution



Conceptual Safety-Focused AV Permitting Framework

Toward an Incremental, Performance-based and Transparent Permitting Approach



San Francisco
County Transportation
Authority

Draft Report: August 2025

Acknowledgments

The San Francisco County Transportation Authority would like to thank Dr. Missy Cummings of George Mason University and Dr. Philip Koopman of Carnegie Mellon University for their advice and guidance in the development of this report.

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Executive Summary

San Francisco has become a leading hub for autonomous vehicle (AV) testing and deployment. AV activity has expanded rapidly over the years: one major operator is currently providing full commercial passenger service, several others are actively testing, and a major operator that previously tested and deployed extensively has since ceased operations. AVs provide a new mobility option in San Francisco while also introducing novel safety and operational concerns, as evidenced by San Francisco's experiences with crashes, interference with emergency response, and traffic violations involving AVs.

Current state regulations, administered by the California Department of Motor Vehicles (DMV) and the California Public Utilities Commission (CPUC), have enabled significant and rapid AV growth but lack sufficient transparency, performance standards, and mechanisms to effectively manage public risk. These gaps have created a regulatory environment with unclear – and therefore ineffective – safeguards for public safety and local mobility.

To address these challenges, the San Francisco County Transportation Authority (SFCTA) has developed a conceptual framework for incremental, performance-based permitting of AVs. It provides a structured pathway intended to manage public risks, recognizing that setbacks are a natural part of innovation. The framework enables public accountability and learnings to be applied as the sector grows and matures over time.

The framework outlines five progressive deployment stages – from initial testing with a safety driver to full commercial driverless operations – each governed by specific operational constraints such as fleet size, geography, hours of operation, and weather conditions. Advancement through each stage depends on an AV operator's ability to meet performance standards across critical safety metrics, including collision rates, first responder obstructions, unplanned stops, disengagements, and vehicle retrieval events. The framework emphasizes data transparency to ensure that AV deployment decisions are evidence-based, open to public review, and aligned with established road safety and mobility policy goals.

A simulated case study of a hypothetical AV operator demonstrates how the framework would function in practice, validating its ability to track performance, manage risk, and inform regulatory actions – including advancement through deployment stages, assignment of provisional status, or reversion to a prior stage.

The framework calls for transparent performance evaluation and recommends regulatory discretion to address context-specific issues, providing administrative flexibility in conducting oversight.

1. Introduction

1.1 CONTEXT

Following the passage of Senate Bill 1298 (Padilla) in 2012, the California Department of Motor Vehicles (DMV) established regulations for AV testing with a safety driver on public roads in 2014, and later, for driverless AV testing and deployment in 2018. The California Public Utilities Commission (CPUC), in turn, adopted regulations for piloting AV passenger services in 2018 and 2020, and for commercial AV passenger services in 2020 and 2021. According to the DMV, autonomous miles driven on California's public roads reached 9.1 million in 2023.¹ As of June 2025, there are 30 operators authorized to test AVs with a safety driver in the state, 6 operators authorized to test AVs without a safety driver, and 3 operators authorized to deploy AVs.

A significant portion of AV operations has been concentrated in San Francisco. Waymo and Cruise were the first companies to receive permits for testing AVs with a safety driver on California public roads in 2014 and 2015, respectively. In 2020, Cruise became the first company to receive a permit for driverless testing in parts of San Francisco. By 2022, both Cruise and Waymo were authorized to test and operate without a safety driver throughout the city. In 2023, both companies were granted approval to provide unrestricted, fared passenger services across all of San Francisco. However, later that same year, Cruise's permits for driverless testing and deployment were revoked following a serious injury collision. Waymo, meanwhile, continues to operate in San Francisco and has expanded its operations to parts of San Mateo, Santa Clara, and Los Angeles counties. More recently, Apollo received a permit for driverless testing in San Francisco in 2023, and Zoox was granted one in 2024.

The arrival of driverless AVs has added mobility options in San Francisco while introducing new safety and operational considerations to the city's transportation system. According to CPUC data, AV usage in San Francisco increased from 3,576 trips in March 2022 when the first commercial passenger service permits were issued to 400,731 trips in December 2024, indicating rapid growth of AV passenger services in the city.² Starting in 2025, Waymo, the only company currently licensed to provide commercial passenger service in San Francisco, stopped publicly disclosing local trip numbers. The National Highway Traffic Safety Administration (NHTSA) data shows that between July 1, 2021 and May 15, 2025, AVs were involved in 681 reported collisions in San Francisco.³ The most

¹ This figure reflects drivered and driverless testing VMT reported to the DMV, but not deployment VMT, which providers are not required to report. In 2024, reported testing VMT dropped to 4.5 million, likely due to a further shift in Waymo's operations from testing to deployment <https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/disengagement-reports>

² California Public Utilities Commission, Autonomous Vehicle Programs: Quarterly Reporting, accessed August 15, 2025, <https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/autonomous-vehicle-programs/quarterly-reporting>.

³ National Highway Traffic Safety Administration. Standing General Order, ADS Incident Report Data. <https://www.nhtsa.gov/laws-regulations/standing-general-order-crash-reporting>. Accessed June 16, 2025.

serious incident occurred on October 2, 2023, when a Cruise AV struck, dragged and pinned a pedestrian until emergency responders arrived. Other reported operational issues have included interference with first responders, failure to yield to pedestrians, driving into oncoming traffic, blocking travel lanes and transit vehicles, and other traffic law violations. The lack of public data makes it unfeasible for city officials and other key stakeholders to conduct objective safety and operational assessments of the cumulative impacts (positive and negative) of AVs and may affect public confidence in the AV sector.

Current regulations in California and at the federal level lack transparent mechanisms to assess AV performance or mitigate the safety and operational risks AVs present to local jurisdictions. Even basic data needed to understand the extent of AV operations within any given jurisdiction, such as total autonomous miles driven by any given AV operator, is not made publicly available.

1.2 PURPOSE & NEED

San Francisco's experience highlights the need for regulations that guide the testing and deployment of AVs in an incremental, performance-based, and transparent manner. Such an approach would facilitate the successful integration of AVs while fostering greater public trust in their operations. Current regulations place much of the responsibility and decision-making in the hands of AV operators, who may not fully internalize the risks and broader costs that inadequate AV performance imposes on the traveling public. Regulations should permit the scaling and increasing complexity of AV operations only when operators can demonstrate strong performance against critical safety metrics. Additionally, local governments should have access to operational data to verify performance, provide input on mitigating risks, and ensure alignment with broader local transportation objectives.

The purpose of this document is to demonstrate what an incremental, performance-based AV permitting framework and process could look like, and how it could be applied in practice to mitigate some of the risks of AV deployment on public roads. The proposed framework incorporates the concept of incrementalism through a series of constraints on where and how AVs are tested and deployed, such as geographic area, hours of operation, fleet size, maximum speeds, and weather conditions. At each permit stage, these constraints are gradually lifted, allowing for broader and more complex AV operations. A performance-based approach is advanced through a series of safety metrics, including crashes, first responder obstructions, unplanned stops, and disengagements. Operators must meet specific performance standards over a predetermined number of vehicle miles traveled across these various metrics in order to advance to the next permit stage. Finally, the document provides an illustrative application of the proposed incremental permitting framework.

2. Current AV permitting framework in California

All vehicles, including AVs, are subject to a broad range of federal and state regulations in order to operate on public roadways. Federal authority primarily relates to establishing vehicle safety and emissions standards. State authority primarily addresses permitting of drivers and vehicles to operate on public roadways, carry passengers, establishing and enforcing traffic laws, and establishing liability and insurance regulations.⁴ State and local jurisdictions enforce traffic laws, though local jurisdictions, including San Francisco, have little control or oversight of AVs on their streets.

2.1 FEDERAL VEHICLE SAFETY STANDARDS AND CRASH REPORTING REQUIREMENTS

The Federal government is primarily responsible for establishing vehicle (rather than operational) safety standards. NHTSA is responsible for establishing and enforcing Federal Motor Vehicle Safety Standards (FMVSS), as well as monitoring, investigating, and communicating with the public about motor vehicle safety issues and defects. NHTSA has issued guidance to states developing AV regulations, but has not adopted regulations that set minimum safety standards for automated driving systems (ADS). Purpose-built AVs may self-certify their compliance with FMVSS or NHTSA must approve an exemption, for example from the requirement to include a steering wheel. These exemptions, however, do not regulate any element of the software that performs the driving task. NHTSA, through its Standing General Order (SGO) requires reporting of autonomous vehicle collisions⁵ and related fatalities, injuries and property damage, but does not require reporting of vehicle miles traveled (VMT), first responder obstructions, traffic rule violations, unplanned stops, and other important road safety information. Moreover, not all data reported to the SGO, is made available to the public, notably detailed location and other incident specifics.

2.2 DMV PERMITTING OF AUTOMATED DRIVING ON PUBLIC ROADS

The California Department of Motor Vehicles (DMV) has authority to permit AVs to operate on public roads in California and the mandate to develop regulations to “ensure the safe operation of autonomous vehicles on public roads.”⁶ California DMV regulations require permit applicants to identify the Operational Design Domain (ODD) and self-certify that a vehicle can safely operate within it. An ODD may include limitations on the geographic area, roadway type, speed range, environmental

4 National Highway and Traffic Safety Administration, Federal Automated Vehicles Policy, September 2016

5 Specifically, collisions on public roads, when the ADS was engaged at least 30 seconds prior to the collision, and where the collision results or allegedly results in property damage, injury, or fatality

6 California Vehicle Code 38750(d)(2). https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=16.6.&title=&part=&chapter=&article=

conditions (weather; time of day) or other constraints within which the manufacturer expects the vehicle to operate safely. The DMV may revoke a permit for operating outside the approved ODD.

The California DMV has established three levels of AV testing permits:⁷

1. **Testing with a Safety Driver** allows AVs to be tested with a safety driver present at all times. Members of the public may be conveyed, but not charged fares. Statewide, there are 30 companies with this permit.⁸
2. **Driverless Testing** allows for AVs to be tested without a safety driver present. Members of the public may be conveyed, but not charged fares. Statewide, there are 6 companies with this permit. Three of these are authorized to test without safety drivers in San Francisco.⁹
3. **Deployment** allows companies to make their AV technology commercially available. This type of permit may or may not include a requirement for a safety driver. A California DMV deployment permit is required to provide commercial autonomous ridehail services to the public. The California DMV has permitted 3 companies to commercially deploy AV services.¹⁰

Under the first two DMV testing permits, the DMV requires reports on collisions, disengagements, and VMT, but these reports are limited in scope and are released only once per year. At this time, the DMV has not adopted regulations that set minimum safety performance standards for AVs operating under a testing permit. Under the deployment permit, there are no data reporting requirements, and the DMV has not adopted regulations that set minimum safety performance standards.

2.3 CPUC PERMITTING OF PASSENGER SERVICE IN VEHICLE OPERATED BY AN AUTONOMOUS DRIVING SYSTEM

The CPUC oversees the testing and deployment of AVs for the purpose of providing commercial transportation services to the public. The CPUC has adopted broad goals for AV testing and deployment including protecting passenger safety, but the CPUC has not specifically articulated how to define or achieve these broad goals and declined to specify performance targets in relation to these goals.

The CPUC has established four levels of permitting:¹¹

⁷ <https://www.dmv.ca.gov/portal/vehicle-industry-services/autonomous-vehicles/autonomous-vehicle-testing-permit-holders/>

⁸ Ibid, accessed June 23, 2025

⁹ Ibid, accessed June 23, 2025

¹⁰ Ibid, accessed June 23, 2025

¹¹ <https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/autonomous-vehicle-programs>

1. Test driving with passengers and safety drivers but without fares.
2. Test driving with passengers without safety drivers and without fares.
3. Commercial deployment to provide public fared AV passenger service with a safety driver.
4. Commercial deployment to provide public fared AV passenger service without a safety driver.

From 2018 to 2021, the CPUC established data reporting requirements that remained in place until December 2024.¹² Operators with testing permits were required to provide aggregated data on VMT, waiting times, vehicle occupancy, and wheelchair-accessible rides. Operators with deployment permits were required to report trip-level data, including trip origin and destination, collisions, citations, complaints, and pickup/drop-off details. Following Decision 24-11-002, the CPUC revised its data reporting requirements to take effect in January 2025. The updated requirements align reporting for both testing and deployment permits and include more detailed information on VMT, collisions, complaints, citations, and vehicle stoppages (and subsequent obstructions of the right of way). However, initial reports have been highly redacted due to requests for confidential treatment. These claims are not public and have not been adjudicated by the CPUC, whose website lists them as “under review” going back more than 3 years. This issue mirrors the lack of disclosure of ridehail sector data from the CPUC, despite consistent rulings and decisions by the CPUC finding in favor of disclosure dating back 5 years.¹³ Moreover, despite these changes, the CPUC has not yet adopted regulations setting minimum safety performance standards for AVs operating under its permits.

¹² See decisions 18-05-043, 20-11-046, and 21-05-017

¹³ To date, however, only one year of TNC reports has been released publicly for 2021. See SFCTA's report TNCs 2020, here: <https://www.sfcta.org/tncs-2020>

3. Study Methodology

The methodology consists of three primary steps in developing this conceptual, incremental, performance-based permitting framework for AV passenger services.

First, a panel of experts in automation and roadway safety provided guidance on the operational constraints and parameters to ensure safe outcomes, proposed metrics and performance standards, and helped conceptualize permitting phases and how regulated entities would progress through these permitting phases. They also clarified the distinction between the concepts of “risk management”, which is concerned with limiting the exposure of the public to potential danger arising from AV operations, and “proof-of-safety”, which is concerned with demonstrating with statistical rigor the safety outcomes of AV operations. This conceptual framework is primarily concerned with risk management. However, the data reporting outlined in this document could be used to support proof-of-safety analyses in the long term.

The second step, informed by the guidance and feedback of the experts, developed a conceptual framework for incremental, performance-based autonomous vehicle permitting. The conceptual framework consists of an ordered set of operational phases defined by a set of operational parameters. Earlier phases are more restrictive in their operational parameters. As regulated entities progress to later phases, these operational parameters become increasingly permissive. Progression through these phases is contingent upon satisfying quantitative performance thresholds associated with specific performance metrics. The metrics and thresholds were informed by existing data reporting and automotive safety standards, iteratively refined with automation and roadway safety experts, and assessed for feasibility and reasonableness. The conceptual framework identifies the specific data items required to calculate the performance metrics.

The third step applied the incremental, performance-based autonomous vehicle permitting framework using example “synthetic” data to demonstrate how an entity would progress through the framework. Use of synthetic data was necessary because current AV data reporting requirements are inadequate to support a demonstration of the proposed framework. Application of the framework using synthetic data allowed the framework to be stress-tested and iteratively refined by illustrating potential issues and demonstrating how the process would work.

4. Proposed Incremental Framework

4.1 OVERVIEW

This section introduces a conceptual framework for incremental performance-based deployment of AVs with a focus on safety. The framework consists of phases that are constrained by operational parameters that become increasingly permissive as a company advances through the phases. This section first describes the operational parameters that define where, when, and at what scale AVs may operate in the conceptual framework. Next it outlines the deployment phases and the operational parameters at each phase. Then it describes the metrics to be used to evaluate performance at each phase, followed by “placeholder” performance standards for each metric used to evaluate a company’s fitness for remaining in the current phase or advancing to the next phase. Finally, it provides guidance for how a regulator should use performance data to inform incremental permitting decisions.

4.2 OPERATIONAL PARAMETERS

The first structural element of the framework are the operational parameters that have an impact on road safety outcomes. The framework is set up so that, initially, these various parameters are strategically restricted, so as to allow AV operators to gain experience and understanding of the new geography with minimum risk of impacts on road safety and the efficient operation of the transportation system. As the entity accrues experience, improves their technology, and demonstrates good performance, the framework incrementally loosens the restrictions on these parameters, ultimately arriving at the stage in which there are no restrictions for driverless operations within the given geography.

The table below describes the parameters selected, the rationale for inclusion, potential negative impacts of their inclusion, and additional considerations of the parameter specific to the San Francisco context.

Table 1. Operational Parameters

OPERATING PARAMETER	REASON FOR INCLUSION	SF CONTEXT
Fleet size The number of vehicles an operator is authorized to operate	The more AVs in operation, the higher the likelihood of a road safety incident involving the operator — all other things being equal Promotes safety and transportation system performance by allowing the control of the scale of deployment and any associated impacts	Uber and Lyft combined were estimated to have up to 6,000 vehicles on the road at a time in San Francisco in 2016, with significant impacts ¹⁴
Hours of operation The hours of the day that the operator is authorized to operate	Certain hours of the day bring about more exposure to other road users Promotes safety by restricting AV operations to times of the day when there are fewer road users present and less complex operating conditions	Traffic congestion is heaviest in San Francisco on weekdays from 7 to 9 AM and from 3 to 6 PM
Geography The area where the AVs are authorized to operate	The larger the authorized geography, the higher the likelihood that such geography includes areas where road safety incidents are more prone to happen, where emergency response activities are more intense, or where general traffic is heavier. Limits operations to smaller or less complex areas	Traffic congestion is concentrated in the northeast quadrant of San Francisco, where downtown and other dense neighborhoods are located and the transportation system is most complex.
Maximum speed The maximum speed the AVs are authorized to reach.	The higher the speed of the AV at the moment of impact, the higher the likelihood of serious injuries or other adverse consequences Promotes safety by potentially mitigating the severity of crashes	SF is lowering speeds on over 45 miles of roadways in the city.
Road type The type of road facility — freeways, major arterials, minor arterials, collectors, minor roads — that the operator is authorized to use.	Different road types carry more or less traffic and require different types of planning and maneuvering. Promotes safety by limiting the complexity and variety within the operating environment	-
Weather The weather conditions — rain, snow, ice, fog — that the operator is authorized for under a given phase of the process	Visibility and surface conditions may increase the likelihood of a collision Promotes safety by restricting AV operations with limited visibility or slippery road surfaces, among others, due to weather events	San Francisco can experience heavy fog, rain, and wind which limit visibility

¹⁴ TNCs were estimated to have contributed 50% of the growth in congestion in San Francisco from 2010 to 2016. Gregory D. Erhardt et al., Do transportation network companies decrease or increase congestion? Sci. Adv.5, eaau2670(2019). DOI:10.1126/sciadv.aau2670

4.3 INCREMENTAL DEPLOYMENT STAGES

The second element of the framework is the sequencing of authorized activities or deployment stages, i.e. how operators would incrementally progress along a series of stages for any given location, culminating in unrestricted commercial driverless service to passengers in that location. The proposed framework is composed of five incremental deployment stages, and puts in place a clearly defined path wherein access to the next stage of AV deployment is contingent on satisfactory performance under the prior stage. The proposed stages are:

- 1. Testing with a Driver.** In this stage, the operator may allow the ADS to have control of the vehicle with a safety driver behind the wheel ready to take full control at any moment that the conditions on the road – for safety or other reasons – deem it necessary. The purpose of the safety driver is to mitigate risks associated with AVs operations. Safety incident rates at this phase should out-perform humans due to the presence of a trained safety operator. Safety incident rates during testing exceeding the incident rates of typical humans are a “red flag”. Public passengers are not allowed during the testing phase.
- 2. Driverless Pilot.** AVs are permitted to operate without the presence of a safety driver. The operational parameters are managed so that the risks and potential impacts of that transition are mitigated. For example, initially operations would only be authorized in the evening hours, with a small fleet and in lower density neighborhoods where the risks of a crash and of impacting traffic congestion are lower. Passenger service is permitted so that AVs may gain experience with pick up, drop off and other elements of passenger service, but AVs may not collect fares.
- 3. Driverless Commercial.** An AV company is permitted to operate fared public passenger service. The phase has three sub-phases. In the first sub-phase entities are permitted to provide fared service to the general public, and to increase their fleet size. The second sub-phase authorizes entities to provide operations at higher speeds, in denser parts of the city, and at hours of more traffic. The third sub-phase authorizes operations throughout the city, at all times of day, with no restrictions other than a maximum fleet size.

The table below describes the increasingly permissive operational parameters throughout the five incremental deployment stages outlined above.

Table 2. Deployment Stages

PHASE	TESTING WITH DRIVER	DRIVERLESS PILOT	DRIVERLESS COMMERCIAL		
			1	2	3
Fleet size	100 vehicles per 250 thousand population	50 vehicles per 250 thousand population	100 vehicles per 250 thousand population	500 vehicles per 250 thousand population	1000 vehicles per 250 thousand population
Hours of operation	24/7	Evening hours	Evening hours	Midday & Evening hours	24/7
Geography	Few or no limitations on deployment area	Mainly low density, residential deployment areas	Mainly low density, residential deployment areas	Deployment area excludes the urban core	Few or no limitations on deployment area
Speeds	Up to 65 mph	Up to 25 mph	Up to 25 mph	Up to 35 mph	Up to 65 mph
Road types	Freeways, arterials, locals	Arterials, locals	Arterials, locals	Arterials, locals	Freeways, arterials, locals
Weather	All	Fair, up to minor rain/fog	Fair, up to minor rain/fog	Fair, up to minor rain/fog	All

4.4 PERFORMANCE METRICS

Advancement through the incremental stages of deployment shown in the framework should be contingent on demonstrated performance. This section proposes some potential key metrics for assessing an operator's road safety performance.

The proposed metrics combine a set of lagging metrics, i.e. actual negative road safety incidents involving the operator in question, and a set of leading metrics, i.e. events that may not necessarily compromise road safety on their own (although at times they do), but may be earlier indicators of higher risk of future poor performance.

Table 3 identifies a set of basic safety metrics, primarily presented as rates, to reflect differences in scale of operations by different entities. This table shows only the metrics used in the incremental, performance-based permitting framework illustrated in this document.

Table 3. Performance Metrics

METRIC TYPE	METRIC	NOTES
Safety	Property Damage Only (PDO) collisions / VMT	PDO collisions are an events of physical impact between an AV and another road user or property that only results in any property damage, and does not result in an injury or a fatality
	Injuries / VMT	Rate of injuries resulting from a collision between an AV and another road user or property that results in any injury, and does not result in a fatality
	Fatalities / VMT	Rate of fatalities resulting from a collision between an AV and another road user or property
	1st responder obstructions / VMT	Any incident reported by first responders wherein an AV obstructed the fulfillment of their duties Note: this metric is not currently reported to regulators
	Disengagements / VMT	Disengagements are instances when the ADS is precluded from performing the dynamic driving task (whether because of technology failure or situations requiring the test driver to take manual control)
	Unplanned stops > 2 minutes / VMT	Unplanned stops are instances in which an AV remains stopped on a travel lane for a certain amount of time when the conditions on the road require vehicle flow
	Unplanned stops > 15 minutes / VMT	Unplanned stops meaning instances in which an AV remains stopped on a travel lane for a certain amount of time when the conditions on the road require vehicle flow
Extent of Operations	Vehicle retrieval events / VMT	Vehicle Retrieval Events are instances in which an AV needs to be retrieved from the road by a human operator or a tow truck
	VMT (driven by driver)	The total miles traveled by the AV fleet with a human driver in control
	VMT (when in passenger service)	The total miles traveled by the AV fleet with a human passenger
	VMT (driven by ADS with driver present)	The total miles traveled by the AV fleet with a safety driver behind the wheel
	VMT (full driverless)	The total miles traveled by the AV fleet with ADS in control without a safety driver present

4.5 PERFORMANCE STANDARDS

The performance standards for each metric would identify what constitutes acceptable performance to remain in a stage or advance to the next. For injury rates, fatality rates, and PDO collision rates, the standard included is a “placeholder” set to the national rates for human drivers as documented by NHTSA, and remains the same throughout all stages, reflecting that it should never acceptable to have worse-than-human traffic safety outcomes. National rates are used for illustrative purposes in this document, understanding that national standards may not be the appropriate point of comparison for any specific jurisdiction due to differences in operational context and

challenges with under reporting of human collisions. Implementation of this framework would require further work to establish the appropriate performance standards, like geographically specific rates, with full data on all relevant incidents from human drivers. It is also worth considering a higher bar than the rate for all human drivers, such as rates derived from alert and attentive human drivers. The thresholds for non-collision metrics are lowered (made more stringent) as the stages advance and the AVs are authorized to operate in more complex environments and at scale.

Table 4. Performance Standards by Phase

METRIC	TESTING WITH DRIVER	DRIVERLESS PILOT	DRIVERLESS COMMERCIAL			NOTES/JUSTIFICATION
			1	2	3	
Minimum VMT (cumulative)	-	2 million with a safety driver	1 million driverless	2 million driverless	5 million driverless	-
Property damage collisions / 100 Million VMT	132	132	132	132	132	2022 National average property-damage only collision rate
Injuries / 100 Million VMT	75	75	75	75	75	2022 National average traffic injury rate for human drivers
Fatalities / 100 Million VMT	1.33	1.33	1.33	1.33	1.33	2022 National average traffic fatality rate for human drivers, excluding alcohol-impaired drivers
1st-responder obstructions / 100 Million VMT	0	7,000	3,000	400	200	This is equivalent to ~1 event per week
Disengagements / 100 Million VMT	-	500,000	n/a	n/a	n/a	This is equivalent to ~10 events per week
Unplanned stops > 2 minutes / 100 Million VMT	-	500,000	167,000	25,000	12,500	This is equivalent to ~10 events per day
Unplanned stops > 15 minutes / 100 Million VMT	-	50,000	17,000	2,500	1,300	This is equivalent to ~1 event per day
Vehicle retrieval events / 100 Million VMT	-	7,000	3,000	400	200	This is equivalent to ~1 event per week

Sources: Property damage only collisions, fatalities, and injuries are based on the NHTSA Standing General Order database. Overview of Motor Vehicle Traffic Crashes in 2022.

4.6 REGULATORY DISCRETION

The framework outlines a process with clear metrics and performance standards which provide guidelines for a company's progression from more restrictive phases into more permissive phases. Failure to meet thresholds may also lead to the demotion of a permittee to a more restrictive phase, the revocation of a permit, or other enforcement actions. While the performance standards provide guidance on when enforcement actions may be appropriate, the decision to take an enforcement action and the severity of the action should be at the discretion of the regulator and should consider the severity of the triggering incident(s) and the context in which they occurred. The purpose of the guidelines is to convey expectations to industry and promote consistency in regulatory actions, while the purpose of regulatory discretion is to provide some flexibility to consider context. The decision to take, or not to take, an enforcement action should be justified and documented.

For example, an AV company may be involved in an injury collision early on in its deployment in which the other party is deemed at fault by investigators, and that no reasonable human driver in the AV's place would have been able to prevent it. In this case, if the incident results in minor property damage and no injuries, the regulator may choose to take no action, or if it results in serious injury, they may place the company into a provisional status. Alternatively, if the company was found to have acted negligently, or the technology created or exacerbated a situation that a human driver should have been able to avoid, the regulator may choose to restrict or revoke their operating license. In any case, the company should file the appropriate crash reports, and the regulator should track and publish their performance.

4.7 REPORTING AND TRANSPARENCY

The framework requires standardized, frequent data reporting from AV companies to establish their performance. These reports should be available to the public with limited exceptions for personally identifiable information. Public transparency will help ensure consistent and fair oversight by the regulator, help build public confidence in the technology and its oversight, and provide researchers with objective information on AV performance. Appendix A provides example templates that contain no personally identifiable information that can be made fully public. These reports are:

- Collision reports. These contain information on property-damage only collisions, injuries, and fatalities.
 - Unplanned stop reports. These contain information on unplanned stops, vehicle retrieval events, and first-responder obstructions.
 - VMT reports. These contain information on VMT and are structured to allow analysis of rates of property-damage only collisions, injuries, fatalities, unplanned stops, vehicle retrieval events, and first-responder obstructions.
-

5. Example Application

5.1 PURPOSE

This section presents an example application of how companies would proceed through an incremental performance-based permitting process. The example application demonstrates how data, metrics, and performance standards support the permitting framework, and how the framework can help mitigate risks to public safety. The example application uses synthetic performance data for a hypothetical AV company because current AV data reporting requirements are inadequate to support the proposed framework.

5.2 DATA SYNTHESIS NEEDS AND METHODOLOGY

Current AV data reporting is inadequate to support an incremental performance-based permitting process. AV mileage and crash reporting is incomplete and fragmented, and other than disengagements, no non-crash incident data was collected by any California regulator prior to January 1, 2025. This section identifies the reports that are required to support the proposed conceptual AV regulatory framework and describes methods for synthesizing data for an example application.

The following reports are required, for the purposes described below. See Appendix A for templates and example data.

- Vehicle miles traveled (VMT). VMT are necessary as the denominator for all event rate calculations (e.g., collisions per VMT)
- Collisions. Collision reports include information about the parties involved, injuries and fatalities, and are necessary for calculating collision rates, injury rates, and fatality rates.
- Disengagements. Disengagement reports are necessary for calculating disengagement rates
- Unplanned stops. Unplanned stop reports include event duration and whether the vehicle needed to be physically retrieved. Unplanned stop reports are necessary to calculate unplanned stop rates and vehicle retrieval rates.

Synthetic examples of the reports above were generated using simulation. The simulation represents a company with a fleet of vehicles that evolves over time. The fleet has operational constraints based on the active permit phase, targets to maintain that phase or advance to the next. Each vehicle within the fleet is simulated as a series of vehicle days with VMT from a distribution and event probabilities (for collisions,

disengagements, and unplanned stops) based on event rates per VMT. The parameters used in the simulation were developed using the data sources below:

- NHTSA Overview of Motor Vehicle Traffic Crashes in 2022. Used to inform the simulated collision rates, injury rates, and fatality rates.
- CA DMV autonomous mileage reports (for driverless testing). Used to inform the arrival rate of new vehicles added to a company's fleet, the lifespan of vehicles, and the mileage driven per day.
- Local documentation of safety events. Used to inform unplanned stop rates.
- News/social media reports. Used to inform unplanned stop rates

The simulation was performed using the AV Data Synthesizer found here:

https://github.com/sfcta/av_data_synthesizer.

5.3 EXAMPLE APPLICATION

This example application follows the progress of a hypothetical AV company, Omicron, through the incremental, performance-based permitting process.

Testing with Driver

Omicron began testing in January 2022. They conducted testing with a driver for 22 months to accumulate 2 million miles. During their entire testing phase, their safety and operational incident rates remained below acceptable thresholds (see Figure 1). As shown in Figure 2, at first their disengagements (in pink) increased throughout 2022 as number of vehicles in operation scaled up, then began to level off and decline as performance improved, then trailed off and ultimately disappeared as testing ended.

Figure 1. Testing Phase Report

Start: 2022-01-01 Current: 2023-10-01 End: None Days elapsed: 638
Status: ADVANCE
Active vehicles: 272

Vehicle Miles Traveled

Driver VMT:	414079.00	
ADS With Driver VMT:	2614620.10	ADVANCE
ADS Without Driver VMT:	0.00	
VMT Total:	3028699.09	

Collisions

Property-damage only (rate):	0 (0.00)	ADVANCE < 132.0
Injuries (rate):	0 (0.00)	ADVANCE < 75.0
Fatalities (rate):	0 (0.00)	ADVANCE < 1.33

Operations

Disengagements (rate):	1501 (57407.96)	ADVANCE < 500000.0
Unplanned stops > 2 minutes (rate):	0 (0.00)	ADVANCE < 500000.0
Unplanned stops > 15 minutes (rate):	0 (0.00)	ADVANCE < 50000.0
Vehicle retrievals (rate):	0 (0.00)	ADVANCE < 7000.0
1st responder obstructions (rate):	0 (0.00)	ADVANCE < 7000.0

Figure 2. Operational Events

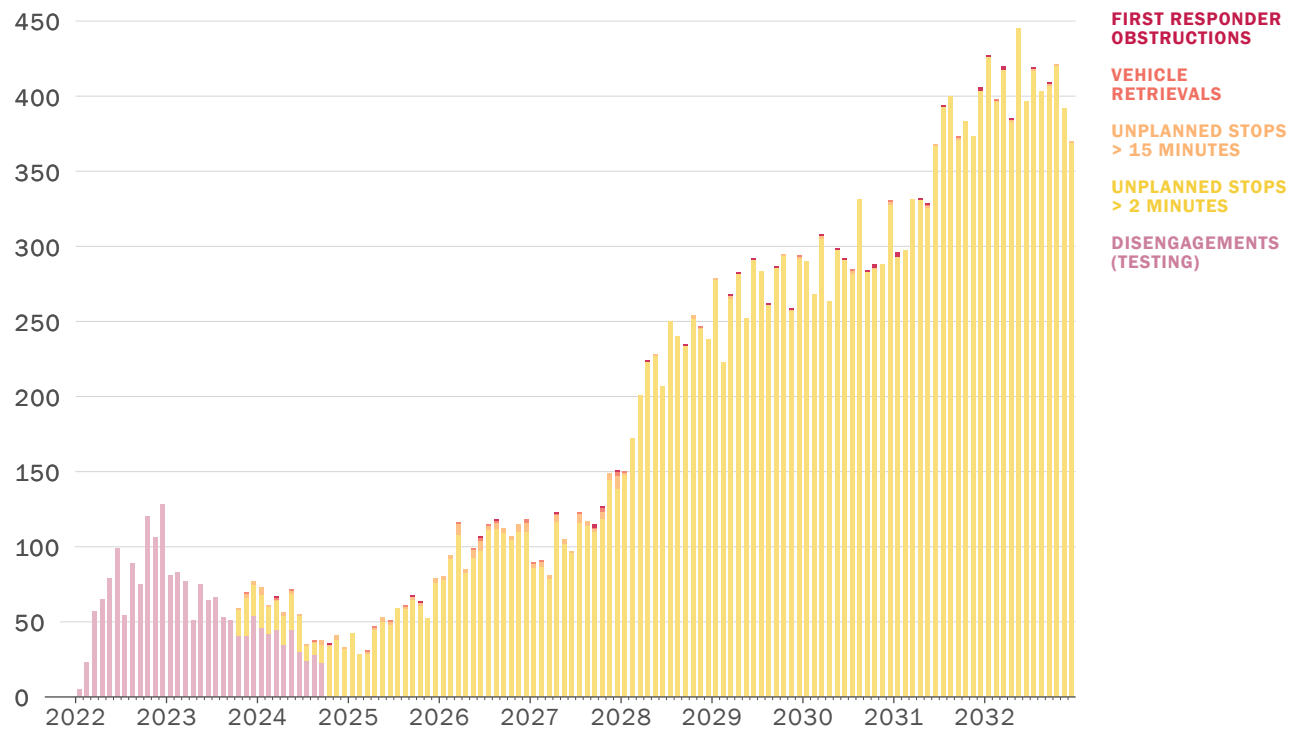
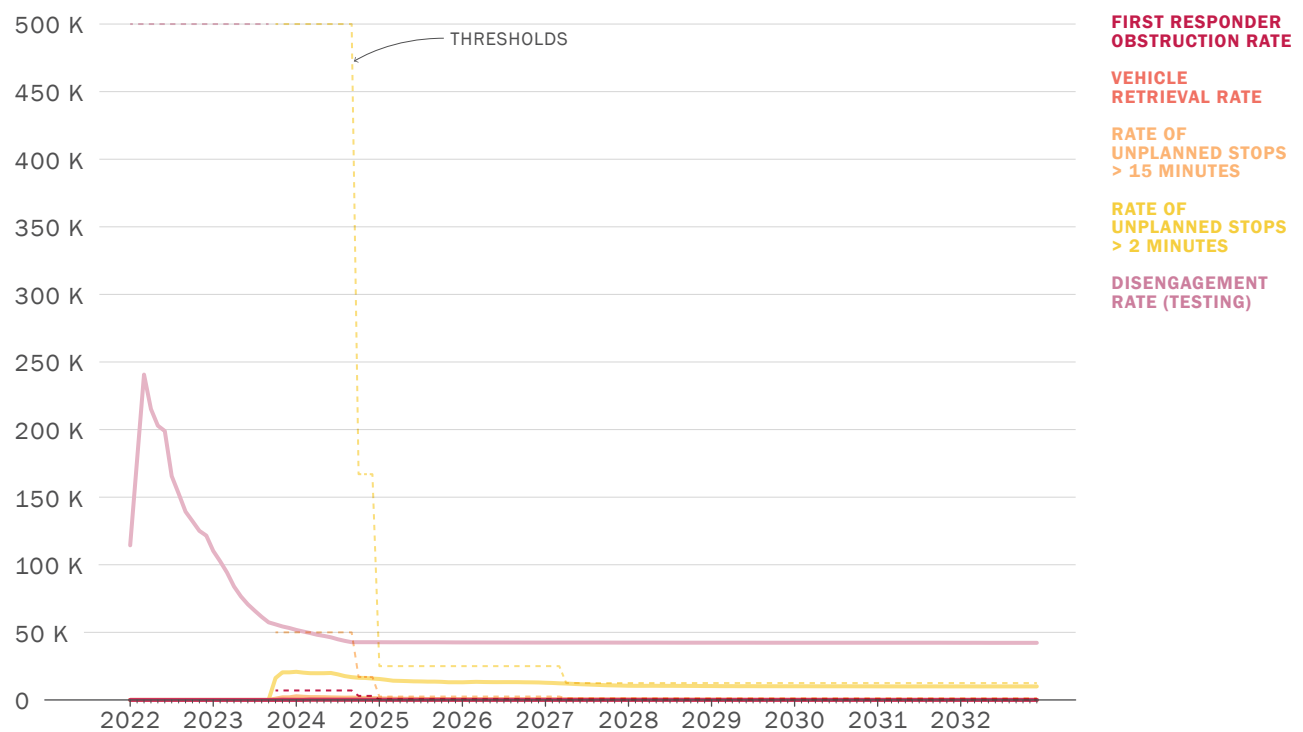


Figure 3. Operational Event Rates



Driverless Pilot

Omicron began driverless pilot service in October 2023, operating with 170 vehicles, while the balance of vehicles in Omicron's fleet continued testing. They reported their first property damage only collision the following month in November 2023, as shown in Figure 4. Because they had only accumulated 309,000 driverless miles in their first quarter, this caused their injury rate to climb to 324 injuries per 100 million VMT, exceeding the acceptable threshold of 132 property damage only collisions per 100 million VMT. Omicron was placed on provisional status requiring that every quarter they report a declining injury rate until they fell back below the 132 property damage only collisions per VMT threshold. Their rate continually declined and ultimately fell below the threshold in May 2024. By the end of the third quarter of 2024, Omicron reached the required 1 million VMT threshold and were permitted to advance to commercial service phase 1 (see Figure 6).

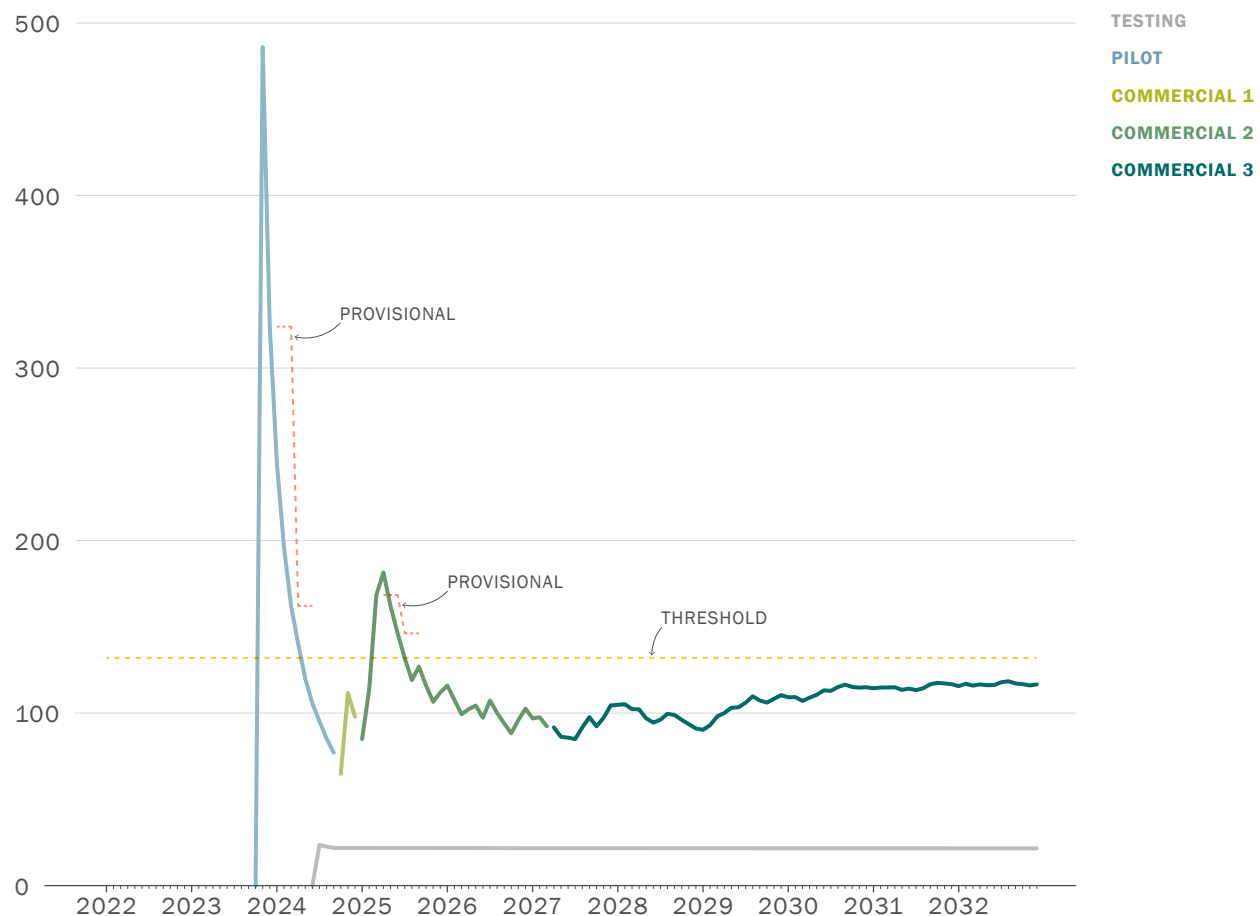
Figure 4. Pilot Phase Report at Time of First Injury

Start: 2023-10-01		Current: 2024-01-01		End: None		Days elapsed: 92	
Status: FAIL							
Active vehicles: 130							
Vehicle Miles Traveled							

		Driver VMT:		470157.08			
		ADS With Driver VMT:		3076598.84			
		ADS Without Driver VMT:		308637.76		MAINTAIN	
		VMT Total:		3855393.68			
Collisions							

		Property-damage only (rate):		1 (324.00)		FAIL > 132.0	
		Injuries (rate):		0 (0.00)		ADVANCE < 75.0	
		Fatalities (rate):		0 (0.00)		ADVANCE < 1.33	
Operations							

		Disengagements (rate):		0 (0.00)		No advancement performance requirement	
		Unplanned stops > 2 minutes (rate):		63 (20412.28)		ADVANCE < 167000.0	
		Unplanned stops > 15 minutes(rate):		6 (1944.03)		ADVANCE < 17000.0	
		Vehicle retrievals (rate):		1 (324.00)		ADVANCE < 3000.0	
		1st responder obstructions (rate):		0 (0.00)		ADVANCE < 3000.0	

Figure 5. Property Damage Only Collision Rates**Figure 6. Pilot Phase Final Report**

Start: 2023-10-01 Current: 2024-10-01 End: None Days elapsed: 366

Status: ADVANCE

Active vehicles: 153

Vehicle Miles Traveled

Driver VMT:	653219.94
ADS With Driver VMT:	4576492.78
ADS Without Driver VMT:	1298635.10 ADVANCE
VMT Total:	6528347.83

Collisions

Property-damage only (rate):	1 (77.00) ADVANCE < 132.0
Injuries (rate):	0 (0.00) ADVANCE < 75.0
Fatalities (rate):	0 (0.00) ADVANCE < 1.33

Operations

Disengagements (rate):	0 (0.00) No advancement performance requirement
Unplanned stops > 2 minutes (rate):	219 (16863.86) ADVANCE < 167000.0
Unplanned stops > 15 minutes (rate):	23 (1771.09) ADVANCE < 17000.0
Vehicle retrievals (rate):	4 (308.02) ADVANCE < 3000.0
1st responder obstructions (rate):	1 (77.00) ADVANCE < 3000.0

Driverless Commercial Phase 1

Operating with 340 vehicles, Omicron moved quickly through commercial service phase 1, meeting all required thresholds and accumulating over 2 million driverless within a single quarter. By the end of Commercial Phase 1, their driverless operations had accumulated 2 property damage only collisions, 1 injury, and no fatalities. They had 4 vehicle retrieval event, 28 unplanned stop exceeding 15 minutes, and 323 unplanned stops exceeding 2 minutes (see Figure 2). During this period, they used their entire fleet for commercial operations, and did not conduct further testing with a safety driver.

Figure 7. Driverless Commercial Phase 1 Report

Start: 2024-10-01 Current: 2025-01-01 End: None Days elapsed: 92			
Status: ADVANCE			
Active vehicles: 295			
Vehicle Miles Traveled			

	Driver VMT:	653219.94	
	ADS With Driver VMT:	4576492.78	
	ADS Without Driver VMT:	2043279.19	ADVANCE
	VMT Total:	7272991.92	
Collisions			

	Property-damage only (rate):	2 (97.88)	ADVANCE < 132.0
	Injuries (rate):	1 (48.94)	ADVANCE < 75.0
	Fatalities (rate):	0 (0.00)	ADVANCE < 1.33
Operations			

	Disengagements (rate):	0 (0.00)	No advancement performance requirement
	Unplanned stops > 2 minutes (rate):	323 (15807.92)	ADVANCE < 25000.0
	Unplanned stops > 15 minutes(rate):	28 (1370.35)	ADVANCE < 2500.0
	Vehicle retrievals (rate):	4 (195.76)	ADVANCE < 400.0
	1st responder obstructions (rate):	2 (97.88)	ADVANCE < 400.0

Driverless Commercial Phase 2

Omicron began commercial service phase 2 in January 2025, and began to expand their fleet up to the permitted 1,700 vehicles. At the beginning of driverless commercial service phase 2, they were driving 250,000 miles per month (see Figure 8), and by the end had increased to over 1 million miles per month. They had a cluster of collisions that resulted in exceeding the property damage only collision rate threshold (see Figure 5) and injury rate threshold (see Figure 9). Both rates fell below the applicable thresholds later that year. Over this time, Omicron’s rate of unplanned stops exceeding 2 minutes fell from 15,500 (above the threshold) to 12,300 (below the threshold). Omicron was permitted to advance to Commercial Phase 3 in April 2027. Had they brought down their rate of unplanned stops exceeding 2 minutes earlier, they could have advanced as early as October 2025.

Figure 8. Monthly VMT by Phase

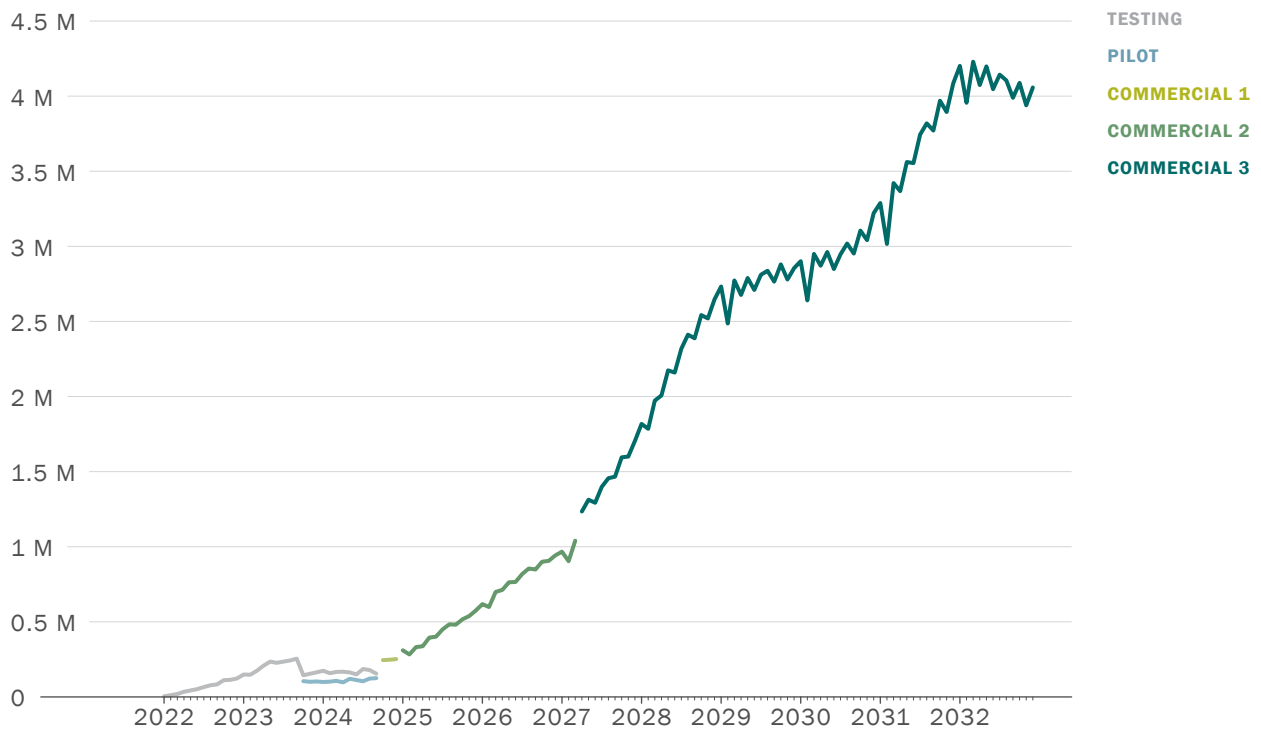


Figure 9. Injury Rates

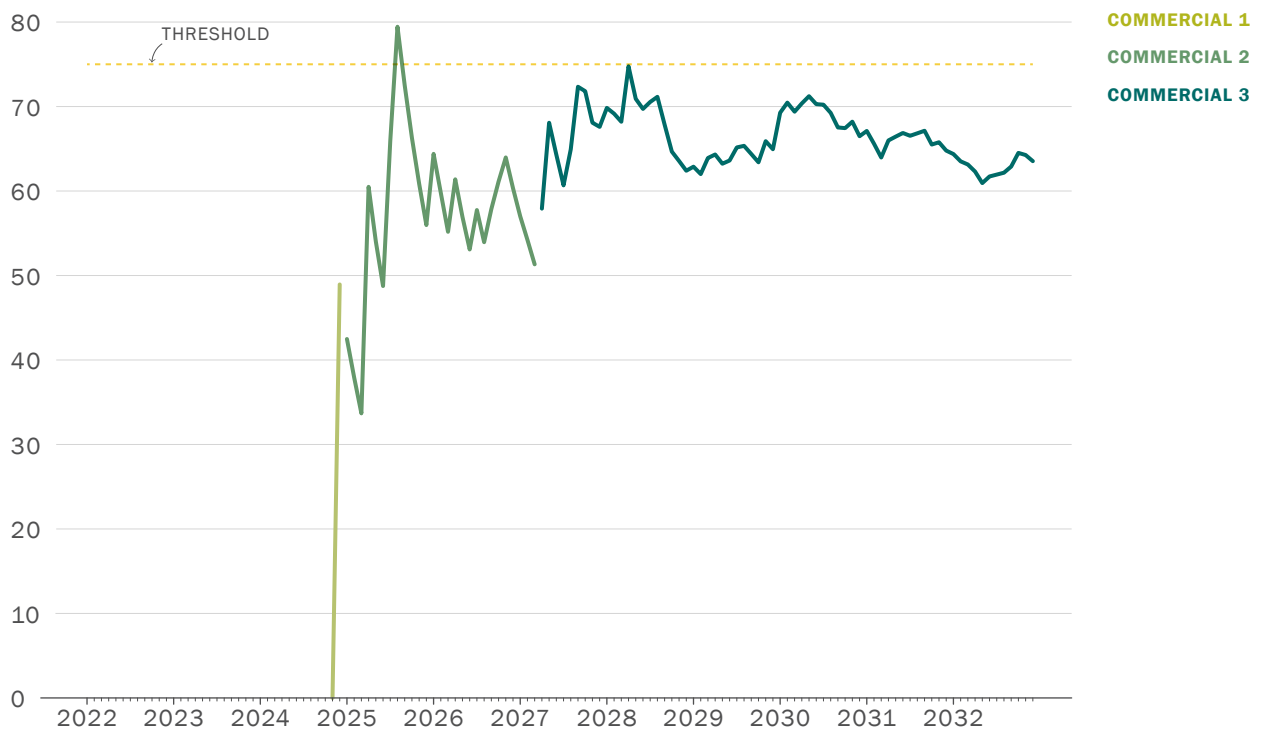


Figure 10. Commercial Phase 2 Report

Start: 2025-01-01		Current: 2027-04-01		End: None Days elapsed: 820	
Status: ADVANCE					
Active vehicles: 989					
Vehicle Miles Traveled					

	Driver VMT:	657078.90			
	ADS With Driver VMT:	4609064.10			
	ADS Without Driver VMT:	19484845.78	ADVANCE		
	VMT Total:	24750988.78			
Collisions					

	Property-damage only (rate):	18 (92.38)	ADVANCE < 132.0		
	Injuries (rate):	10 (51.32)	ADVANCE < 75.0		
	Fatalities (rate):	0 (0.00)	ADVANCE < 1.33		
Operations					

	Disengagements (rate):	0 (0.00)	No advancement performance requirement		
	Unplanned stops > 2 minutes (rate):	2396 (12296.74)	ADVANCE < 12500.0		
	Unplanned stops > 15 minutes (rate):	99 (508.09)	ADVANCE < 1300.0		
	Vehicle retrievals (rate):	18 (92.38)	ADVANCE < 200.0		
	1st responder obstructions (rate):	6 (30.79)	ADVANCE < 200.0		

Driverless Commercial Phase 3

Omicron operated in Commercial Phase 3 from April 2027 to December 2032, the end of the simulated period. During this time they accumulated over 200 million miles. They were involved in 239 PDO collisions and collisions which resulted in 130 injuries. Omicron was not involved in any fatal collisions. They nearly 20,000 unplanned stops lasting 2 minutes or longer, 62 unplanned stops lasting 15 minutes or longer, 17 vehicle retrieval events, and 33 instances of obstructing first responders.

Overview

From January 2022 to December 2032, Omicron drove over 220 million driverless miles, and their driverless operations resulted in 257 property damage only collisions, 140 injuries, and no fatalities (See Figure 11). Their safety and operational rates stabilized below the established performance thresholds as their technology matured and the accrued more miles (see Figure 3, Figure 5, and Figure 9). By contrast the absolute number of events in some cases peaked and then began to decline (Figure 15 and Figure 16) while in other cases continued to rise (Figures 12, 13, and 14).

Figure 11. Final Commercial Phase 3 Report

Start: 2027-04-01 Current: 2033-01-01 End: None Days elapsed: 2102

Status: MAINTAIN

Active vehicles: 2998

Vehicle Miles Traveled

Driver VMT:	660159.52
ADS With Driver VMT:	4634878.10
ADS Without Driver VMT:	220361754.63 No criteria
VMT Total:	225656792.25

Collisions

Property-damage only (rate):	257 (116.63)	No advancement performance requirement
Injuries (rate):	140 (63.53)	No advancement performance requirement
Fatalities (rate):	0 (0.00)	No advancement performance requirement

Operations

Disengagements (rate):	0 (0.00)	No advancement performance requirement
Unplanned stops > 2 minutes (rate):	22007 (9986.76)	No advancement performance requirement
Unplanned stops > 15 minutes (rate):	161 (73.06)	No advancement performance requirement
Vehicle retrievals (rate):	35 (15.88)	No advancement performance requirement
1st responder obstructions (rate):	39 (17.70)	No advancement performance requirement

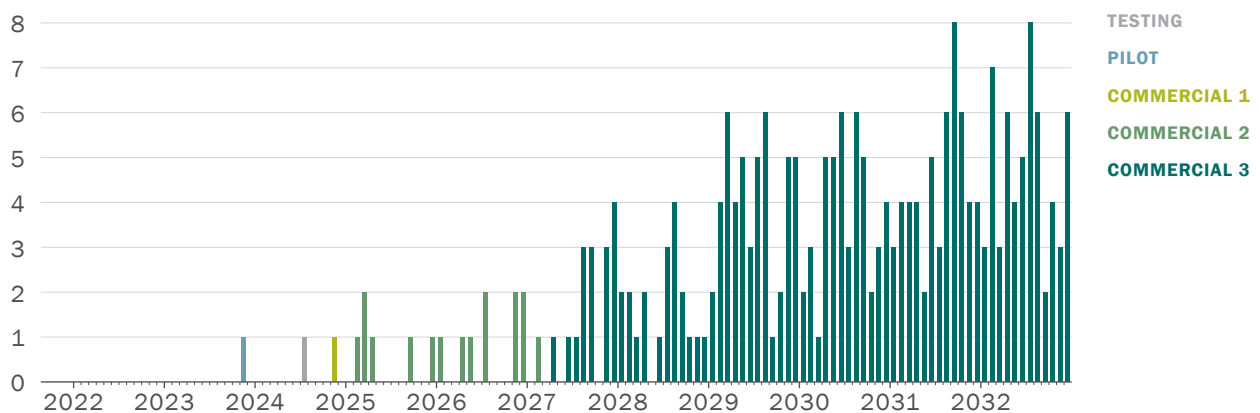
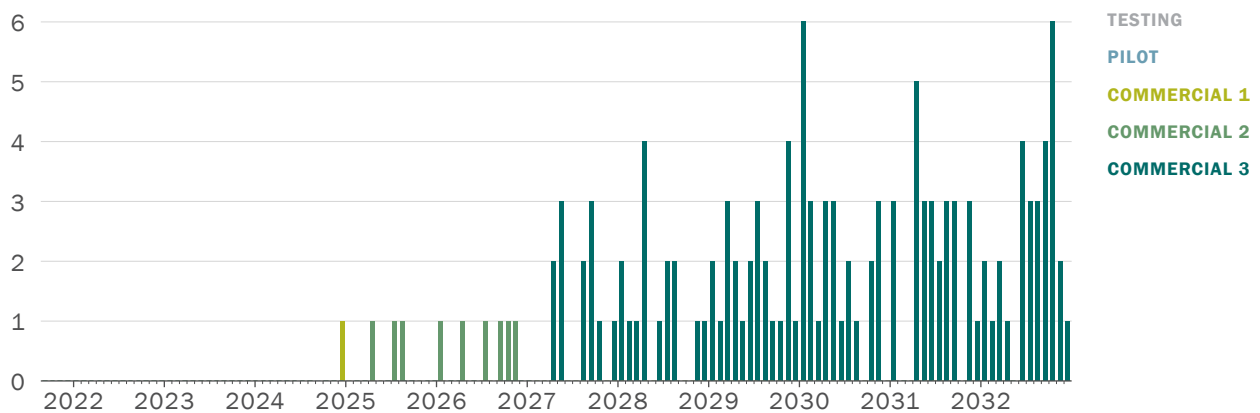
Figure 12. Property Damage Only Collisions**Figure 13. Injuries**

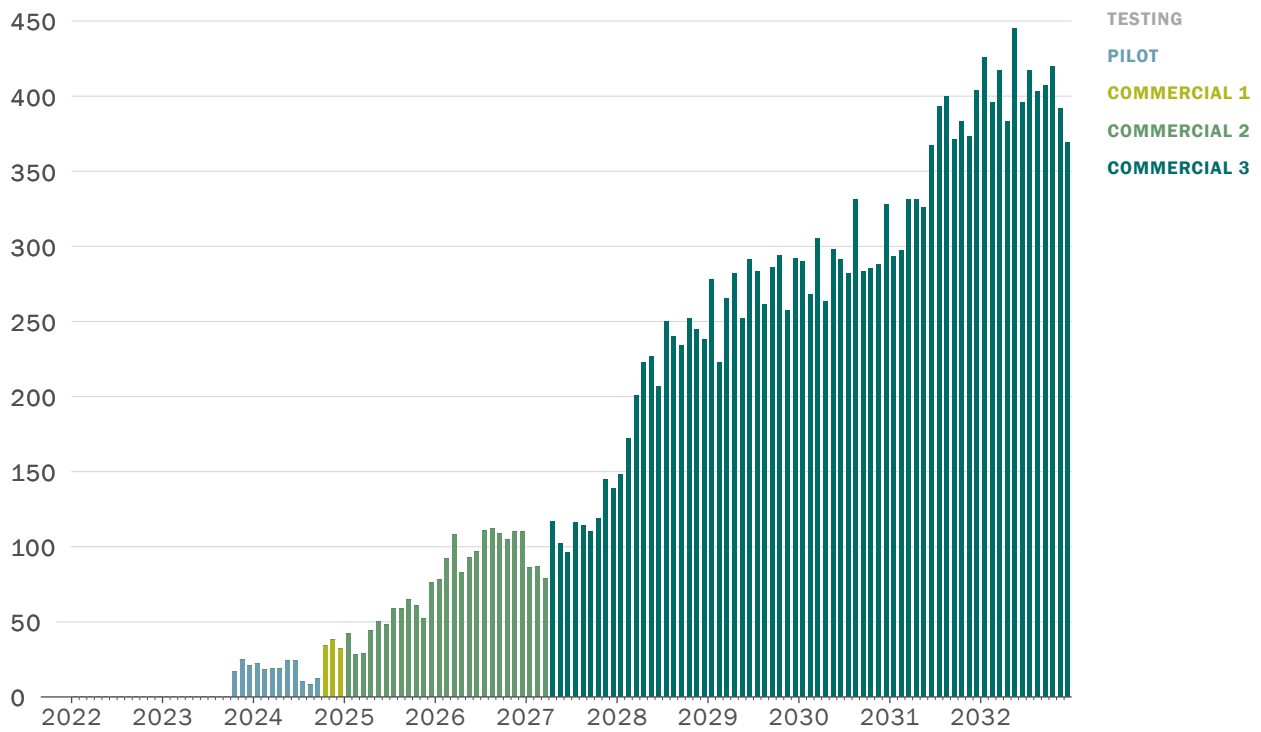
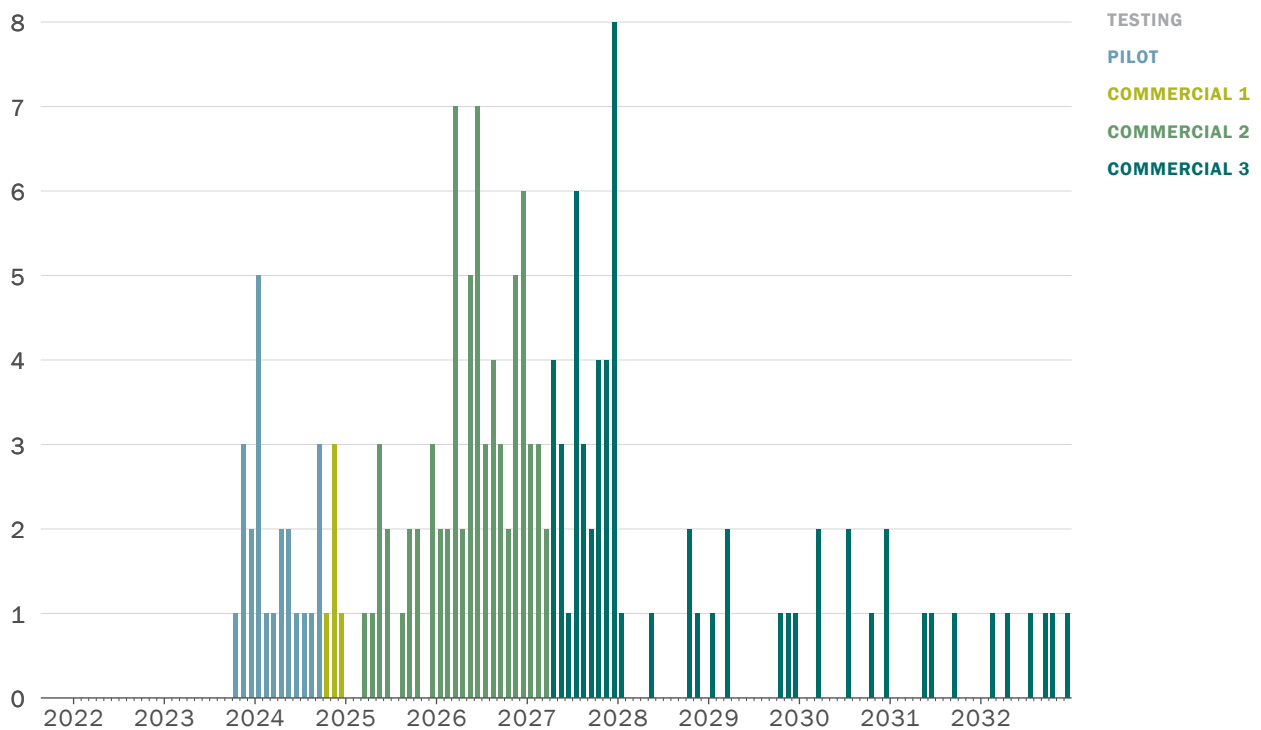
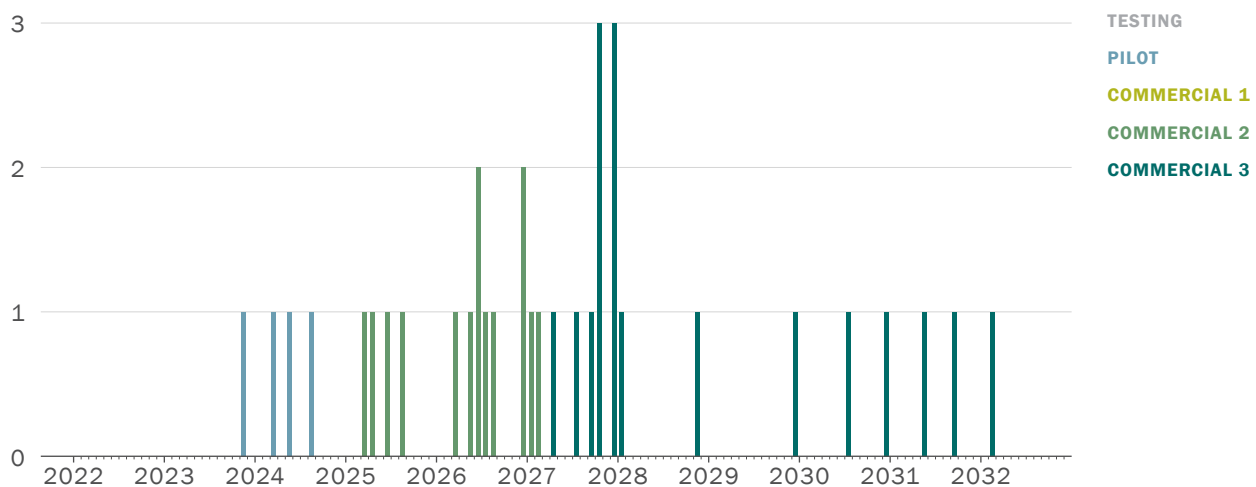
Figure 14. Unplanned Stops Exceeding 2 Minutes**Figure 15. Unplanned Stops Exceeding 15 Minutes**





Figure 16. Vehicle Retrieval Events

Example Application Conclusion

This example demonstrates that the proposed framework provides a transparent tool to track AV performance as an AV provider advances from the testing phases to the more complex commercial driverless operations. AV service providers are held to higher standards at each successive phase, requiring them to demonstrate performance before advancing, and risking demotion into an earlier phase if they advance before they are ready. Transparent data reporting will create a meaningful feedback loop to the regulators and AV service providers, enabling them to identify and address issues as they arise. This transparency will also build confidence among the public.

6. Next Steps

The next phase of this work will aim to strengthen the conceptual framework by engaging a broader range of stakeholders, including practitioners, academics, regulators, and city officials. This collaboration will help refine the concepts presented here and improve their applicability and effective for real-world contexts.

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APPENDIX A

Data Templates and Examples

Table A-1. VMT Report Template

FIELD	DESCRIPTION
vin	Vehicle identification number
company	AV passenger service operator
phase	Phase of testing or deployment
dmv_permit_id	DMV permit ID number
cpuc_permit_id	CPUC permit ID number
year	Year
month	Month
city	City
county	County
vmt_total	Total VMT
vmt_driver	VMT driven by a human driver
vmt_ads_with_driver	VMT driven by an automated driving system with a backup human safety driver present
vmt_ads_no_driver	VMT driven by an automated driving system without a backup human safety driver present

Table A-2. Disengagement Report Template

FIELD	DESCRIPTION
vin	Vehicle identification number
company	AV passenger service operator
phase	Phase of testing or deployment
dmv_permit_id	DMV permit ID number
cpuc_permit_id	CPUC permit ID number
county	County
city	City
timestamp	Date and time in Coordinated Universal Time (UTC)
lat	Latitude
lon	Longitude

Table A-3. Unplanned Stop Report

FIELD	DESCRIPTION
vin	Vehicle identification number
company	AV passenger service operator
phase	Phase of testing or deployment
dmv_permit_id	DMV permit ID number
cpuc_permit_id	CPUC permit ID number
county	County
city	City
timestamp	Date and time in Coordinated Universal Time (UTC)
lat	Latitude
lon	Longitude
in_gp_lane	1 if any part of the vehicle is occupying a GP lane, 0 otherwise
in_bus_lane	1 if any part of the vehicle is occupying a bus lane, 0 otherwise
in_bike_lane	1 if any part of the vehicle is occupying a bike line, 0 otherwise
on_rail_track	1 if any part of the vehicle is in the path of a rail vehicle, 0 otherwise
vehicle_retrieval	1 if the event ended with the vehicle being towed or driven away by a human driver
first_responder_obstruction	1 if the event obstructed an ambulance, firetruck, police vehicle, or other emergency or first-responder vehicle
duration	Duration of the stop in seconds

Table A-4. VMT Report Example

VIN	COMPANY	PHASE	DMV_PERMIT_ID	CPUC_PERMIT_ID	YEAR	MONTH	CITY	COUNTY	VMT_TOTAL	VMT_DRIVER	VMT_ADS_WITH_DRIVER	VMT_ADS_NO_DRIVER
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2029	9	San Francisco	San Francisco	158.59	0	0	158.59
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2029	10	San Francisco	San Francisco	1238.38	0	0	1238.38
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2029	11	San Francisco	San Francisco	1301.19	0	0	1301.19
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2029	12	San Francisco	San Francisco	1345.93	0	0	1345.93
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	1	San Francisco	San Francisco	1311.18	0	0	1311.18
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	2	San Francisco	San Francisco	1248.50	0	0	1248.50
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	3	San Francisco	San Francisco	1359.42	0	0	1359.42
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	4	San Francisco	San Francisco	1420.13	0	0	1420.13
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	5	San Francisco	San Francisco	1478.56	0	0	1478.56
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	6	San Francisco	San Francisco	1181.57	0	0	1181.57
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	7	San Francisco	San Francisco	1409.28	0	0	1409.28
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	8	San Francisco	San Francisco	1338.72	0	0	1338.72
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	9	San Francisco	San Francisco	1164.10	0	0	1164.10
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	10	San Francisco	San Francisco	1490.93	0	0	1490.93
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	11	San Francisco	San Francisco	1217.89	0	0	1217.89
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2030	12	San Francisco	San Francisco	1336.19	0	0	1336.19
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	1	San Francisco	San Francisco	1183.48	0	0	1183.48
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	2	San Francisco	San Francisco	1099.45	0	0	1099.45
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	3	San Francisco	San Francisco	1407.42	0	0	1407.42
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	4	San Francisco	San Francisco	1269.48	0	0	1269.48
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	5	San Francisco	San Francisco	1252.95	0	0	1252.95
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	6	San Francisco	San Francisco	1288.89	0	0	1288.89
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	7	San Francisco	San Francisco	1362.56	0	0	1362.56
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	8	San Francisco	San Francisco	1480.09	0	0	1480.09
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	9	San Francisco	San Francisco	1254.84	0	0	1254.84
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	10	San Francisco	San Francisco	1341.48	0	0	1341.48
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	11	San Francisco	San Francisco	1309.70	0	0	1309.70
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2031	12	San Francisco	San Francisco	1468.41	0	0	1468.41
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2032	1	San Francisco	San Francisco	1404.52	0	0	1404.52
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2032	2	San Francisco	San Francisco	1288.26	0	0	1288.26
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2032	3	San Francisco	San Francisco	1251.09	0	0	1251.09
1A40VPCV082434074	Omicron	commercial_3	DMV00032	CPUC00033	2032	4	San Francisco	San Francisco	1234.97	0	0	1234.97

Table A-5. Disengagement Report Example

VIN	COMPANY	PHASE	DMV_PERMIT_ID	CPUC_PERMIT_ID	COUNTY	CITY	TIMESTAMP	LAT	LON
KNMT562639G271674	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2032-03-13T15:09:29Z	37.72908786	-122.542675
KNMT562639G271674	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2032-06-09T22:17:27Z	37.77445578	-122.4860209
LYVDR4SZ9K5534872	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-01-25T14:40:45Z	37.72654014	-122.4732428
LYVDR4SZ9K5534872	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-02-14T18:52:58Z	37.79270151	-122.5898753
LYVDR4SZ9K5534872	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-03-29T21:43:57Z	37.75380135	-122.4172918
LYVDR4SZ9K5534872	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-04-01T12:50:14Z	37.78013623	-122.5494776
LYVDR4SZ9K5534872	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-05-23T23:56:47Z	37.77924623	-122.4061459
LYVDR4SZ9K5534872	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-05-31T18:24:33Z	37.78912015	-122.5919029
LYVDR4SZ9K5534872	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-07-07T08:08:09Z	37.74992645	-122.4716263
NFB428VL620312771	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-02-02T19:48:17Z	37.78963587	-122.5895678
NFB428VL620312771	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-03-29T23:44:19Z	37.78016545	-122.5285855
NFB428VL620312771	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-04-09T17:40:47Z	37.7697676	-122.4462013
NFB428VL620312771	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-04-28T06:07:04Z	37.78734728	-122.6534396
NFB428VL620312771	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-05-29T19:27:44Z	37.78678603	-122.4119954
NFB428VL620312771	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-06-01T12:20:18Z	37.77694394	-122.6679641
NFB428VL620312771	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-08-31T19:26:21Z	37.78374425	-122.5079374
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-02-18T07:53:07Z	37.77885479	-122.5171663
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-02-23T15:05:15Z	37.79351208	-122.5044698
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-02-28T12:38:54Z	37.78327491	-122.4522674
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-03-02T17:12:51Z	37.79083979	-122.522424
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-03-18T18:20:42Z	37.79075968	-122.4599065
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-05-01T16:09:06Z	37.79336347	-122.6269946
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-08-19T16:56:06Z	37.73284718	-122.4750582
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-08-26T05:33:06Z	37.78788699	-122.5048926
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-09-02T17:35:08Z	37.76776526	-122.595861
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-10-13T21:17:40Z	37.74325393	-122.5360168
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-10-22T09:33:03Z	37.75805826	-122.5087512
VSK4GNGX0N1329004	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-11-10T14:34:42Z	37.75189938	-122.6279204
7JRW5WCG3KS826325	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-02-05T15:32:54Z	37.74307933	-122.5810294
7JRW5WCG3KS826325	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-02-26T15:22:51Z	37.79484452	-122.4310456
7JRW5WCG3KS826325	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-04-07T18:09:52Z	37.7613847	-122.6018284
7JRW5WCG3KS826325	Omicron	testing	DMV00030	None	San Francisco	San Francisco	2022-04-23T18:22:35Z	37.72681114	-122.5967837

Table A-6. Unplanned Stop Report Example

VIN	COMPANY	PHASE	DMV_ PERMIT_ID	CPUC_ PERMIT_ID	COUNTY	CITY	TIMESTAMP	LAT	LON	IN_GP_ LANE	IN_BUS_ LANE	IN_BIKE_ LANE	ON_RAIL_ TRACK	VEHICLE_ RETRIEVAL	FIRST_ RESPONDER_ OBSTRUCTION	DURATION
JTHACMRPXTY796263	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-26T23:03:02Z	37.75655129	-122.4067191	0	0	0	0	0	0	4.29
XW859Z2W75Z061449	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-16T21:31:29Z	37.7826109	-122.407227	1	0	0	0	0	0	2.91
9GAP4KMT3RM061135	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-14T23:36:26Z	37.71803852	-122.4679715	1	0	0	0	0	0	9.96
JAE9A2KH87S465441	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-26T21:14:55Z	37.78967245	-122.4079982	1	0	1	0	0	0	3.36
JT8HH14Y3E7227195	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-15T22:33:42Z	37.75273583	-122.4612034	1	0	0	0	0	0	6.62
VSKMJRVH8GR733869	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-04T21:51:56Z	37.78859929	-122.4317611	1	0	0	0	0	0	9.63
WB5WBLM59DS079797	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-27T00:28:37Z	37.78151691	-122.429094	1	0	0	0	0	0	6.49
9371SWT34ND081175	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-28T21:51:42Z	37.75592807	-122.605527	1	0	0	0	0	0	3.02
W08JYWSYXLL254068	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-25T21:50:30Z	37.72792499	-122.6316737	1	0	0	0	0	0	10.99
LVYJ4C2H360041446	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-22T21:28:52Z	37.77307708	-122.5477233	1	0	0	0	0	0	5.51
3A4JAHPA1AP663437	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-27T21:10:20Z	37.7414588	-122.4336098	1	0	0	0	0	0	4.14
NC0A2B6K1DK631573	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-16T22:20:24Z	37.77430439	-122.5111114	1	0	0	0	0	0	6.15
9BV9WNJN8PG827768	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-04T22:15:48Z	37.76174858	-122.5859872	1	0	0	0	0	0	1.96
NMTDT8T00HK531542	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-09T22:34:34Z	37.7909341	-122.4988251	1	0	0	0	0	0	5.11
NMTDT8T00HK531542	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-04T03:04:54Z	37.78517536	-122.6140846	1	1	0	0	0	0	3.93
NMTDT8T00HK531542	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-24T21:38:11Z	37.77678214	-122.4405881	1	0	1	0	0	0	3.40
4G1CBK982PL965020	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-04T23:24:50Z	37.7410294	-122.5714009	1	1	0	0	0	0	4.26
MEE37YN40MG306437	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-04T21:41:18Z	37.78594707	-122.5193814	1	0	0	0	0	0	7.48
MEE37YN40MG306437	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-30T21:51:28Z	37.78841439	-122.475631	1	0	0	0	0	0	4.70
6T1K93ELXLR799093	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-09T23:41:21Z	37.77913774	-122.5171875	1	0	0	0	0	0	8.73
AFB1VXH83WF109925	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-01T21:19:23Z	37.7487027	-122.3988329	1	0	0	0	0	0	6.74
4VABVJGE5J8373573	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-31T22:54:05Z	37.75100431	-122.4287489	1	0	0	0	0	0	3.98
YC186SCD88P455908	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-12T21:09:37Z	37.75393133	-122.5052366	1	0	1	0	0	0	5.16
VGAS1B3G13X345304	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-06T21:55:19Z	37.75683354	-122.5512859	1	0	0	0	0	0	6.01
VGAS1B3G13X345304	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-12-07T21:40:11Z	37.72538683	-122.4157719	1	0	0	0	0	0	3.54
8AWGREHB6PY703811	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-09T22:10:29Z	37.76679083	-122.4318054	1	0	0	0	0	0	4.26
MECZ5AGH54F667281	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-27T21:16:06Z	37.7920317	-122.4498376	1	0	0	0	0	0	6.47
MECZ5AGH54F667281	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-16T22:21:06Z	37.7847513	-122.4806867	1	0	0	0	0	0	4.22
5UM1JZ0T95V669471	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-09-20T22:21:47Z	37.78438109	-122.4510515	1	0	0	0	0	0	4.77
5UM1JZ0T95V669471	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-11-06T22:44:29Z	37.78431568	-122.406854	1	0	0	0	0	0	6.48
YV1AH29NXN6443360	Omicron	commercial_3	DMV00032	CPUC00033	San Francisco	San Francisco	2032-10-22T22:14:58Z	37.72426209	-122.6071279	1	1	0	0	0	0	6.65



**San Francisco
County Transportation
Authority**

BD090925

RESOLUTION NO. 26-XX

RESOLUTION APPROVING THE CONCEPTUAL SAFETY-FOCUSED
AUTONOMOUS VEHICLE PERMITTING FRAMEWORK AS DEVELOPED BY THE SAN
FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, San Francisco has been at the forefront of innovation in transportation technology, including early adoption various new mobility services on public streets; and

WHEREAS, Senate Bill 1298 (Padilla) authorized the California Department of Motor Vehicles (DMV) to adopt regulations for the testing and deployment of autonomous vehicles (AVs) on public roads, resulting in state-level testing rules issued in 2014 and deployment rules in 2018; and

WHEREAS, The California Public Utilities Commission (CPUC) adopted rules for AV passenger service pilots beginning in 2018 and expanded regulations to address commercial services in 2020 and 2021; and

WHEREAS, San Francisco has become a focal point for AV testing and commercial activity, with companies such as Waymo, Zoox and Apollo, operating on local streets, and Cruise having operated on local streets for years; and

WHEREAS, In December 2022, the San Francisco Board of Supervisors adopted Resolution No. 529-22 (File No. 221212), which declared the City's official AV policy, emphasizing the importance of public safety, Vision Zero, transparent data reporting, equity, and local authority in influencing AV operations through permitting, incentives, and oversight; and

WHEREAS, Resolution No. 529-22 also recognized the importance of managing AV impacts on street space, congestion, and vulnerable road users, and the need for City agencies to condition support for AV services on strong safety and equity performance; and

WHEREAS, Building on the Board of Supervisors' guidance, the San Francisco County Transportation Authority (Transportation Authority) and the San Francisco



Municipal Transportation Agency (SFMTA) have advocated to the DMV and the CPUC for increased transparency, the adoption of performance standards, and the incremental deployment of AVs; however, these recommendations have not yet been adopted by state regulators; and

WHEREAS, In December 2023, the Transportation Authority Board directed staff to develop a report advancing the idea of incremental, performance-based permitting for advising future regulatory and policy making processes; and

WHEREAS, After consulting with practitioners and academics, Transportation Authority staff have developed such a report (Attachment 1) proposing a conceptual framework for AV permitting that incorporates incremental, performance-based permitting, which, if implemented would help increase transparency and mitigate the safety and operational risks of AV operations in cities like San Francisco; now, therefore; and

WHEREAS, At its September 3, 2025 meeting, the Community Advisory Committee was briefed on the Conceptual Safety-Focused AV Permitting Framework Report and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report.

Attachment:

1. Conceptual Safety-Focused Autonomous Vehicle Permitting Framework Report