

# 2017 Prop AA Strategic Plan



San Francisco  
County Transportation  
Authority

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## I. BACKGROUND

In November 2010, San Francisco voters approved Proposition (Prop) AA, authorizing the San Francisco County Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements in the following three categories, with revenues split as indicated by the percentages: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%.

Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds. Public agencies are eligible applicants for Prop AA funds.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program. The Strategic Plan Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. The Screening and Prioritization Criteria are the mechanism we use to evaluate and prioritize projects for funding within the three programmatic categories. The Strategic Plan must also include a 5-year prioritized program of projects, or 5YPP, for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding.

The Prop AA Strategic Plan spells out timely-use-of funds that are applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on quickly delivering tangible benefits to the public. Any project programmed in the Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call for projects. Sponsors have the opportunity to reapply for funds through these competitive calls but are not guaranteed any priority if other eligible, ready-to-go project applications are received.

The Board approved the first Prop AA Strategic Plan in 2012 which included \$25,079,810 for 18 projects in Fiscal Years 2012/13 to 2016/17. The Board approved the first update to the Strategic Plan in 2017 which programmed \$20,750,859 to 12 projects over Fiscal Years 2017/18 through 2021/22. In March 2019, the Board approved an amendment to the 2017 Prop AA Strategic Plan to update the fiscal year of programming for projects that were delayed and to add a prioritization criterion to give priority to projects that directly benefit disadvantaged communities. We then released a call for projects for \$4,140,270 in Prop AA funds available from a reserve in the Street Repair and Reconstruction category, de-obligated funds from projects completed under budget, higher than anticipated revenues, interest earnings, and release of unused administrative allowance. In June 2019, the Board approved a Strategic Plan amendment to program these funds to five projects and delayed the year of programming for two additional projects. See the 5YPP section of this report for the projects as originally approved in 2017 and the amended project list from 2019.

The next Prop AA Strategic Plan Update will be done in Fiscal Year 2021/22.

## **Prop AA Vehicle Registration Fee Strategic Plan Policies (Adopted 10.25.16)**

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

### **Project Readiness**

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

### **Programming**

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.

- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

### **Project Delivery and Timely Use of Funds Requirements**

- To support timely and cost-effective project delivery, Prop AA funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
  - Design Engineering (PS&E)<sup>1</sup>
  - Construction, including procurement (e.g. accessible pedestrian signals)
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- Prop AA final reimbursement requests and project closeout requests must be submitted within 12 months of project completion. Exceptions will be considered on a case-by-case basis.
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

<sup>1</sup> As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.<sup>2</sup> Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive calls for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

### **Project Performance**

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

### **Administration**

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount

<sup>2</sup> One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.

- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.
- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

**Table 1**

**Prerequisite Milestones for Allocation**

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

<b>Phase</b>	<b>Prerequisite Milestone(s) for Allocation</b>
Design Engineering (PS&E)	<ul style="list-style-type: none"><li>• Inclusion in 5YPP/Strategic Plan</li><li>• Conceptual Engineering Report, if applicable</li><li>• Approved environmental document</li><li>• Capital construction funding in adopted plan, including RTP</li></ul>
Construction, including procurement (e.g. accessible pedestrian signals)	<ul style="list-style-type: none"><li>• Inclusion in 5YPP /Strategic Plan</li><li>• Approved environmental document</li><li>• Right of way certification (if appropriate)</li><li>• 100% PS&amp;E</li></ul>

**Table 2**

**Expected Work Products/Deliverables by Phase**

The phase for which Prop AA funds are allocated is expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

<b>Phase</b>	<b>Expected Work Product/Deliverable<sup>1</sup></b>
Design Engineering (PS&E)	Final design package including contract documents
Construction, including procurement	Constructed improvement or minimum operating segment, or equipment in service

<sup>1</sup>The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.



## **Prop AA Vehicle Registration Fee Strategic Plan Screening and Prioritization Criteria – (Adopted 03.19.2019)**

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

### **I. SCREENING**

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design or construction phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportive of planned growth in transit friendly housing, employment and services.

### **II. GENERAL PRIORITIZATION**

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
- **Community Engagement/Support:** Priority shall be given to projects with clear and

diverse community support and/or developed out of a community-based planning process (e.g., community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).

- **Benefits Communities of Concern:** Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in a Community of Concern or can demonstrate benefits to disadvantaged populations.
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

### III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

#### **Street Repair and Reconstruction**

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

#### **Pedestrian Safety**

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

- Priority will be given to projects on corridors that are identified through or are consistent with WalkFirst, Vision Zero, or successor efforts (e.g. pedestrian master plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

### **Transit Reliability and Mobility Improvements**

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program and Rapid Network initiative.
- Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit).
- Priority will be given to travel demand management projects that aim to reduce congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.

**2017 Prop AA Strategic Plan - As Amended  
Programming and Allocations**  
Approved 7/23/2019

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
<b>Street Repair and Reconstruction</b>								
	<b>Target Funds Available in Category</b>		\$ 3,335,678	\$ 2,943,597	\$ 2,188,071	\$ 2,188,071	\$ 2,188,071	\$ 12,843,488
Geary Boulevard Pavement Renovation <sup>1,2</sup>	Construction	SFPW			\$ 3,386,732			\$ 3,386,732
Richmond Residential Streets Pavement Renovation <sup>2</sup>	Construction	SFPW			\$ 2,020,000			\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation <sup>1</sup>	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
<b>Subtotal Programmed to Category (% all time)</b>	<b>49.5%</b>		\$ -	\$ -	\$ 5,783,861	\$ 4,417,129	\$ 2,397,129	\$ 12,598,119
	<b>Cumulative Remaining Capacity</b>		\$ 3,335,678	\$ 6,279,276	\$ 2,683,485	\$ 454,427	\$ 245,369	\$ 245,369
<b>Pedestrian Safety</b>								
	<b>Target Funds Available in Category</b>		\$ 1,446,821	\$ 1,276,760	\$ 949,057	\$ 949,057	\$ 949,057	\$ 5,570,750
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements) <sup>1,2</sup>	Design, Construction	SFPW			\$ 300,000			\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) <sup>1,2</sup>	Construction	SFPW			\$ 700,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
5th Street Quick Build Improvements <sup>2</sup>	Construction	SFMTA			\$ 378,372			\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G <sup>2</sup>	Construction	SFMTA			\$ 368,519			\$ 368,519
Bulb-outs at WalkFirst Locations <sup>1</sup>	Construction	SFMTA			\$ 500,000			\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting) <sup>1</sup>	Construction	SFPW			\$ 986,928			\$ 986,928
<b>Subtotal Programmed to Category (% all time)</b>	<b>25.7%</b>		\$ 2,052,000	\$ 655,000	\$ 3,233,819	\$ -	\$ -	\$ 5,940,819
	<b>Cumulative Remaining Capacity</b>		\$ (605,179)	\$ 16,581	\$ (2,268,182)	\$ (1,319,125)	\$ (370,069)	\$ (370,069)
<b>Transit Reliability and Mobility Improvements</b>								
	<b>Target Funds Available in Category</b>		\$ 2,218,457	\$ 1,957,696	\$ 1,455,219	\$ 1,455,219	\$ 1,455,219	\$ 8,541,810
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 3,503,099			\$ 3,503,099
Third Street Transit and Safety Early Implementation Project <sup>2</sup>	Construction	SFMTA			\$ 383,776			\$ 383,776
Transit Stop Enhancement Program	Design, Construction	SFMTA				\$ 2,064,919		\$ 2,064,919
<b>Subtotal Programmed to Category (% all time)</b>	<b>24.8%</b>		\$ 2,465,316	\$ -	\$ 3,886,875	\$ 2,064,919	\$ -	\$ 8,417,110
	<b>Cumulative Remaining Capacity</b>		\$ (246,859)	\$ 1,710,838	\$ (720,819)	\$ (1,330,519)	\$ 124,700	\$ 124,700
<b>Total Available Funds</b>			\$ 7,000,957	\$ 6,178,053	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 26,956,048
<b>Total Programmed</b>			\$ 4,517,316	\$ 655,000	\$ 12,904,555	\$ 6,482,048	\$ 2,397,129	\$ 26,956,048
	<b>Cumulative Remaining Capacity</b>		\$ 2,483,641	\$ 8,006,694	\$ (305,515)	\$ (2,195,217)	\$ -	\$ -
			Allocated				Pending allocation	

**Notes**

<sup>1</sup> Comprehensive 2017 Strategic Plan Amendment (Res 19-48, approved 03/19/2019).

<sup>2</sup> Comprehensive 2017 Strategic Plan Amendment (Res 19-63, approved 06/25/2019).

**2017 Prop AA Strategic Plan - As Amended**  
**Cash Flow**  
 Approved 7/23/2019

Project Name	Phase	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	Fiscal Year 2022/23	T total
<b>Street Repair and Reconstruction</b>								
	Target Funds Available in Category	\$ 3,335,678	\$ 2,943,597	\$ 2,188,071	\$ 2,188,071	\$ 2,188,071	\$ 2,188,071	\$ 12,843,488
Geary Boulevard Pavement Renovation1, 2	Construction			\$ 846,683	\$ 1,246,683	\$ 1,293,366		\$ 3,386,732
Richmond Residential Streets Pavement Renovation2	Construction					\$ 2,020,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation1	Construction			\$ 750,000	\$ 1,647,129			\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction					\$ 1,198,565	\$ 1,198,564	\$ 2,397,129
Fillmore Street Pavement Renovation	Construction					\$ 480,000	\$ 1,437,129	\$ 2,397,129
	Cash Flow Subtotal	\$ -	\$ -	\$ 1,596,683	\$ 2,893,812	\$ 4,991,931	\$ 2,635,693	\$ 12,598,119
	<b>Cumulative Remaining Capacity</b>	<b>\$ 3,335,678</b>	<b>\$ 6,279,276</b>	<b>\$ 6,870,663</b>	<b>\$ 6,164,922</b>	<b>\$ 3,361,062</b>	<b>\$ 725,369</b>	<b>\$ 245,369</b>
<b>Pedestrian Safety</b>								
	Target Funds Available in Category	\$ 1,446,821	\$ 1,276,760	\$ 949,057	\$ 949,057	\$ 949,057		\$ 5,570,750
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 500,000	\$ 1,050,000	\$ 502,000				\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2	Design, Construction			\$ 80,000	\$ 220,000			\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)1, 2	Construction			\$ 400,000	\$ 300,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 655,000					\$ 655,000
5th Street Quick Build Improvements2	Construction			\$ 378,372				
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G2	Construction			\$ 368,519				
Bulb-outs at WalkFirst Locations1	Construction			\$ 250,000	\$ 250,000			\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1	Construction			\$ 100,000	\$ 886,928			\$ 986,928
	Cash Flow Subtotal	\$ 500,000	\$ 1,705,000	\$ 2,078,891	\$ 1,656,928	\$ -	\$ -	\$ 5,940,819
	<b>Cumulative Remaining Capacity</b>	<b>\$ 946,821</b>	<b>\$ 518,581</b>	<b>\$ (611,254)</b>	<b>\$ (1,319,125)</b>	<b>\$ (370,069)</b>	<b>\$ (370,069)</b>	<b>\$ (370,069)</b>
<b>Transit Reliability and Mobility Improvements</b>								
	Target Funds Available in Category	\$ 2,218,457	\$ 1,957,696	\$ 1,455,219	\$ 1,455,219	\$ 1,455,219		\$ 8,541,810
Muni Metro Station Enhancements - Phase 1	Construction	\$ 1,232,658	\$ 1,232,658					\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction			\$ 600,000	\$ 1,650,000	\$ 1,253,099		\$ 3,503,099
Third Street Transit and Safety Early Implementation Project2	Construction			\$ 383,776				\$ 383,776
Transit Stop Enhancement Program	Design, Construction				\$ 690,000	\$ 650,000	\$ 624,919	\$ 2,064,919
	Cash Flow Subtotal	\$ 1,232,658	\$ 1,232,658	\$ 983,776	\$ 2,340,000	\$ 1,903,099	\$ 624,919	\$ 8,417,110
	<b>Cumulative Remaining Capacity</b>	<b>\$ 985,799</b>	<b>\$ 1,710,838</b>	<b>\$ 2,182,280</b>	<b>\$ 1,297,499</b>	<b>\$ 849,619</b>	<b>\$ 224,700</b>	<b>\$ 124,700</b>
	Total Available Funds	\$ 7,000,957	\$ 6,178,053	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 6,895,030	\$ 26,956,048
	Total Cashflow	\$ 1,732,658	\$ 2,937,688	\$ 4,659,350	\$ 6,890,740	\$ 6,895,030	\$ 3,260,612	\$ 26,956,048
	<b>Cumulative Remaining Capacity</b>	<b>\$ 5,268,299</b>	<b>\$ 8,508,694</b>	<b>\$ 8,441,690</b>	<b>\$ 6,143,296</b>	<b>\$ 3,840,612</b>	<b>\$ 580,000</b>	

2017 Prop AA Strategic Plan  
Programming  
(Approved 5/23/17)

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
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**Street Repair and Reconstruction**

Funds Available in Category		\$ 2,474,281	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 11,985,643
Geary Boulevard Pavement Renovation	Construction	\$ 2,397,129						\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction		\$ 2,397,129					\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction				\$ 2,397,129			\$ 2,397,129
Fillmore Street Pavement Renovation	Construction					\$ 2,397,129		\$ 2,397,129
<b>Subtotal Programmed to Category (Over)/Under</b>	<b>46%</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ -</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 9,588,516</b>
<b>Cumulative Remaining</b>		<b>\$ 77,152</b>	<b>\$ (19,288)</b>	<b>\$ 2,377,841</b>	<b>\$ (19,288)</b>	<b>\$ (19,288)</b>	<b>\$ (19,288)</b>	<b>\$ 2,397,127</b>
		<b>\$ 77,152</b>	<b>\$ 57,864</b>	<b>\$ 2,435,704</b>	<b>\$ 2,416,416</b>	<b>\$ 2,397,127</b>	<b>\$ 2,397,127</b>	<b>\$ 2,397,127</b>

**Pedestrian Safety**

Funds Available in Category		\$ 1,067,710	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 5,172,085
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 2,052,000						\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	\$ 300,000						\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	\$ 700,000						\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 655,000					\$ 655,000
Bulb-outs at WalkFirst Locations	Design		\$ 500,000					\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction		\$ 986,928					\$ 986,928
<b>Subtotal Programmed to Category (Over)/Under</b>	<b>25%</b>	<b>\$ 3,052,000</b>	<b>\$ 2,141,928</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,193,928</b>
<b>Cumulative Remaining</b>		<b>\$ (1,984,290)</b>	<b>\$ (1,115,834)</b>	<b>\$ 1,026,094</b>	<b>\$ 1,026,094</b>	<b>\$ 1,026,094</b>	<b>\$ (21,843)</b>	<b>\$ (21,843)</b>
		<b>\$ (1,984,290)</b>	<b>\$ (3,100,124)</b>	<b>\$ (2,074,030)</b>	<b>\$ (1,047,937)</b>	<b>\$ (21,843)</b>	<b>\$ (21,843)</b>	<b>\$ (21,843)</b>

**Transit Reliability and Mobility Improvements**

Funds Available in Category		\$ 1,236,611	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 5,990,258
Muni Metro Station Enhancements - Phase 1	Construction	\$ 2,465,316						\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction			\$ 3,503,099				\$ 3,503,099
<b>Subtotal Programmed to Category (Over)/Under</b>	<b>29%</b>	<b>\$ 2,465,316</b>	<b>\$ -</b>	<b>\$ 3,503,099</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,968,415</b>
<b>Cumulative Remaining</b>		<b>\$ (1,228,705)</b>	<b>\$ 1,188,412</b>	<b>\$ (2,314,687)</b>	<b>\$ 1,188,412</b>	<b>\$ 1,188,412</b>	<b>\$ 21,843</b>	<b>\$ 21,843</b>
		<b>\$ (1,228,705)</b>	<b>\$ (40,293)</b>	<b>\$ (2,354,980)</b>	<b>\$ (1,166,568)</b>	<b>\$ 21,843</b>	<b>\$ 21,843</b>	<b>\$ 21,843</b>
<b>Total Programmed (Over)/Under</b>		<b>\$ 7,914,445</b>	<b>\$ 4,539,057</b>	<b>\$ 3,503,099</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 2,397,129</b>	<b>\$ 20,750,859</b>
<b>Cumulative</b>		<b>\$ (3,135,843)</b>	<b>\$ 53,289</b>	<b>\$ 1,089,247</b>	<b>\$ 2,195,217</b>	<b>\$ 2,195,217</b>	<b>\$ 2,195,217</b>	<b>\$ 2,397,128</b>
		<b>\$ (3,135,843)</b>	<b>\$ (3,082,553)</b>	<b>\$ (1,993,306)</b>	<b>\$ 201,911</b>	<b>\$ 2,397,128</b>	<b>\$ 2,397,128</b>	<b>\$ 2,397,128</b>

**Total Available Funds**

		\$ 4,778,602	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 23,147,987
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2017 Prop AA Strategic Plan  
Cash Flow  
(Approved 5/23/17)

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
<b>Street Repair and Reconstruction</b>								
<b>Funds Available in Category</b>			<b>\$ 2,474,281</b>	<b>\$ 2,377,841</b>	<b>\$ 2,377,841</b>	<b>\$ 2,377,841</b>	<b>\$ 2,377,841</b>	<b>\$ 11,985,643</b>
Geary Boulevard Pavement Renovation	Construction	SFPW	\$ 479,426	\$ 958,852	\$ 958,852			\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW		\$ 791,053	\$ 1,606,076			\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 1,198,565	\$ 1,198,565	\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category			\$ 479,426	\$ 1,749,904	\$ 2,564,928	\$ 1,198,565	\$ 3,595,694	\$ 9,588,516
(Over)/Under			\$ 1,994,855	\$ 627,936	\$ (187,087)	\$ 1,179,276	\$ (1,217,853)	\$ 2,397,127
Cumulative Remaining			<b>\$ 1,994,855</b>	<b>\$ 2,622,792</b>	<b>\$ 2,435,704</b>	<b>\$ 3,614,980</b>	<b>\$ 2,397,127</b>	<b>\$ 2,397,127</b>

<b>Pedestrian Safety</b>								
<b>Funds Available in Category</b>			<b>\$ 1,067,710</b>	<b>\$ 1,026,094</b>	<b>\$ 1,026,094</b>	<b>\$ 1,026,094</b>	<b>\$ 1,026,094</b>	<b>\$ 5,172,085</b>
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 500,000	\$ 1,050,000	\$ 502,000			\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 80,000	\$ 145,000	\$ 75,000			\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 175,000	\$ 475,000	\$ 50,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 327,500	\$ 327,500			\$ 655,000
Bulb-outs at WalkFirst Locations	Design	SFMTA		\$ 250,000	\$ 250,000			\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 141,864	\$ 378,303	\$ 466,761		\$ 986,928
Subtotal Programmed to Category			\$ 755,000	\$ 2,389,364	\$ 1,582,803	\$ 466,761	\$ -	\$ 5,193,928
(Over)/Under			\$ 312,710	\$ (1,363,270)	\$ (556,709)	\$ 559,333	\$ 1,026,094	\$ (21,843)
Cumulative Remaining			<b>\$ 312,710</b>	<b>\$ (1,050,560)</b>	<b>\$ (1,607,269)</b>	<b>\$ (1,047,937)</b>	<b>\$ (21,843)</b>	<b>\$ (21,843)</b>

<b>Transit Reliability and Mobility Improvements</b>								
<b>Funds Available in Category</b>			<b>\$ 1,236,611</b>	<b>\$ 1,188,412</b>	<b>\$ 1,188,412</b>	<b>\$ 1,188,412</b>	<b>\$ 1,188,412</b>	<b>\$ 5,990,258</b>
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 1,232,658	\$ 1,232,658				\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 3,503,099
Subtotal Programmed to Category			\$ 1,232,658	\$ 1,232,658	\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 5,968,415
(Over)/Under			\$ 3,953	\$ (44,246)	\$ 588,412	\$ (461,588)	\$ (64,687)	\$ 21,843
Cumulative Remaining			<b>\$ 3,953</b>	<b>\$ (40,293)</b>	<b>\$ 548,119</b>	<b>\$ 86,531</b>	<b>\$ 21,843</b>	<b>\$ 21,843</b>
<b>Total Programmed</b>			<b>\$ 2,467,084</b>	<b>\$ 5,371,926</b>	<b>\$ 4,747,731</b>	<b>\$ 3,315,326</b>	<b>\$ 4,848,793</b>	<b>\$ 20,750,859</b>
<b>(Over)/Under</b>			<b>\$ 2,311,519</b>	<b>\$ (779,580)</b>	<b>\$ (155,385)</b>	<b>\$ 1,277,021</b>	<b>\$ (256,446)</b>	<b>\$ 2,397,128</b>
<b>Cumulative</b>			<b>\$ 2,311,519</b>	<b>\$ 1,531,938</b>	<b>\$ 1,376,554</b>	<b>\$ 2,653,574</b>	<b>\$ 2,397,128</b>	
<b>Total Available Funds</b>			<b>\$ 4,778,602</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 4,592,346</b>	<b>\$ 23,147,987</b>

**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	Geary Boulevard Pavement Renovation
<b>Implementing Agency:</b>	San Francisco Public Works
<b>Project Location:</b>	Geary Boulevard from Van Ness Avenue to Masonic Avenue
<b>Supervisorial District(s):</b>	2, 5
<b>Project Manager:</b>	Paul Barradas
<b>Phone Number:</b>	(415) 554-8249
<b>Email:</b>	paul.barradas@sfdpw.org
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Street resurfacing of 28 blocks of Geary Boulevard, between Van Ness Avenue and Masonic Avenue. This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work. This is the paving scope of the larger SFMTA-led Geary Rapid Project.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Geary Boulevard is one of the busiest bus corridors west of the Mississippi. Over 52,000 people rely on the 38-Geary local, rapid, and express routes to get where they need to go. However, uneven wait times, overcrowded buses, and inconsistent travel times are a daily reality. These issues persist despite increased service frequency provided by longer 60-foot buses scheduled to run every 2.5 minutes during rush hour and near-term upgrades to bus lanes implemented recently under Muni Forward.</p> <p>To break the cycle and manage crowding, wait times, and traffic congestion, the Geary Bus Rapid Transit (BRT) project proposes upgrades to street design, more accessible bus stops with boarding islands, sidewalk extensions, and traffic signals to make travelling for everyone on the corridor more efficient, safe, and vibrant. There will also be upgrades to water and sewer infrastructure.</p> <p>The requested Prop AA grant will fund the paving scope of work which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Boulevard from Van Ness Avenue to Masonic Avenue. The average Pavement Condition Index (PCI) score within the project limits is low 50's out of 100.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
<b>Describe benefits to Communities of Concern or disadvantaged populations.</b>	The project is located in a Community of Concern, with high concentration of low-income households, seniors, and minorities. This project will directly benefit the community by both improving transit service to and from downtown San Francisco, and by making pedestrian safety improvements along the corridor such as new crosswalks and medians, and sidewalk extensions.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>City agencies have engaged residents, community leaders, advocates and merchants all along the corridor throughout design. The Geary BRT Citizens Advisory Committee (GCAC) typically met every two to three months to advise the Transportation Authority throughout the environmental analysis. The GCAC consists of thirteen members, representing corridor and at-large interests. It provides input on refining BRT alternatives, considers project benefits and tradeoffs for all users of the corridor, and has helped to identify a preferred project alternative.</p> <p>As the project moves closer to implementation, the Transportation Authority and SF Municipal Transportation Agency are partnering with the Office of Economic and Workforce Development on five key construction strategies: Pre-construction survey; Business and community advisory committees; Accessibility, way-finding and advertisement; Notifications and project resources; Business technical assistance and support.</p>
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	<p>San Francisco County Transportation Authority (SFCTA): Mike Tan  San Francisco Municipal Transportation Agency (SFMTA): Daniel Mackowski  San Francisco Public Utilities Commission (SFPUC) Water: Ryan Freeborn  San Francisco Public Utilities Commission (SFPUC) Sewer: Manfred Wong</p>
<b>Type of Environmental Clearance:</b>	Categorically Exempt



**Prop AA Vehicle Registration Fee  
Project Information Form**



Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	95%	In-house	Oct-Dec	2015	Apr-Jun	2019
Right-of-way						
Advertise Construction	0%	N/A	Jul-Sep	2019	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2019	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2022

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

This contract is scheduled to be advertised in August 2019. The paving work is part of the overall Geary Rapid West of Van Ness construction contract, which also includes SFMTA's transit/pedestrian scope and traffic signal work, PUC Sewer repair (lining) work, and DT fiber optic conduit work.



**Prop AA Vehicle Registration Fee  
Project Information Form**

**Project Name:** Geary Boulevard Pavement Renovation

PROJECT COST ESTIMATE	Phase	Cost	Funding Source by Phase			
			Prop AA	Prop K	Other	Source of Cost Estimate
	Planning/Conceptual Engineering	\$0	N/A			
	Environmental Studies (PA&ED)	\$0	N/A			
	Design Engineering (PS&E)	\$454,900			\$454,900	Actual cost and cost to complete
	Right-of-way	\$0	N/A			
	Construction	\$6,855,682	\$3,386,732		\$3,468,950	95% Engineer's estimate
	<b>TOTAL PROJECT COST</b>	<b>\$7,310,582</b>	<b>\$3,386,732</b>	<b>\$0</b>	<b>\$3,923,850</b>	

Percent of Total: 46% 0% 54%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$846,683	\$1,246,683	\$1,293,366			\$3,386,732
<b>TOTAL BY FISCAL YEAR</b>	<b>\$846,683</b>	<b>\$1,246,683</b>	<b>\$1,293,366</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,386,732</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
<b>Prop AA</b>		\$3,386,732		\$3,386,732
<i>General Fund</i>		\$3,468,950	\$454,900	\$3,923,850
				\$0
<b>TOTAL</b>		<b>\$6,855,682</b>	<b>\$454,900</b>	<b>\$7,310,582</b>

<b>Desired Prop AA Programming Year</b>
Fiscal Year 2019/20

**Comments/Concerns**

Costs are only for the street resurfacing component of the larger BRT project. SFPW is requesting \$989,603 in additional Prop AA funds to fully fund the project.



### Prop AA Vehicle Registration Fee Project Information Form

<b>Project Name:</b>	Richmond Residential Streets Pavement Renovation
<b>Implementing Agency:</b>	San Francisco Public Works
<b>Project Location:</b>	Various blocks of residential streets in inner-, central, and outer-Richmond
<b>Supervisory District(s):</b>	1
<b>Project Manager:</b>	Ramon Kong
<b>Phone Number:</b>	(415) 554-8280
<b>Email:</b>	ramon.kong@sfdpw.org
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Street resurfacing of 20 blocks of residential streets throughout the Richmond. The project scope includes demolition, pavement renovation of 20 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is low 50's.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>San Francisco Public Works (SFPW) inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist SFPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity.</p> <p>The requested Prop AA grant will partially fund the paving scope of work which includes demolition, pavement renovation of 20 blocks, new sidewalk construction to support new curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index (PCI) score within the project limits is low 50's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if they are not treated soon. Residential streets make up two-thirds of San Francisco's street network.</p> <p>The proposed segments include:                  On 06th Ave : California St to Clement St                  On 12th Ave : California St to Geary Blvd                  On 17th Ave : California St to Clement St                  On 22nd Ave : Anza St to Balboa St                  On 24th Ave : Geary Blvd to Anza St                  On 42nd Ave : Clement St \ Veterans Dr to Geary Blvd \ Point Lobos Ave                  On 43rd Ave : Clement St \ Veterans Dr to Point Lobos Ave                  On 47th Ave : Balboa St to Fulton St                  On Cabrillo St: 04th Ave to 05th Ave                  On Cabrillo St: 20th Ave to 21st Ave                  On Cornwall St : 03rd Ave to 04th Ave                  On Funston Ave : Lake St to Fulton St                  On La Playa : Cabrillo St to Fulton St                  On Lake St : 12th Ave to Hwy 1 Northbound \ Hwy 1 Southbound \ Park Presidio Blvd</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p> <p>Final locations will be selected during the design phase (Q3 FY19/20). The preliminary list of locations will be confirmed once notice of intent (NOI) is sent out. Additional coordination and scope changes may be needed pending responses to the NOI.</p>
<b>Describe benefits to Communities of Concern or disadvantaged populations.</b>	



### Prop AA Vehicle Registration Fee Project Information Form

<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	Blocks are selected for resurfacing based on many factors, such as whether they accommodate transit routes and bike lanes and whether the work can be coordinated with underground utility upgrades to minimize disruptions to residents and businesses. Geographic equity is another consideration to ensure that neighborhoods across San Francisco are represented.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	
<b>Type of Environmental Clearance:</b>	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%	In-house	Oct-Dec	2019	Oct-Dec	2020
Right-of-way						
Advertise Construction	0%	N/A	Oct-Dec	2020	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr-Jun	2022

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**



**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Richmond Residential Streets Pavement Renovation
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PROJECT COST ESTIMATE	Phase	Cost	Funding Source by Phase			
			Prop AA	Prop K	Other	Source of Cost Estimate
	Planning/Conceptual Engineering	\$0	N/A			
	Environmental Studies (PA&ED)	\$0	N/A			
	Design Engineering (PS&E)	\$300,000			\$300,000	Planning-level estimate
	Right-of-way	\$0	N/A			
	Construction	\$2,700,000	\$2,020,000		\$680,000	Planning-level estimate
	<b>TOTAL PROJECT COST</b>	<b>\$3,000,000</b>	<b>\$2,020,000</b>	<b>\$0</b>	<b>\$980,000</b>	

Percent of Total 67% 0% 33%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction			\$2,020,000			\$2,020,000
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,020,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,020,000</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
<b>Prop AA</b>	\$2,020,000			\$2,020,000
<i>General Fund</i>	\$980,000			\$980,000
<b>TOTAL</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

<b>Desired Prop AA Programming Year</b>
Fiscal Year 2020/21

Comments/Concerns

**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation
<b>Implementing Agency:</b>	San Francisco Public Works
<b>Project Location:</b>	On 22nd St from Potrero Ave to Harrison St On 23rd St from Folsom St to Capp St On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St On Dolores St from Cesar Chavez St to 29th St On Hampshire St from 17th St to Cesar Chavez on Ramp On York St from Mariposa St to 26th St
<b>Supervisorial District(s):</b>	8, 9, 10
<b>Project Manager:</b>	Ramon Kong
<b>Phone Number:</b>	415-554-8249
<b>Email:</b>	<a href="mailto:ramon.kong@sfdpw.org">ramon.kong@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	This street resurfacing project includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is in the mid 50's.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Public Works requests a Prop AA grant in Fiscal Year 2019/20 to fund construction of the Dolores St, Hampshire St, 23rd St, and York St Pavement Renovation. The proposed project limits are:</p> <ul style="list-style-type: none"> <li>On 22nd St from Potrero Ave to Harrison St</li> <li>On 23rd St from Folsom St to Capp St</li> <li>On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St</li> <li>On Dolores St from Cesar Chavez St to 29th St</li> <li>On Hampshire St from 17th St to Cesar Chavez on Ramp</li> <li>On York St from Mariposa St to 26th St</li> </ul> <p>This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project. This is phase II of the street resurfacing around the Potrero area. The paving scope includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work.</p> <p>All candidates shown are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project, which was completed in May 2018. This is phase II of the street resurfacing around the Potrero area.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Utilities Commission (SFPUC) Sewer: Johnny Wong (415.554.1520); San Francisco Municipal Transportation Agency (SFMTA): Rob Malone (415.701.2430)
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt

**Prop AA Vehicle Registration Fee  
Project Information Form**



Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	30%	In-house	Oct-Dec	2017	Apr-Jun	2019
Right-of-way						
Advertise Construction	0%	N/A	Jul-Sep	2019	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2019	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2021

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

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**Prop AA Vehicle Registration Fee  
Project Information Form**

**Project Name:** 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

PROJECT COST ESTIMATE	Funding Source by Phase					
	Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A				
Environmental Studies (PA&ED)	\$0	N/A				
Design Engineering (PS&E)	\$464,530				\$464,530	Actual cost and cost to complete
Right-of-way	\$0	N/A				
Construction	\$5,397,129	\$2,397,129	\$3,000,000			Early Planning Magnitude of Order H
<b>TOTAL PROJECT COST</b>	<b>\$5,861,659</b>	<b>\$2,397,129</b>	<b>\$3,000,000</b>	<b>\$464,530</b>		

Percent of Total: 41% 51% 8%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction			\$750,000	\$1,647,129				\$2,397,129
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$1,647,129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,129</b>

\*The 2017 Strategic Plan will program funds in FY's 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$2,397,129		\$2,397,129
Prop K		\$3,000,000		\$3,000,000
General Fund			\$464,530	\$464,530
<b>TOTAL</b>	<b>\$0</b>	<b>\$5,397,129</b>	<b>\$464,530</b>	<b>\$5,861,659</b>

**Desired Prop AA Programming Year**  
Fiscal Year 2019/20

Comments/Concerns



**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	Outer Mission Street Transit and Pavement Improvement
<b>Implementing Agency:</b>	SFPW
<b>Project Location:</b>	On Mission St from Brook St/Santa Marina St to Geneva Ave
<b>Supervisorial District(s):</b>	8, 9, 11
<b>Project Manager:</b>	Paul Barradas
<b>Phone Number:</b>	415-554-8249
<b>Email:</b>	<a href="mailto:paul.barradas@sfdpw.org">paul.barradas@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Demolition, pavement renovation of 68 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Mission St from Brook St/Santa Marina to Huron Ave, along Mission St from Ney St to Geneva Ave. The average Pavement Condition Index (PCI) score within the project limits is low 60's.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The Street Resurfacing Program is planning to join the MUNI Forward 14 Mission Rapid Project improvements along this corridor.</p> <p>Over 57,000 people rely on the local, rapid and express routes to get where they need to go on the 14 Mission corridor. However, slow and unreliable Muni service results from frequent bus stopping, bus bunching, conflicts between buses and parking cars, and difficulty boarding buses. Some transportation challenges also include conflicts between pedestrians and vehicles, and high volume of people walking.</p> <p>The project goals are to improve safety along the project corridor for people walking and bicycling, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, improve reliability and travel time to the 14, 14R/14X, and 49 bus routes, and improve access via MUNI for local residents to get to work, school, appointments, or shopping.</p> <p>The requested Prop AA grant will fund the paving scope of this transit project. Scope includes demolition, pavement renovation of 68 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Mission St from Brook St/Santa Marina to Huron Ave, along Mission St from Ney St to Geneva Ave.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	SFMTA hosted outreach meetings in 2012 to inform the community that this corridor would be included in the TEP Environmental Impact Report and to get feedback. In 2016, SFMTA participated in a walking audit of the Excelsior segment of Mission Street together with WalkSF and local stakeholders. SFMTA also participated at an SFOMMRA meeting to provide a brief update on some goals for transit improvement and to get resident feedback.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Felipe Robles (SFMTA) Jorge Rivas (OEWD)
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt

**Prop AA Vehicle Registration Fee  
Project Information Form**



Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	0%	In-House	Jan-Mar	2018	Apr-Jun	2021
Right-of-way						
Advertise Construction	0%	N/A	Jul-Sep	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2023

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

Public Works paving and the SFMTA MUNI Forward improvement would be constructed through the same contract.



### Prop AA Vehicle Registration Fee Project Information Form

<b>Project Name:</b>	Outer Mission Street Transit and Pavement Improvement
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PROJECT COST ESTIMATE	Funding Source by Phase					
	Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A				
Environmental Studies (PA&ED)	\$0	N/A				
Design Engineering (PS&E)	\$600,000				\$600,000	10% of Construction Cost
Right-of-way	\$0	N/A				
Construction	\$6,000,000	\$2,397,129			\$3,602,871	Early Planning Magnitude of Order Estimate
<b>TOTAL PROJECT COST</b>	<b>\$6,600,000</b>	<b>\$2,397,129</b>	<b>\$0</b>		<b>\$4,202,871</b>	

Percent of Total 36% 0% 64%

#### PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction					\$1,198,565	\$1,198,564		\$2,397,129
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,198,565</b>	<b>\$1,198,564</b>	<b>\$0</b>	<b>\$2,397,129</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

#### FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,397,129			\$2,397,129
General Fund	\$4,202,871			\$4,202,871
				\$0
<b>TOTAL</b>	<b>\$6,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600,000</b>

<b>Desired Prop AA Programming Year</b>
Fiscal Year 2020/21

#### Comments/Concerns

Costs are for the street resurfacing component of the larger project.



**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Fillmore Street Pavement Renovation
<b>Implementing Agency:</b>	SFPW
<b>Project Location:</b>	On Fillmore St from Duboce Ave to Marina Blvd On Laussat St from Fillmore St to Steiner St
<b>Supervisory District(s):</b>	2, 5, 8
<b>Project Manager:</b>	Paul Barradas
<b>Phone Number:</b>	415-554-8249
<b>Email:</b>	<a href="mailto:a.barradas@sfdpw.org">a.barradas@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is low 60's.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Public Works requests a Prop AA grant to fund construction of the Fillmore St Pavement Renovation project. The proposed project limits are;</p> <p align="center">On Fillmore St from Duboce Ave to Marina Blvd On Laussat St from Fillmore St to Steiner St</p> <p>The Prop AA grant would fund the paving scope of work which includes demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project will be coordinated with the SFMTA's MUNI Forward project on Fillmore Street. Public engagement for the MUNI Forward project, which will be led by SFMTA, is not anticipated to start until 2020.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Ken Kwong (415.701.4575)
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year		
Planning/Conceptual Engineering (typically 30% design)								
Environmental Studies (PA&ED)								
Design Engineering (PS&E)	0%	In-House	Jan-Mar	2021	Oct-Dec	2021		
Right-of-way								
Advertise Construction	0%	N/A	Oct-Dec	2021	N/A	N/A		
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022	N/A	N/A		
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2023		

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments



**Prop AA Vehicle Registration Fee  
Project Information Form**

**Project Name:** Fillmore Street Pavement Renovation

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$390,910			\$390,910	Engineer's Estimate
Right-of-way	\$0	N/A			
Construction	\$3,909,090	\$2,397,129		\$1,511,961	Early Planning Order of Magnitude Estimate
<b>TOTAL PROJECT COST</b>	<b>\$4,300,000</b>	<b>\$2,397,129</b>	<b>\$0</b>	<b>\$1,902,871</b>	

Percent of Total: 56% 0% 44%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction					\$480,000	\$1,437,129	\$480,000	\$2,397,129
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480,000</b>	<b>\$1,437,129</b>	<b>\$480,000</b>	<b>\$2,397,129</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,397,129			\$2,397,129
General Fund	\$1,902,871			\$1,902,871
				\$0
<b>TOTAL</b>	<b>\$4,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,300,000</b>

**Desired Prop AA Programming Year**  
Fiscal Year 2021/22

Comments/Concerns

**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	Haight Street Streetscape (Pedestrian Lighting)
<b>Implementing Agency:</b>	San Francisco Public Works
<b>Project Location:</b>	Stanyan Street to Central Street along Haight Street
<b>Supervisory District(s):</b>	District 5
<b>Project Manager:</b>	Amy Lam
<b>Phone Number:</b>	415-558-4541
<b>Email:</b>	<a href="mailto:amy.lam@sfdpw.org">amy.lam@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Install pedestrian lighting from Stanyan Street to Central Street along Haight Street, per recommendation of the Upper Haight Public Realm Plan. Project will be delivered in conjunction with a larger coordinated project that includes transit, paving, sewer, and fiber conduit components.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See word document attached.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	See word document attached.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFMTA- Cheryl Liu SFPUC Sewer- Johnny Wong Department of Technology- Brian Roberts
<b>Type of Environmental Clearance Required:</b>	Supplemental EIR

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	In House	Jan-Mar	2015	Jul-Sep	2015
Environmental Studies (PA&ED)	100%	In House	Jan-Mar	2016	Jan-Mar	2016
Design Engineering (PS&E)	65%	In House	Jul-Sep	2015	Apr-Jun	2017
Right-of-way	N/A	N/A				
Advertise Construction	0%	N/A	Jul-Sep	2017	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jan-Mar	2018	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2019

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

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**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Haight Street Streetscape (Pedestrian Lighting)
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PROJECT COST ESTIMATE	Funding Source by Phase					
	Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A				
Environmental Studies (PA&ED)	\$0	N/A				
Design Engineering (PS&E)	\$1,294,395	\$0			\$1,294,395	Actual plus cost to complete design
Right-of-way	\$0	N/A				
Construction	\$9,472,073	\$2,052,000	\$0		\$7,420,073	Engineer's estimate @ 65% Design
<b>TOTAL PROJECT COST</b>	<b>\$10,766,468</b>	<b>\$2,052,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,714,468</b>	

Percent of Total: 19% 0% 81%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction	\$500,000	\$1,050,000	\$502,000					\$2,052,000
<b>TOTAL BY FISCAL YEAR</b>	<b>\$500,000</b>	<b>\$1,050,000</b>	<b>\$502,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,052,000</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,052,000			\$2,052,000
General Fund	\$48,000		\$600,000	\$648,000
General Fund D5 adback			\$375,000	\$375,000
MTA Transportation General Obligation Bond			\$6,443,217	\$6,443,217
Prop K Street Resurfacing		\$1,248,251		\$1,248,251
<b>TOTAL</b>	<b>\$2,100,000</b>	<b>\$1,248,251</b>	<b>\$7,418,217</b>	<b>\$10,766,468</b>

<b>Desired Prop AA Programming Year</b>	Fiscal Year 2017/18
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**Comments / Concerns**

Prop AA funds are needed in FY 2017/18 so pedestrian lights can be installed as a part of a larger, coordinated construction project. Cost estimates assume savings associated with construction coordination; to install the lights as part of a separate contract would likely be cost prohibitive.

## Upper Haight Pedestrian Lighting

### PROJECT SCOPE

The six-block stretch of Haight Street from Stanyan to Clayton is the heart of the Haight Ashbury neighborhood. This vibrant commercial corridor has shops, restaurants, bars, cafes, and more. The neighborhood was the epicenter of the 1967 Summer of Love and remains a tourist destination for those curious about hippie subculture. For more than half a century it has also been a hub of social and healthcare services for homeless and transient populations. The streets and sidewalks were never designed to support the volumes of vehicles or the numbers of pedestrians that now come to the corridor. The sidewalks are often crowded and the street is clogged with traffic. Crowded corners at intersections can be a barrier to pedestrian travel and encourage unsafe pedestrian behavior such as walking in the street.

This project will improve links to and connections with transportation-related and community amenities, including social service, medical centers, and visitor destinations. San Francisco seeks Prop AA to implement pedestrian-scale lighting along with transit improvements and utility replacement to this corridor, including:

- Pedestrian scale lighting, adding 73 new ped lights between Stanyan and Central
- Pedestrian bulbs on NE & SW corners of Haight at Shrader
- Large pedestrian bulb at north-side of “T-intersection” of Haight and Cole (West)
- Large pedestrian bulb at south-side of “T-intersection” of Haight and Cole (East)
- Pedestrian bulb on NW corner of Haight at Cole (East)
- Large pedestrian bulb at north-side of “T-intersection” of Haight and Belvedere
- Pedestrian bulbs on SW & SE corners of Haight and Belvedere
- Wraparound Pedestrian bulbs at NW, NE & SE corners of Haight and Ashbury
- Combined pedestrian and transit bulb on SE corner of Haight at Stanyan
- Transit bulb mid-block on north-side of Haight between Stanyan and Shrader
- Combined pedestrian and transit bulb on NW corner of Haight at Masonic
- Bus stop removal at Cole



- Stop relocation at Clayton (nearside to far side)
- Right turn pocket from WB Haight to Stanyan
- Possible right turn lane (WB and EB) at Masonic
- Left turn restriction at Masonic (EB and WB)
- Signals, including pedestrian countdown signals and audio pedestrian signals at Shrader, Clayton, and Central Streets
- Continental crosswalks at every intersection Advanced stop bars in all four directions at Haight and Ashbury
- Curb ramps to complete the path of travel at every intersection
- Main sewage work replacement
- Fiber optics conduits installation

The typical sidewalk extension achieved by the pedestrian and transit bulbs will be 7' – with the exception of the three wraparound bulbs at Haight and Ashbury which will extend the sidewalk 6' into Ashbury Street and on the NE corner only 6' into Haight Street. These bulbs will provide significant additional sidewalk space for pedestrians at these corners and will shorten crossing distances, slow vehicular turns, and increase visibility.

### **COORDINATION**

The Pedestrian Lighting Project will be coordinated with San Francisco's Municipal Transportation Agency (MTA), Public Utilities Commission (PUC), and Department of Technology (DT) to address urgent funding gaps. If awarded, Prop AA would leverage significant local investments in repairing the core transit network, improving efficiency and effectiveness of the transportation system by funding projects beyond the core network, and speeding up delivery to meet growing demands. While SF's 2014 General Obligation Transportation and Road Improvement Bond provides \$500 million, it does not fully meet all of the City's transportation improvement needs, leaving many communities waiting until additional revenues are available. In addition, the Bond does not pay for non-infrastructure programs such as citywide outreach and education activities.

## **COMMUNITY ENGAGEMENT & SUPPORT**

In 2011, the Haight Ashbury Merchants Association (HAMA) developed a list of physical public realm improvements for the Haight Ashbury neighborhood. The recommendations became the basis for a public engagement process to create a Public Realm Plan, which was produced by San Francisco’s Planning Department with input from the Municipal Transportation Agency (SFMTA) and San Francisco Public Works (DPW).

Conversations with neighbors and business owners helped build a vision for the neighborhood’s streets, sidewalks, and public spaces. Engagement included hundreds of online survey responses, visitors to event booths, 80 people at larger public meetings, and focus conversations with 4-10 people on specific topics. Engaging the public at all scales in many different ways captured a breadth and depth of public experience and comments. Although the planning process is complete, neighbors and the City will continue to work together as Public Works begins implementation.

<b>Stakeholders involved:</b>	
<u>Public</u>	<u>SF government:</u>
• Haight Ashbury Merchants Association (HAMA)	• Board of Supervisors: District 5
• Haight Ashbury Improvement Association (HAIA)	• Planning Department
• Haight Ashbury Neighborhood Council (HANC)	• Municipal Transportation Agency
• Cole Valley Improvement Association (CVIA)	• Public Works
• Other merchants, business owners and tenants	• Public Utilities Commission
• Residents, property owners, and neighbors	• Recreation and Parks Department

This proposed project builds on two significant efforts. In February 2015, the City produced the Haight Ashbury Public Realm Plan, the result of a three-year collaboration between the City and neighbors to identify and design pedestrian improvements. The Plan describes specific site designs, vetted through a community planning process, to add amenities that enhance the safety and experience of the street. The second effort is Muni Forward, a citywide initiative to make transit faster, more reliable, and more efficient. In the Haight Ashbury neighborhood, a multimillion investment of City funds will improve transit with stop

consolidation, intersection signalization, and transit bulbs for faster boarding/alighting. Implementing pedestrian improvements in concert with the transit upgrades will be more cost effective and less disruptive to the neighborhood.

Community members and merchants were engaged via a robust three-year process consisting of four large (iterative) public meetings, several focused working groups, street fairs, farmer's markets, informal office hours, merchant group meetings, and direct interaction on site.

For each engagement event, City staff developed immersive activities designed to refine community vision and inform public space designs. We inquired into what people wanted to see on Haight Street and in the Public Realm Plan. Participants brainstormed neighborhood goals, reacted to draft design alternatives, and worked through design challenges, including whether focusing on the benefits of Haight Street improvements was worth dropping further exploration of Stanyan Street and Masonic Avenue. Public meetings and events were publicized through direct mailings, project website notices, email blasts, direct communication with neighborhood groups, and flyers posted in the neighborhood.

The four large public meetings were held in the project area at the Park Branch Library and the Urban School of San Francisco between October 2012 and February 2015. Smaller events were held at Park Branch Library, various merchant businesses, merchant residences, and other neighborhood locations during the same time period. Informational tables at street fairs and farmer's markets, and public office hours at Second Act Marketplace, were also offered.

All public meetings were held in accessible venues proximate to public transportation. Translation services for materials presented at meetings were provided by Language Line and facilitated by the City. Public meetings were held in the evening and materials were available online. Street fairs, farmers markets, and merchant outreach were held on weekends and weekdays throughout the morning, afternoon, and evening, as well as on an appointment basis.

The four neighborhood associations participated in smaller focus groups closed to the public that vetted and refined concepts prior to larger public events. All engagement summaries and feedback were posted online and made available upon request. The project website is: <http://haightashbury.sfplanning.org>.

Feedback received through the planning process developed a comprehensive vision for

the neighborhood's streets, sidewalks, and public spaces. Each community engagement event elicited feedback ranging from overall visioning for the neighborhood to specific design recommendations. This included written comments, surveys, interactive exercises, and conversations on site. At the culmination of each event, results were posted and used to inform subsequent events. Over the course of the community outreach process, the project evolved from a broad community vision to a focused streetscape improvement plan.

Design alternatives for Masonic Ave and Stanyan Street were initially explored and later dropped due to lack of community and merchant support, allowing the focus to shift to Haight Street. ***One common desire of each neighborhood association was for pedestrian-scale lighting. This was also the top community priority.***

Sidewalk extensions were more contentious, given the 8% parking loss. However, the majority of community members and merchant groups ultimately did support these curb changes at the cost of parking. These supporters understand the importance of a vital public realm and agree that parking loss in the name of increasing pedestrian comfort and safety is an acceptable tradeoff. The goal of bringing more people into the neighborhood by modes other than the private automobile is further reinforced by SFMTA's Muni Forward transit improvements that were developed in conjunction with the Public Realm Plan.

With the project moving into implementation, Public Works will manage the next phase of engagement. They will engage stakeholders during both design and construction of the project. At key milestones in the design process, they have and will continue to meet with a small group of community stakeholders, including the District 5 Supervisor and her staff as well as community groups involved in the Haight Ashbury Public Realm Plan planning process. These groups include the Haight Ashbury Merchants Association (HAMA), Haight Ashbury Improvement Association (HAIA), Haight Ashbury Neighborhood Council (HANC) and Cole Valley Improvement Association (CVIA). The purpose of these meetings is to engage interested parties as Public Works implements the plan developed with the community's input—this will ensure ongoing community buy-in and support for the improvements. Public Works will work with the same community stakeholders before and during construction to ensure that the logistics and phasing of the construction work produces the least disruption to the commercial corridor.

# UPPER HAIGHT STREETSCAPE

## Overall Project Layout Plan



100 0 100 200

SCALE: 1"=100'-0"

LEGEND

- New Sidewalk Paving
- New Curb Ramp
- New Transit Bulb
- New Pedestrian Bulb
- New Decorative Ped. Bulb Treatment
- New Decorative Intersection Treatment
- Existing Street Tree
- New Infill Street Tree
- Continental Crosswalk
- New Street Lighting Fixture
- New Pedestrian Lighting
- New Catenary Lighting (See Plan Enlarg.)

# UPPER HAIGHT STREETSCAPE

## Plan Enlargement



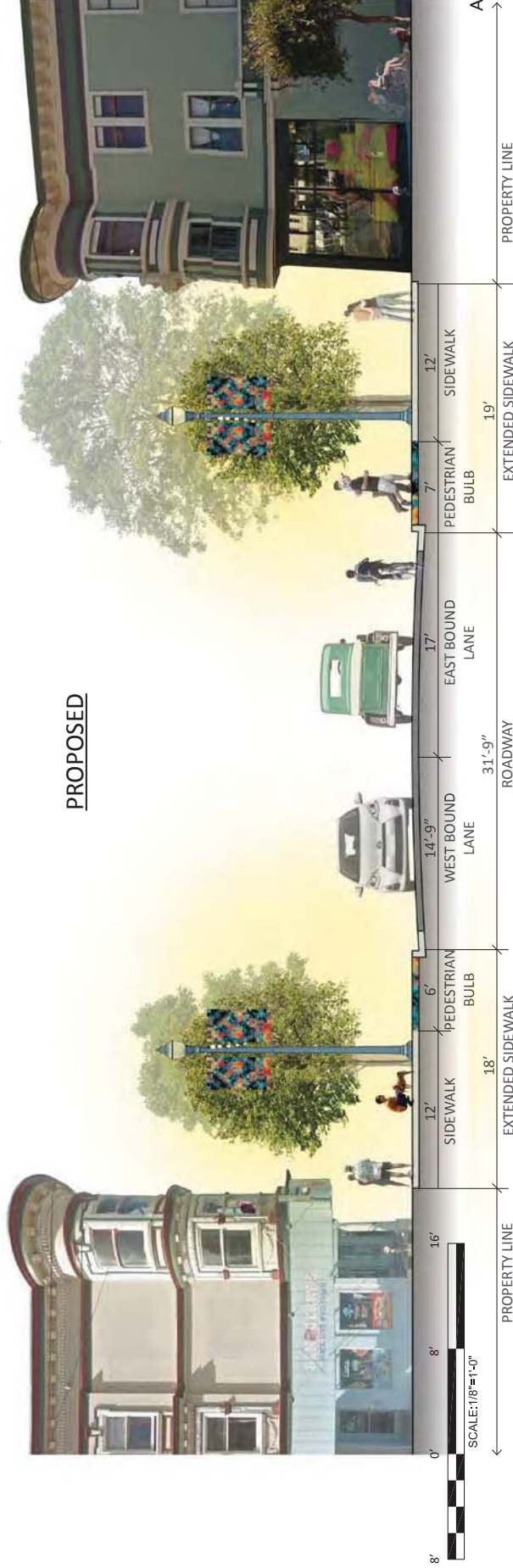
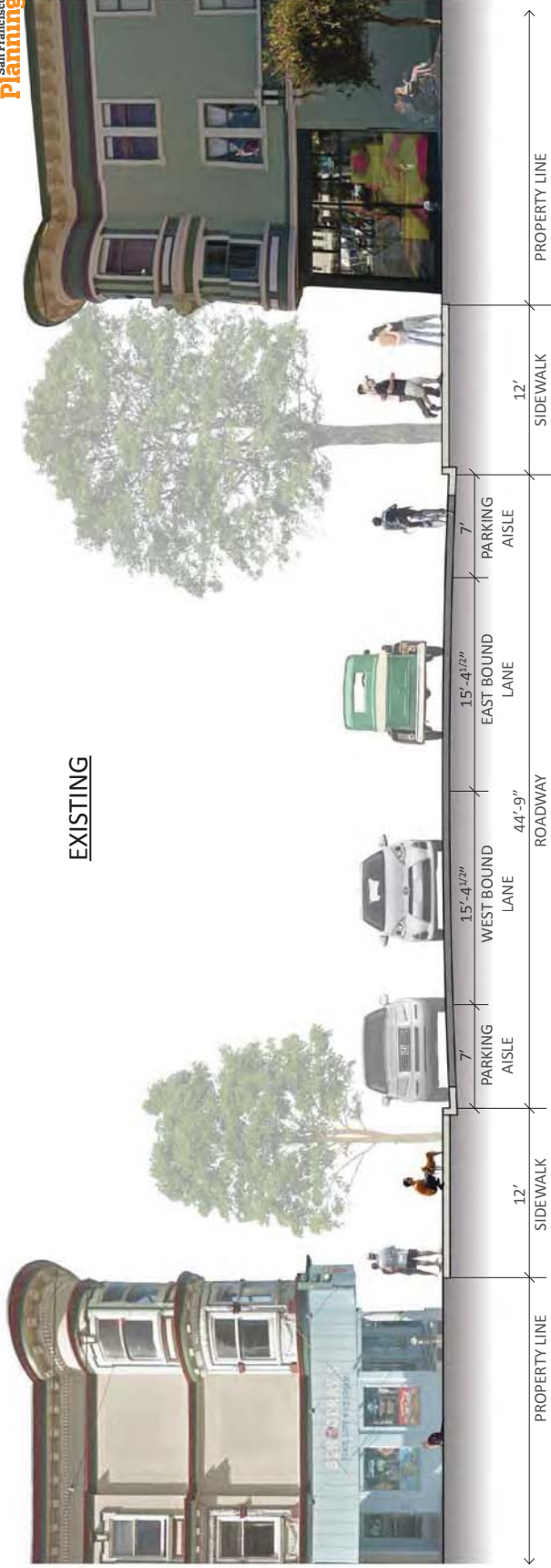
40 0 40 80  
SCALE: 1"=40'-0"

**LEGEND**

- New Sidewalk Paving
- New Curb Ramp
- New Transit Bulb
- New Pedestrian Bulb
- New Decorative Ped. Bulb Treatment
- New Decorative Intersection Treatment
- Existing Street Tree
- New Infill Street Tree
- Continental Crosswalk
- New Street Lighting Fixture
- New Pedestrian Lighting
- New Catenary Lighting (See Plan Enlarg.)

# UPPER HAIGHT STREETSCAPE

## Typical Section



**President, Board of Supervisors  
District 5**



**City and County of San Francisco**

**LONDON N. BREED**

January 17, 2017

Tilly Chang  
Executive Director of the San Francisco County Transportation Authority  
San Francisco County Transportation Authority  
1455 Market St, San Francisco, CA 94103

Dear Director Chang,

I am pleased to offer my support of the Upper Haight Street application to use Proposition AA funds. The grant would support a transformation of the pedestrian environment along the City's iconic Haight-Ashbury commercial corridor, including new crosswalk signals, and pedestrian-scale lighting. This will increase safety and quality of life for both residents and the thousands of tourists who visit this beloved, historic neighborhood.

The Haight Street project builds on three significant efforts: In February 2015, the City produced the Haight-Ashbury Public Realm Plan, the result of a three-year collaboration between the City and Haight-Ashbury neighbors to identify and design pedestrian improvements. The Plan describes specific site designs – vetted through a detailed community planning process – to enhance the safety and experience of the street.

The second effort is Muni Forward, the citywide initiative to improve transit service and delivery. A multi-million dollar investment of City funds in the Haight-Ashbury will improve transit for everyone on the corridor.

The third effort is Vision Zero. This Project's proposed crosswalks, signals, traffic changes, bulb-outs, and increased lighting support Vision Zero by making streets safer for everyone. And implementing the pedestrian improvements in concert with the transit upgrades will be more cost-effective and less disruptive to the neighborhood.

I am pleased support these much-needed improvements. An investment of Prop AA funds would help us make the Upper Haight a safer, more attractive place for the many pedestrians, bicyclists, motorists, and tourists who enjoy this legendary corridor.

Sincerely,

A handwritten signature in black ink that reads "London Breed".

President London Breed  
Board of Supervisors  
City & County of San Francisco





Haight Ashbury Merchants Association (HAMA)  
1388 Haight St., #151, San Francisco, 94117-2909  
Email: [hama94117@gmail.com](mailto:hama94117@gmail.com)

January 12, 2017

To: Tilly Chang,  
Executive Director of the San Francisco County Transportation Authority  
San Francisco County Transportation Authority  
1455 Market St, San Francisco, CA 94103

Dear Ms Chang,

On behalf of the Haight Ashbury Merchants Association (HAMA), I am pleased to support San Francisco's application to Prop AA for infrastructure improvements to the Haight Ashbury public realm. Prop AA funds would support sidewalk safety and pedestrian scale lighting on five blocks of one of San Francisco's most iconic commercial corridors.

This project builds on two significant efforts. In February 2015, the City produced the Haight Ashbury Public Realm Plan, the result of a three-year collaboration between the City and Haight Ashbury neighbors to identify and design pedestrian improvements. The Plan describes specific site designs, vetted through a community planning process, to add amenities that enhance the safety and experience of the street. The second effort is Muni Forward, a citywide initiative to improve transit with stop consolidation, intersection signalization, and transit bulbs for faster boarding/alighting. Implementing pedestrian improvements in concert with the transit upgrades will be more cost effective and less disruptive to the neighborhood.

The Haight Ashbury Merchants Association (HAMA) looks forward to continuing to work with the City to implement much needed pedestrian improvements in our neighborhood. An investment of Prop AA funds would make our streets safer for our children, families and neighbors.

Sincerely,  
Christin Evans  
Board Member, The Haight Ashbury Merchants Association ( HAMA)  
Owner, Booksmith  
[christin@booksmith.com](mailto:christin@booksmith.com)



**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Potrero Gateway Loop (Pedestrian Safety Improvements)
<b>Implementing Agency:</b>	Public Works
<b>Project Location:</b>	17th St, Vermont St, San Bruno Ave. adjacent to the 101 freeway
<b>Supervisorial District(s):</b>	10
<b>Project Manager:</b>	Kelli Rudnick
<b>Phone Number:</b>	415.558.4489
<b>Email:</b>	<a href="mailto:kelli.rudnick@sfdpw.org">kelli.rudnick@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	A collection of continuous open spaces along the 101-freeway on Potrero Hill between 17th and 18th Streets, project goals include improving pedestrian and bicycle circulation between neighborhoods, below, and around the freeway; promoting public health, safety, and welfare through creation of open spaces, accessibility improvements, and freeway-adjacent maintenance. Prop AA will fund pedestrian safety improvements at 17th Street & Vermont Street, which is a high-injury location.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the	See word document attached.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>The proposal was initiated by the Potrero Gateway Loop Steering Committee who engaged a landscape architecture firm to lead a 6-month community planning process. In 2013, the neighborhood formed a committee to create a park out of public right-of-way land. After putting out an RFP and interviewing landscape architects, the committee chose Bionic Landscape to work with the community and design the park.</p> <p>The neighborhood church opened its auditorium so that the neighborhood could hold four design meetings in 2014, attended by over 100 people. After conceptual design was completed in 2015, the community held a fundraiser, the proceeds of which were used to hire firm to provide a construction cost estimate; contacted the D10 Supervisor; and received a Program Manager from Public Works to assist the steering committee.</p> <p>Project sponsors have met five times with Caltrans engineers to provide a high-level review of the concept design and determine which parts of the project would be approved by Caltrans. The landscape team, Steering Committee, Public Works and Mayor's Office for Housing and Community Development collaborated to obtain funding from the Affordable Housing Sustainable Communities (\$750,000) and the Eastern Neighborhoods Public Benefit Fund (\$1.75M).</p>
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	District 10 Supervisor Cohen: Yoyo Chan ( <a href="mailto:yoyo.chan@sfgov.gov">yoyo.chan@sfgov.gov</a> ); Caltrans: Al Lee ( <a href="mailto:al.b.lee@dot.ca.gov">al.b.lee@dot.ca.gov</a> ); Mayor's Office of Housing and Community Development: Stephen Ford ( <a href="mailto:stephen.ford@sfgov.org">stephen.ford@sfgov.org</a> )
<b>Type of Environmental Clearance Required:</b>	Community Plan Exemption under an existing Mitigated Negative Declaration

**Prop AA Vehicle Registration Fee  
Project Information Form**



Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	n/a				
Environmental Studies (PA&ED)	100%	in-house	Jan-Mar	2017	Jan-Mar	2017
Design Engineering (PS&E)	30%	contracted	Apr-Jun	2019	Apr-Jun	2020
Right-of-way						
Advertise Construction	0%	N/A	Apr-Jun	2020	N/A	N/A
Start Construction (e.g. Award Contract)	0%	contracted	Oct-Dec	2020	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr-Jun	2021

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

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**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Potrero Gateway Loop (Pedestrian Safety Improvements)
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PROJECT COST ESTIMATE	Funding Source by Phase					
	Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering		\$0	N/A			
Environmental Studies (PA&ED)		\$10,000	N/A		\$10,000	Public Works & SF Planning
Design Engineering (PS&E)		\$640,000	\$80,000		\$560,000	Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works
Right-of-way		\$0	N/A			
Construction		\$2,230,000	\$220,000		\$2,010,000	Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works
<b>TOTAL PROJECT COST</b>		<b>\$2,880,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$2,580,000</b>	

Percent of Total 10% 0% 90%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)			\$80,000					\$80,000
Construction				\$220,000				\$220,000
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>

\*The 2017 Strategic Plan will program funds in FY's 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
<b>Prop AA</b>		\$300,000		\$300,000
<i>Eastern Neighborhoods Impact Fees</i>		\$1,450,000	\$300,000	\$1,750,000
<i>Affordable Housing Sustainable Communities Grant</i>		\$750,000		\$750,000
<i>General Fund D10 addback</i>			\$80,000	\$80,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$380,000</b>	<b>\$2,880,000</b>

<b>Desired Prop AA Programming Year</b>	
Fiscal Year 2018/19	

**Comments/Concerns**

**Project Description**  
**Potrero Gateway Loop: Pedestrian Safety Enhancements**  
**Phase I Scope**

Public Works seeks Prop AA funds to widen sidewalks on Vermont Ave, leveraging improvements to be funded by other sources. The six components of the overall project scope are described below.

**A. San Bruno**

San Bruno Avenue from 17<sup>th</sup> Street to Mariposa. The eastern sidewalk only goes half the length of the street while the distance from the sidewalk to the freeway shortens as you travel southward. The right-of-way originally contained many trees which are now gone because of fires and lack of tree maintenance. Once opened, this area can provide additional pathways to the Loop. Elements include:

**Landscape:**

- Living fence separating sidewalk and freeway
- Planted terraces
- Flat terrace plaza at the corner of San Bruno and 17<sup>th</sup> Street
- Street trees

**Hardscape:**

- Bulbouts at San Bruno
- Widen sidewalk
- New sidewalk
- Associated parking changes
- Maintenance path

**B. Beneath the Freeway/17th**

In an effort to reconnect the neighborhood that was separated by 101 Freeway, and to provide an attractive, safe passageway under a currently dark freeway underpass, the Loop project will widen the sidewalks, remove parking and enhance the bicycle lanes. Additionally the project will add an art program and lighting. The elements of this area are:

**Landscape:**

- Street trees
- Planted seating area

**Hardscape:**

- New fence
- 
- Bulb-outs at San Bruno and Vermont streets
- Sidewalk widening and associated parking removal

**Project Description**  
**Potrero Gateway Loop: Pedestrian Safety Enhancements**  
**Phase I Scope**

- 17<sup>th</sup> Street striped bike lane/Green Connector/SFBC route
- Widened sidewalk
- Box out space between existing columns, paint and create terrace
- Stadium steps, terrace
- ADA accessible path
- Iconic stair to high point
- Maintenance storage shed
- Art program
- New lighting

**C. Vermont**

The Vermont street right-of-way is separated from the freeway by a sound wall that reduces sound in lower area considerably, due to its being on top of a hill. This area, with great views of the city, offers significant open space. The project will also install bulbouts and sidewalk widening to increase safety and the intersection of Vermont and 17<sup>th</sup> streets, a high collision intersection. Project elements are:

**Landscape:**

- New street trees
- Grassland meadow
- California wildflowers
- Sensory Art Installation
- Flat terrace

**Hardscape:**

- ADA accessible path
- Informal hiking trail
- Widened sidewalk along Vermont
- Corner bulbouts
- New fence between freeway and park
- Trail benches
- Steps to terrace

**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements
<b>Implementing Agency:</b>	San Francisco Public Works
<b>Project Location:</b>	Jones and Ellis, 8th and Minna
<b>Supervisory District(s):</b>	6
<b>Project Manager:</b>	Marci Camacho
<b>Phone Number:</b>	415-558-4015
<b>Email:</b>	<a href="mailto:marcia.camacho@sfdpw.org">marcia.camacho@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Adding curb ramps on or adjacent to sub-sidewalk basements using bulbouts as a method to mitigate the costly sub-sidewalk basement conflicts. Includes intersections in District 6: Jones and Ellis (2 bulbouts), and 8th and Minna (1 raised crosswalk).
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Accessibility improvements coordinated with planned construction projects in the right-of-way to maximize efficiency and minimize disturbances to neighborhoods. Emphasis on improvements on the high-injury Vision Zero network. Locations will be at corners with sub-sidewalk basements with requests from people with disabilities as listed in the Transition Plan Prioritization. Supervisor Kim is in strong support of this work.</p> <p>Bulbouts are a method to shorten pedestrian crossing distances and enable the installation of curb ramps without touching costly sub-sidewalk basements. A raised crosswalk is another method to slow traffic for pedestrians, used in lieu of a curb ramp, and also enables construction without touching a sub-sidewalk basement. Sub-sidewalk basements occur all over the city and structural conditions vary greatly. Additionally, some roofs of a subsidewalk basement may double as the sidewalk. This means curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.</p> <p>This project achieves two important citywide goals: it improves accessibility at locations with requests from people with disabilities and reduces the likelihood of additional pedestrian collisions along the Vision Zero high-injury network. Without the bulbout and crosswalk solution, curb ramps alone may be cost prohibitive at these intersections. Public Works has been making great strides towards reaching full saturation of accessible, up-to-date curb ramps citywide. However, as more ramps are constructed throughout the City, the more difficult locations remain, which increases the average cost.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>Met with Tenderloin neighborhood group, Central City SRO Collaborative at 48 Turk Street, and Supervisor Kim in 2015 to identify locations. This project will also fall within the City and County of San Francisco's Americans with Disabilities Act (ADA) Transition Plan for Curb Ramps and Sidewalks, the goal of which is to ensure that the City creates accessible paths of travel in the public right of way for people with disabilities.</p> <p>The City &amp; County of San Francisco has made a significant and long-term commitment to improving the accessibility of the public right of way. The Department of Public Works has been the primary leader in these efforts, with collaboration and funding from the Mayor's Office on Disability (MOD) in prioritizing and funding curb ramp construction under the ADA Transition Plan for Curb Ramps and Sidewalks. This Transition Plan describes CCSF's existing policies and programs to enhance accessibility in the public right of way. There is a yearly prioritizing process which reviews requests for curb ramps. In FY 2016/17, the list primarily included locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni.</p>
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Damon Curtis; San Francisco Mayor's Office on Disability (MOD): Arfaraz Khambatta
<b>Type of Environmental Clearance Required:</b>	Categorical Exclusion (CE).



**Prop AA Vehicle Registration Fee  
Project Information Form**

Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	In-house	Jan-Mar	2015	Apr-Jun	2016
Environmental Studies (PA&ED)	25%	In-house	Apr-Jun	2016	<u>Apr-Jun</u>	<u>2019</u>
Design Engineering (PS&E)	<u>95%</u>	In-house	Apr-Jun	2016	<u>Apr-Jun</u>	<u>2019</u>
Right-of-way	0%	N/A		N/A		N/A
Advertise Construction	0%	In-house	<u>Apr-Jun</u>	<u>2019</u>		
Start Construction (e.g. Award Contract)	0%	Contracted	<u>Oct-Dec</u>	<u>2019</u>	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	<u>Oct-Dec</u>	<u>2020</u>

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

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**Prop AA Vehicle Registration Fee  
Project Information Form**

**Project Name:** Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements

**PROJECT COST ESTIMATE**

Phase	Cost	Funding Source by Phase			
		Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$50,000	N/A		\$50,000	Engineer's estimate
Environmental Studies (PA&ED)	\$20,000	N/A		\$20,000	Regulatory Affairs estimate
Design Engineering (PS&E)	\$300,000	\$0		\$300,000	Engineer's estimate
Right-of-way	\$0	N/A			
Construction	\$1,632,000	\$700,000		\$932,000	Engineer's estimate
<b>TOTAL PROJECT COST</b>	<b>\$2,002,000</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$1,302,000</b>	

Percent of Total: 35%      0%      65%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction			\$500,000	\$200,000				\$700,000
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700,000</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$700,000		\$700,000
General Fund		\$932,000	\$370,000	\$1,302,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$1,632,000</b>	<b>\$370,000</b>	<b>\$2,002,000</b>

**Desired Prop AA Programming Year**  
Fiscal Year 2018/19

**Comments/Concerns**

<b>Project Name:</b>	Arguello Boulevard Traffic Signal Upgrade
<b>Implementing Agency:</b>	SFMTA
<b>Project Location:</b>	Arguello Boulevard between Lake and Turk Streets
<b>Supervisory District(s):</b>	1, 2
<b>Project Manager:</b>	Geraldine De Leon
<b>Phone Number:</b>	415-701-4675
<b>Email:</b>	<a href="mailto:Geraldine.DeLeon@sfmta.com">Geraldine.DeLeon@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached map and supplemental sheets
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	See attached supplemental sheets
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Steven T. Lee - SF Public Works for electrical design review, contract advertising and contract support 415-558-5226
<b>Type of Environmental Clearance Required:</b>	Environmental approval involves obtaining a categorical exemption from the Planning Department, which typically takes about two months.

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year		
Planning/Conceptual Engineering (typically 30% design)								
Environmental Studies (PA&ED)	0%	In House	Jan-Mar	2018	Apr-Jun	2018		
Design Engineering (PS&E)	0%	In House	Apr-Jun	2017	JApr-Jun	2018		
Right-of-way								
Advertise Construction	0%		Apr-Jun	2018				
Start Construction (e.g. Award Contract)	0%	Both	Jul-Sep	2018				
Open for Use					Oct-Dec	2019		

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

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<b>Project Name:</b>	Arguello Boulevard Traffic Signal Upgrade
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**PROJECT COST ESTIMATE**

Phase	Cost	Funding Source by Phase		
		Prop AA	Prop K	Other
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)	\$250,000			\$250,000 Costs incurred + cost to complete
Right-of-way				
Construction	\$1,430,000	\$655,000	\$775,000	Engineer's estimate (90% design)
<b>TOTAL PROJECT COST</b>	<b>\$1,680,000</b>	<b>\$655,000</b>	<b>\$775,000</b>	<b>\$250,000</b>

Percent of Total: 39% 46% 15%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction		\$655,000						\$655,000
<b>TOTAL BY FISCAL YEAR</b>		<b>\$655,000</b>						<b>\$655,000</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$655,000		\$655,000
Prop K	\$775,000			\$775,000
SFMTA GO Bond			\$250,000	\$250,000
<b>TOTAL</b>	<b>\$775,000</b>	<b>\$655,000</b>	<b>\$250,000</b>	<b>\$1,680,000</b>

<b>Desired Prop AA Programming Year</b>	
	Fiscal Year 2018/19

**Comments/Concerns**

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**San Francisco County Transportation Authority  
Prop AA Call for Projects**

**Arguello Boulevard Traffic Signal Upgrade project (SFMTA)**

**I. Scope**

The SFMTA requests that \$655,000 in Prop AA funds be programmed to fund the construction phase of the Arguello Boulevard Traffic Signal Upgrade project. The project will be implemented on Arguello Boulevard along a 0.7 mile stretch, between Lake and Turk Streets. Arguello Boulevard is a wide (60 feet) two lane street, with one traffic lane going north and south and includes bike lanes with painted buffers and parking lanes. The project would involve upgrading signal hardware intended to enhance pedestrian safety at six intersections along Arguello Boulevard.

The locations of this project are as follows:

<b>ID</b>	<b>Intersection</b>	<b>Vision Zero High-Injury Network</b>	<b>PCS upgrades</b>	<b>APS Upgrades</b>	<b>Signal Visibility Upgrades</b>	<b>Muni Lines</b>	<b>Supervisory District</b>
1	Lake/Sacramento at Arguello	Y	--	Y	New Mast Arms	33	2
2	California/Arguello	Y	--	Y	New Mast Arms	1, 2, 33	1, 2
3	Euclid/Arguello	Y	--	Y	New Mast Arms	2, 33	1, 2
4	Clement/Arguello	Y	--	Y	New Mast Arms	2, 33	1, 2
5	Anza/Arguello	Y	PCS for all crossings to be installed	Y	New Mast Arms & Larger Signal Heads	33	1
6	Turk/Balboa/Arguello	Y	PCS for two crossings to be installed	Y	New Mast Arms & Larger Signal Heads	31, 33	1

Pedestrian Countdown Signals (PCS) will be installed at two locations where they are currently missing. The existing signal hardware at four of the proposed six locations is approaching the end of its useful life and does not have the capability to accommodate PCS or additional signals because it lacks the underground conduits required for installation. The corridor lacks Accessible Pedestrian Signals (APS). Therefore, APS would be installed at all six project locations to assist persons with visual impairments to cross the street. Other improvements included in this project are installing new poles, signals, controllers, conduit, wiring, and improved street lighting,

**San Francisco County Transportation Authority  
Prop AA Call for Projects**

**II. Project Benefits**

The proposed project in Supervisorial Districts 1 and 2 includes the Vision Zero High Injury Network corridor of Arguello Boulevard as determined by the Citywide Vision Zero Task Force. Vision Zero High Injury Corridors are targeted for improvements because they comprise only 6% of San Francisco streets but contribute to 60% of the total severe and fatal injuries in the City.

At the locations without a PCS, people who walk may find it difficult to determine if there is enough time to finish crossing the street. In such cases, some people who walk may remain in the crosswalk while the green light indication has been given to vehicular traffic. By law, drivers are required to yield to pedestrians. However, pedestrians may be reluctant to finish crossing the street in such a dangerous situation. In addition, all six project intersections will receive APS on all the corners to help the visually impaired receive pedestrian signal indications.

In addition to the installation of PCS, this project will improve the visibility of the vehicular signals within the project area through the installation of new poles, mast arms, and larger signal heads. Arguello Boulevard is a multimodal street that connects pedestrians, bicycle riders, and transit riders to popular destinations including: Rossi Playground, Roosevelt Middle School, Geary Boulevard, the Presidio, and Golden Gate Park. Improved signal visibility will help reduce potential for collisions across all modes, including pedestrians and bicycle riders.

This project will improve safety for the 33 Muni transit line that runs along Arguello Boulevard as well as the transit lines that cross Arguello Boulevard: the 1-California line at California, the 2-Clement at Clement and Euclid, and the 31-Balboa line at Turk/Balboa. The proposed project will also benefit transit riders who use the 38-Geary line where it crosses Arguello one block north of Anza.

The proposed project will build upon previous safety enhancements installed in 2016 as part of SFMTA's Arguello Boulevard Bike Safety Project that installed painted buffered bike lanes, daylighting, continental crosswalks, and pedestrian refuge islands. Moreover, the repaving of Arguello Boulevard in late 2017 as part of San Francisco Public Works' Various Locations Pavement Renovation Project will install a concrete median at McAllister and Cabrillo Streets, an expanded bus boarding island at Balboa Street, and extension of the bike lane on westbound Turk Street approaching Arguello Boulevard. With the existing coordination efforts and the proposed programming of Prop AA funds to the Arguello Boulevard Traffic Signal Upgrade Project, the City can go beyond a repaving project and deliver a Complete Streets Project to improve the safety of people who walk, take transit, bicycle and drive on a corridor that has been identified as having a high number of collisions.

**San Francisco County Transportation Authority**  
**Prop AA Call for Projects**

**III. Evaluation Criteria**

A. Screening Criteria:

1. The SFMTA is an eligible project sponsor for Prop AA funds.
2. The Arguello Boulevard Traffic Signal Upgrade Project is eligible for funding under the Pedestrian Safety programmatic category.
3. Prop AA funds are being requested for the Construction Phase of the project.
4. The proposed project is consistent with the Regional Transportation Plan (RTP) in the Metropolitan Transportation Commission's *Plan Bay Area* adopted in 2013.
5. The proposed project is consistent with San Francisco Pedestrian Strategy Plan that was adopted by the Mayor's Pedestrian Safety Task Force in April 2013. The task force is an interagency collaboration among the Department of Public Health, the SFMTA, the Department of Public Works, Police Department, the Planning Department, District Attorney's Office and the San Francisco County Transportation Authority.

B. General Prioritization Criteria:

1. Project Readiness: The Arguello Boulevard Traffic Signal Upgrade project will be ready to start the detailed design phase by May 2017. Advertising the contract is expected in May 2018, with construction anticipated to start in August 2018. Prior to the signal upgrade project, the curb ramps and much of the traffic signal conduit work at the six proposed project locations will be installed in advance by the Various Locations Pavement Renovation # 34 project, which will start construction later this year. The proposed Prop AA-funded project takes advantage of the paving coordination opportunity, and puts the signal conduits to use soon after installation.
2. Level of Urgency: The Arguello Boulevard Traffic Signal Upgrade project will address safety issues for people who walk and bike along a Vision Zero High Injury Network corridor. The High Injury Network corridors are designated due to their disproportionately high number of pedestrian and bicycle rider safety concerns. The PCS will reduce conflicts for people who walk as they access the neighborhood facilities such as schools, supermarkets, transit, playgrounds, and religious centers. The proposed signal improvements increase signal visibility and reduce the incidents of vehicular and bicycle collisions.
3. Community Engagement/Support: The proposed project is consistent with San Francisco Pedestrian Strategy Plan that was adopted by the Mayor's Pedestrian Task Force in April 2013. The task force included community stakeholders including Walk San Francisco, members of the Pedestrian Safety Advisory Committee, and Senior Action Network. The task force is also an interagency collaboration between the Department of Public Health, SFMTA, Public Works, Police Department, Planning Department, District Attorney's Office and the San Francisco County Transportation Authority.
4. Fund Leveraging: The Construction Phase is only about 40% funded by Prop AA with the remaining 60% covered by Prop K and SFMTA Operating Funds. Additionally, the cost of new curb ramps on Arguello is covered under SFPW's Arguello Paving Project instead of this signal upgrade project because we are coordinating this project with SFPW.

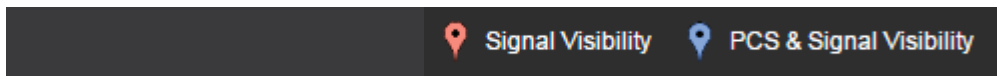
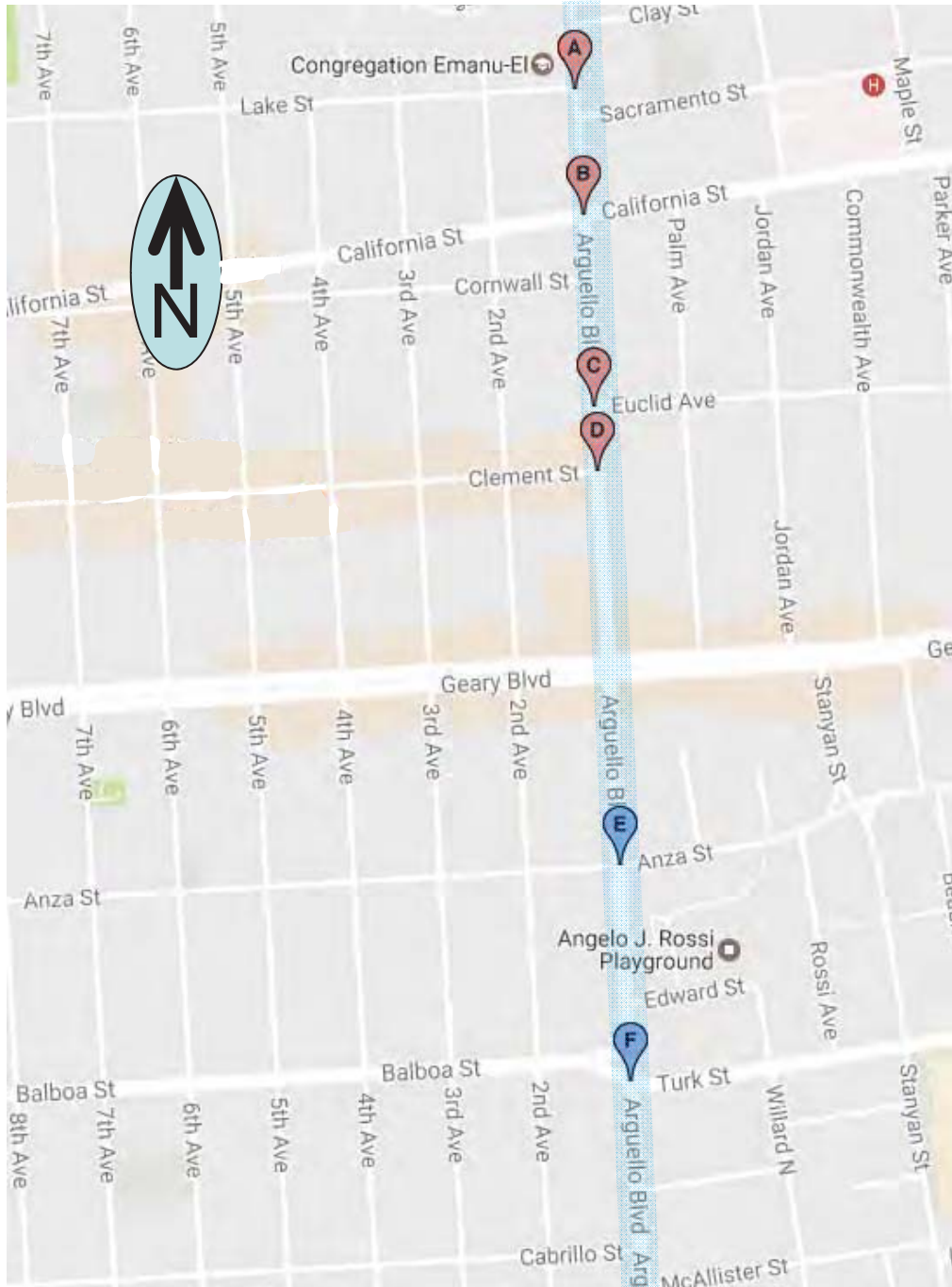
**San Francisco County Transportation Authority**  
**Prop AA Call for Projects**

5. Geographic Equity: This application provides improvements to Supervisorial Districts 1 and 2. We are also submitting 2 other pedestrian safety signal improvement applications under this Prop AA Call for Projects that provides improvements in Supervisorial Districts 5 and 11.
6. Project Delivery Track Record: SFMTA currently has several Prop AA funded traffic signal projects under design or construction. For example, The Webster Pedestrian Countdown Signals Project recently received bids in December 2016, while the Gough Street Traffic Signal Upgrade Project is at the 25% design stage as of December 2016. Additionally, we have completed Prop AA projects that includes the Construction Phase for both the Franklin Street Pedestrian Signal Countdown Signals Project (finished construction in 2016), as well as the Contract 62 New Traffic Signal Project (finished in mid-2016). Other Prop AA completed projects include the Construction Phase of the Pedestrian Countdown Signals Contract #1 in 2014. SFMTA and SPW are jointly implementing an array of similar Vision Zero projects with the intent of reducing traffic fatalities to 0 by 2024.

C. Programmatic Category Prioritization – Pedestrian Safety

1. Conflict Reduction: The proposed project will improve pedestrian safety by reducing conflicts for both pedestrians and vehicles in an area that has been documented to have a disproportionate amount of collisions. People who walk will be able to better determine whether there is enough time to safely cross the street and reduce the frequency where they remain in the crosswalk when the light turns red. People who drive or ride bicycles will also have improved safety with better signal visibility so that they can prepare to stop for signal changes earlier.
2. Consistency with Vision Zero Efforts: All six project intersections are on the Vision Zero High Injury Network.
3. Improved Access to Schools and Transit: The Arguello Boulevard Traffic Signal Upgrade Project is ideally located to improve pedestrian access to schools and transit. The 33 line runs along Arguello Boulevard for the length of the project area, and the 1-California at the California intersection, the 2-Clement at the Clement and Euclid intersections, and the 31-Balboa at the Balboa/Turk intersection. The proposed project will also improve access to the Roosevelt Middle School and Claire Lilienthal Elementary School which are both within one block of the project locations. Beyond schools and transit, the implementation of the project will improve access to the CPMC California Campus, Rossi Playground, Clement and Geary shopping, St Johns Presbyterian Church and Congregation Emanu-El, and improves access to Golden Gate Park and the Presidio.

# Arguello Boulevard Traffic Signal Upgrade – Project Map



= Vision Zero High Injury Corridor

A	Arguello Boulevard & Lake/Sacramento Streets
B	Arguello Boulevard & California Street
C	Arguello Boulevard & Euclid Avenue
D	Arguello Boulevard & Clement Street
E	Arguello Boulevard & Anza Street
F	Arguello Boulevard & Balboa/Turk Streets



**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	5th Street Quick Build Improvements
<b>Implementing Agency:</b>	SFMTA
<b>Project Location:</b>	5th Street between Townsend and Market Streets
<b>Supervisorial District(s):</b>	6
<b>Project Manager:</b>	Thalia Leng
<b>Phone Number:</b>	415.701.4762
<b>Email:</b>	thalia.leng@sfmta.com
<b>Brief Project Description for MyStreetSF (50 words max):</b>	The 5th Street Quick Build project will improve safety along the corridor for those who walk, bike, take transit, and drive along the corridor and in central SoMa. Project will implement quick-to-deliver pedestrian, bicycle, transit, and loading/parking improvements along 5th Street between Townsend and Market Streets in the South of Market (SoMa) neighborhood.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Project will create a more livable and inviting place for all users on 5th Street from Market to Townsend. Quick build improvements include: signal retiming; intersection improvements (upgraded crosswalks, advanced limit lines); protected bikeways; and bus boarding islands to facilitate increased pedestrian safety and transit accessibility along the corridor. Northbound bikeways are primarily parking-protected (floating parking and painted hatched buffer areas) and southbound bikeways are primarily curbside and protected by buffers and delineators. To accommodate the protected bikeways, a travel lane and some parking is to be removed, thereby creating more visibility for pedestrians near intersections, removing moving vehicles from the curb, and creating a more inviting walking experience. See attached conceptual design for details.</p> <p>Some quick build improvements will be replaced with permanent structures (e.g. a transit boarding islands would eventually be replaced as part of an SFPW pavement restoration project). Other quick build improvements may be replaced with permanent structures (e.g. painted bikeway buffers may be converted to concrete or other more permanent divider; existing and planned painted safety zones may be updated to permanent bulbouts).</p> <p>5th Street is on the city's High-Injury Network, which are the 13 percent of city streets that account for 75 percent of San Francisco's severe and fatal traffic injuries. This project supports San Francisco's Vision Zero goal of eliminating all traffic deaths by 2024 by improving safety along the 5th Street corridor, especially at streets that intersect with others on the High-Injury Network, such as Folsom, Howard, Harrison, and Townsend streets.</p> <p>The 5th Street Improvement Project will be coordinated with other streetscape and development projects in the area to create a balanced transportation network for the neighborhood. Other projects currently in planning or development phases in Central SoMa include 2nd Street, 6th Street, 11th Street, Folsom and Howard streets, 7th and 8th streets, Brannan Street and Townsend Street. Additionally, two MUNI bus routes (30 and 45) have been revised to support this project.</p>
<b>Describe benefits to Communities of Concern or disadvantaged populations.</b>	Approximately half of the project area is located directly within a 2017 Community of Concern. Project improvements will improve safety for people living, working, and shopping along 5th Street and in Central SoMa, and increase access to key community services, jobs, and schools, and regional transit connections (ie Market Street Muni/BART stations, 4th and King Caltrain).

**Prop AA Vehicle Registration Fee  
Project Information Form**

<p><b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).</p>	<p>Fall 2017 Develop and evaluate conceptual design alternatives Stakeholder Interviews</p> <p>Winter 2018 – Spring 2019 Open House #1 in January 2018 Refine conceptual design alternatives Stakeholder Workshop in November 2018 Produce final conceptual design Open House #2 in April 2019 Community Office Hours in April 2019</p> <p>Spring 2019 - Summer 2019 Environmental Clearance Legislation/Approvals</p> <p>Fall 2019 Construction</p>
<p><b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.</p>	SFPW - TBD
<p><b>Type of Environmental Clearance:</b></p>	Categorically Exempt

Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)			Jul-Sep	2017	Apr-Jun	2019
Environmental Studies (PA&ED)			Apr-Jun	2019	Jul-Sep	2019
Design Engineering (PS&E)	35%	In-house	Apr-Jun	2019	Jul-Sep	2019
Right-of-way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)	0%	In-house	Jul-Sep	2019	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2019

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

See attached quick build improvements.
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**Prop AA Vehicle Registration Fee  
Project Information Form**

**Project Name:** 5th Street Quick Build Improvements

PROJECT COST ESTIMATE	Phase	Cost	Funding Source by Phase			
			Prop AA	Prop K	Other	Source of Cost Estimate
	Planning/Conceptual Engineering	\$0	N/A			
	Environmental Studies (PA&ED)	\$0	N/A			
	Design Engineering (PS&E)	\$330,000			\$330,000	Based on recent similar quick build work
	Right-of-way	\$0	N/A			
	Construction	\$1,650,000	\$378,372		\$1,271,628	Based on recent similar quick build work
	<b>TOTAL PROJECT COST</b>	<b>\$1,980,000</b>	<b>\$378,372</b>	<b>\$0</b>	<b>\$1,601,628</b>	

Percent of Total: 19% 0% 81%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$378,372					\$378,372
<b>TOTAL BY FISCAL YEAR</b>	<b>\$378,372</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$378,372</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

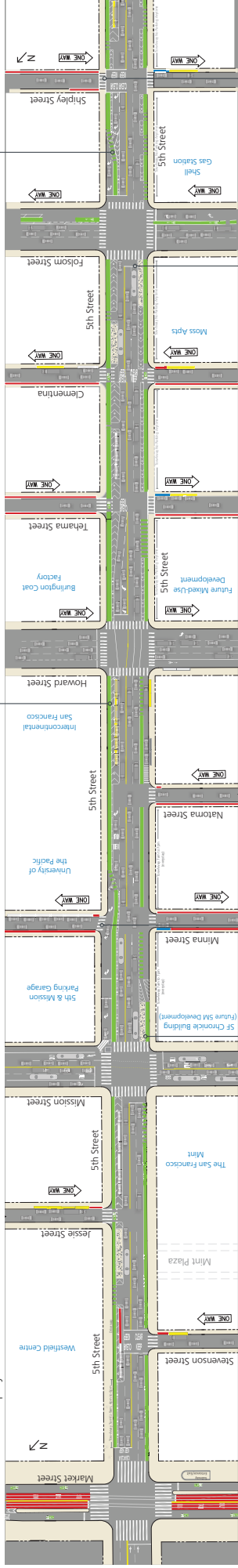
Funding Source	Planned	Programmed	Allocated	TOTAL
<b>Prop AA</b>	\$378,372			\$378,372
<i>Prop B General Fund</i>			\$330,000	\$330,000
<i>TBD (Prop K/ General Fund)</i>	\$1,271,628			\$1,271,628
<b>TOTAL</b>	<b>\$1,650,000</b>	<b>\$0</b>	<b>\$330,000</b>	<b>\$1,980,000</b>

<b>Desired Prop AA Programming Year</b>
Fiscal Year 2019/20

**Comments/Concerns**

# 5TH STREET IMPROVEMENT PROJECT: Near-Term Improvements

5th Street from Market to Shipley streets



Raised crosswalk

Advanced Limit Lines

Protected Bikeways

Passenger Loading Island

Mixing Zone

Raised crosswalk

Transit Boarding Island

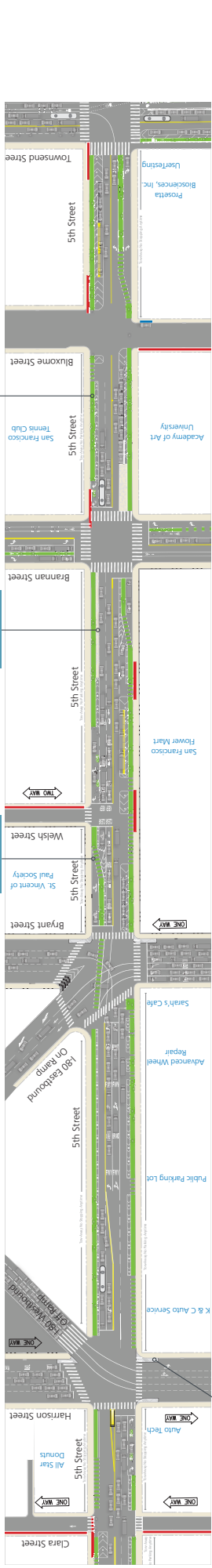
Mixing Zone

Raised crosswalk

Advanced Limit Lines

Raised crosswalk

5th Street from Clara to Townsend streets



Painted Safety Zone

Advanced Limit Lines

Protected Bikeways

Passenger Loading Island

Mixing Zone

Raised crosswalk

Transit Boarding Island

Mixing Zone

Raised crosswalk

Advanced Limit Lines

Raised crosswalk

**Color Curb Legend**

- Yellow Curb (commercial loading zone)
- White Curb (passenger loading zone)
- Blue Curb (placed at curb ramps)
- Red Curb (areas to keep clear)
- General Metered Parking

**Color Curb Legend**

- Yellow Curb (commercial loading zone)
- White Curb (passenger loading zone)
- Blue Curb (placed at curb ramps)
- Red Curb (areas to keep clear)
- General Metered Parking



**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G
<b>Implementing Agency:</b>	San Francisco Public Works
<b>Project Location:</b>	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection
<b>Supervisory District(s):</b>	9, 10
<b>Project Manager:</b>	Denny Phan
<b>Phone Number:</b>	(628) 224-2232
<b>Email:</b>	denny.phan@sfdpw.org
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Safety improvements to shared bike and pedestrian paths at the western entrance of the Bayshore Blvd/Cesar Chavez St/Potrero Ave intersection, adjacent to westbound Cesar Chavez St. The project will construct a wider, regraded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflict between users for Segments F and G of the Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>In the project area, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue intersect to form a complex arrangement of bridges and ramps linking with Highway 101. The intersection is nicknamed “The Hairball” and is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while vehicles use all three levels. In 2010, the SF Planning Department began a community outreach process. The Cesar Chavez East Community Design Plan was finalized in 2012. This plan divides the Hairball area into segments A through O.</p> <p>Segments F and G from the Cesar Chavez East Community Design Plan are located at the western entrance of the Hairball adjacent to westbound Cesar Chavez Street. Segment F is a shared pedestrian path through an undeveloped city-owned lot. Segment G is an eastbound pathway that travels down a steep grade under the Highway 101 southbound on-ramp. Designs for these two segments aim to create a wider, regraded path with adequate clearance at the highway overpass. The designs create a safe shared path for bikes and pedestrians that minimizes conflict between users.</p> <p>Specific design changes include:  Entry ramp widened and resurfaced at eastbound Cesar Chavez Street.  Eastbound shared bike/pedestrian path widened from 6 feet to 10 feet for shared/ flexible uses.  New landscaped buffer installed to setback pathway from the road/highway on-ramp.  New retaining walls and abutment installed.  Pathway regraded to allow for sufficient clearance at highway overpass.</p>
<b>Describe benefits to Communities of Concern or disadvantaged populations.</b>	The project is adjacent to a Communities of Concern, with high concentration of low income households as well as zero vehicle households. Pedestrian and bicycle safety improvements will connect communities across US 101.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor)	This project emerged from recommendations from the SFMTA’s Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection (The Hairball): Key Segment Improvements report, which was funded through the Prop K Neighborhood Transportation Improvement Program. SFPW has partnered with the SFMTA, District Supervisor's Office, and the San Francisco Bicycle Coalition to coordinate outreach throughout the design phase, including a ride-through with staff and community members to inform the final design.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency - Thalia Leng
<b>Type of Environmental Clearance:</b>	Categorically Exempt

**Prop AA Vehicle Registration Fee  
Project Information Form**

As Amended June 2019

Project Delivery Milestones	Status	Work	Start Date		End Date		
	Phase*	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)							
Environmental Studies (PA&ED)							
Design Engineering (PS&E)	100%	In-house	Apr-Jun	2017	Oct-Dec	2017	
Right-of-way							
Advertise Construction		N/A	Apr-Jun	2019	N/A	N/A	
Start Construction (e.g. Award Contract)			Jul-Sep	2019	N/A	N/A	
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2020	

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

This project is at 100% design and is ready to be implemented.



**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Bayshore Blvd/ Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G
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**PROJECT COST ESTIMATE**

Phase	Cost	Funding Source by Phase				Source of Cost Estimate
		Prop AA	Prop K	Other		
Planning/Conceptual Engineering	\$5,400	N/A		\$5,400		Actual costs
Environmental Studies (PA&ED)	\$0	N/A				
Design Engineering (PS&E)	\$139,940		\$80,000	\$59,940		Actual costs
Right-of-way	\$0	N/A				
Construction	\$896,519	\$368,519	\$320,000	\$208,000		Engineer's estimate
<b>TOTAL PROJECT COST</b>	<b>\$1,041,859</b>	<b>\$368,519</b>	<b>\$400,000</b>	<b>\$273,340</b>		
Percent of Total		35%	38%	26%		

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$368,519					\$368,519
<b>TOTAL BY FISCAL YEAR</b>	<b>\$368,519</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$368,519</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
<b>Prop AA</b>	\$368,519			\$368,519
<i>Prop K</i>			\$400,000	\$400,000
<i>SFMTA Prop B Baseline Set-Aside</i>			\$208,000	\$208,000
<i>General Fund</i>			\$65,340	\$65,340
<b>TOTAL</b>	<b>\$368,519</b>	<b>\$0</b>	<b>\$673,340</b>	<b>\$1,041,859</b>

<b>Desired Prop AA Programming Year</b>	Fiscal Year 2019/20
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**Comments/Concerns**



**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Bulb-outs at WalkFirst Locations					
<b>Implementing Agency:</b>	SFMTA					
<b>Project Location:</b>	2, 3, 5, 6, 9, 10 and 11					
<b>Supervisorial District(s):</b>	2, 3, 5, 6, 9, 10 and 11 (see attached list of potential intersections)					
<b>Project Manager:</b>	Damon Curtis					
<b>Phone Number:</b>	701-4674					
<b>Email:</b>	<a href="mailto:damon_r_s@sfm a. om">damon_r_s@sfm a. om</a>					
<b>Brief Project Description for MyStreetSF (50 words max):</b>	This project will continue to construct full bulb-outs on existing temporary curb extensions (painted safety zones) on the City's Vision Zero network - the highest need streets prioritized for pedestrian safety improvements.					
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	As additional high injury corridors and communities are considered for pedestrian safety improvements, the SFMTA anticipates additional painted safety zones to be installed as temporary safety improvements. This project would provide funding for construction of up to 25 painted safety zones for upgrade to permanent bulb-outs (see attached list). Painted safety zones with the highest priority collision patterns that warrant permanent bulb-outs will be considered for upgrade. These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the San Francisco Vision Zero High Injury Network--the 12% of city streets that account for 70% of severe and fatal traffic injuries. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal. This project also supports Plan Bay Area's Goal 3 to reduce adverse health impacts associated with air quality, road safety, and physical activity.					
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project anticipates future planning efforts that will determine the locations of temporary sidewalk extensions. Examples of types of projects that may lead to temporary curb extension that will be designed in this phase include the 2016 SFCTA-led Vision Zero ramps study or the 2016 Western Addition Community Based Transportation Plan. Each project should have robust community outreach to ensure the bulb is a context sensitive solution in the neighborhood. At its May 9, 2017 meeting, the Transportation Authority Board amended the Bulb-outs at WalkFirst Locations project programmed in the 2017 Prop AA Strategic Plan to require that the San Francisco Municipal Transportation Agency obtain concurrence from the district supervisor prior to seeking allocation of Prop AA funds for the project.					
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	None identified to date.					
<b>Type of Environmental Clearance Required:</b>	Existing painted safety zones likely need no further environmental review, but this decision is made on a case-by-case basis pending final design for each permanent bulbout. If required, the type would likely be Categorical Exemption.					
<b>Project Delivery Milestones</b>	<b>Status</b>	<b>Work</b>	<b>Start Date</b>		<b>End Date</b>	
<b>Phase*</b>	<b>% Complete</b>	<b>In-house, Contracted, or Both</b>	<b>Quarter</b>	<b>Calendar Year</b>	<b>Quarter</b>	<b>Calendar Year</b>
Planning/Conceptual Engineering (typically 30% design)	100%	In-house				
Environmental Studies (PA&ED)	100%	In-house				
Design Engineering (PS&E)	90%	In-house	Jul-Sep	2016	Apr-Jun	2019
Right-of-way						
Advertise Construction	0%	N/A	Jul-Sep	2019	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Both	Jan-Mar	2020	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2021
*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.						
<b>Comments</b>						





**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Bulb-outs at WalkFirst Locations
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PROJECT COST ESTIMATE	Funding Source by Phase					
	Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A	\$0	\$0	\$0	Actual
Environmental Studies (PA&ED)	\$10,000	N/A	\$0	\$0	\$10,000	Actual
Design Engineering (PS&E)	\$792,106	\$491,757	\$0	\$0	\$300,349	Actual cost and cost to complete
Right-of-way	\$0	N/A	\$0	\$0	\$0	
Construction	\$5,500,000	\$500,000	\$0	\$0	\$5,000,000	Engineer's estimate at 35% design. See Comments/Concerns below
<b>TOTAL PROJECT COST</b>	<b>\$6,302,106</b>	<b>\$991,757</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,310,349</b>	

Percent of Total 16% 0% 84%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction			\$250,000	\$250,000				\$500,000
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
<b>Prop AA</b>		\$500,000	\$491,757	\$991,757
<i>Prop B General Funds</i>			\$10,000	\$10,000
<i>Prop A GO Bond</i>			\$300,349	\$300,349
<i>TBD (e.g. Prop A GO Bond, Prop B, Transit Sustainability Fee)</i>	\$5,000,000			\$5,000,000
<b>TOTAL</b>	<b>\$5,000,000</b>	<b>\$500,000</b>	<b>\$802,106</b>	<b>\$6,302,106</b>

<b>Desired Prop AA Programming Year</b>	
Fiscal Year 2019/20	

**Comments / Concerns**

Final construction cost and funding plan is contingent on cost estimate at 100% design (anticipated by June 30, 2019). Current construction cost estimate assumes average cost per bulbout of \$134,000 (41 individual bulbs at 23 corners at 15 intersections). If final construction cost at 100% design exceeds available funding, the SFMTA will prioritize the locations based on Vision Zero crash data.

## Permanent Painted Safety Zones

### Painted Safety Zone Conversion List of Potential Intersections, February 2019

<b>Intersection</b>	<b>PSZ Locations</b>	<b>District</b>	<b>Bulbs</b>
1027 Jones and O'Farrell	NE	6	1
1030 Mission and Virginia	N, SW, SE	9	5
1034 Mission and Santa Rosa	SW	11	2
1042 3rd St and Williams	SW	10	1
1044 Plymouth-Sagamore-Sickles-San Jose	SW	11	2
1059 Eddy and Mason	NE	3,6	2
1092 17th St and South Van Ness	NE, SW	9	4
1093 Post and Webster	All corners	5	7
1105 Bush and Hyde	NE, SW	3	4
1110 Eddy and Leavenworth	SE	6	1
1114 Golden Gate and Larkin	NW, SE	6	3
1118 Larkin and Sutter	NE, SW	3	4
1130 3rd and Harrison	NE, SW	6	2
1131 Bush and Franklin	NW	2	1
1167 Leavenworth and Turk	SW	6	2

## Permanent Painted Safety Zones

Typical Before – Painted Safety Zone



Typical After – Bulb-out





**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Western Addition Transportation Plan Implementation (Pedestrian Lighting)
<b>Implementing Agency:</b>	SFPW
<b>Project Location:</b>	May include Webster, McAllister, Eddy, Golden Gate and Laguna streets in the Western Addition.
<b>Supervisory District(s):</b>	District 5
<b>Project Manager:</b>	Edmund Lee
<b>Phone Number:</b>	(415) 554-8258
<b>Email:</b>	<a href="mailto:dm.nd.@sfdpw.org">dm.nd.@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition. Project improvements include pedestrian lighting to promote greater walking and biking in the Western Addition.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>This project proposes pedestrian safety and walkability improvements to community-identified priority streets in the Western Addition neighborhood. Beyond the scope of nearer-term improvements, the Western Addition Community-Based Transportation Plan (CBTP) specifically calls out to pedestrian lighting to address the community's pedestrian safety and security concerns as well as provide a decorative, human-scale element in the streetscape, fostering neighborhood identity and improving neighborhood aesthetics. Pedestrian lighting will promote greater walking and biking throughout the Western Addition. The network was developed using pedestrian path of travel results from community outreach, reported pedestrian collisions, crime data and Muni routes. This network will connect community members to major community destinations like Safeway, Ella Hill Hutch Community Center and the Fillmore Street commercial district. The pedestrian lighting network will facilitate safe connections to Muni service provided by the 5/5R-Fulton/Rapid, 22-Fillmore, 24-Divisadero, 31-Balboa, 38/38R-Geary Rapid, 47-Van Ness and 49-Mission. Proposed network locations are:</p> <ul style="list-style-type: none"> <li>• Laguna, between Eddy and McAllister</li> <li>• Webster Street between O'Farrell and Grove</li> <li>• McAllister Street between Fillmore and Gough</li> <li>• Eddy Street between Scott and Webster Street</li> <li>• Golden Gate Avenue between Fillmore and Gough</li> </ul> <p>Prop AA funds will be used to implement pedestrian lighting along one or more of these corridors. Corridors will be prioritized based on feasibility, community input, and availability of funding. The proposal excludes walking connections proposed under the Buchanan Mall Community Connections projects.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project is recommended as part of the Western Addition CBTP (funded in part with District 5 Neighborhood Transportation Improvement Program (NTIP) planning funds), and was developed based on the plan's year-long community outreach process. Ten community meetings were conducted by the SFMTA and community-based organization, Mo'MAGIC. As part of the outreach process, community members developed transportation goals, identified issue locations and assessed streetscape designs.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SF Public Utilities Commission, SF Recreation and Parks Department (RPD)
<b>Type of Environmental Clearance Required:</b>	CEQA



**Prop AA Vehicle Registration Fee  
Project Information Form**

Project Delivery Milestones	Status	Work	Start Date		End Date	
	Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter
Planning/Conceptual Engineering (typically 30% design)	95%	In-house	Oct-Dec	2014	Jan-Mar	2017
Environmental Studies (PA&ED)	0%	In-house	Apr-Jun	2017	Apr-Jun	2018
Design Engineering (PS&E)	0%	In-house	Jan-Mar	2020	Apr-Jun	2020
Right-of-way						
Advertise Construction		N/A	Jul-Sep	2020	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2020	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2021

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**



**Prop AA Vehicle Registration Fee  
Project Information Form**

**Project Name:** Western Addition Transportation Plan Implementation (Pedestrian Lighting)

**PROJECT COST ESTIMATE**

Phase	Cost	Funding Source by Phase				Source of Cost Estimate
		Prop AA	Prop K	Other		
Planning/Conceptual Engineering	\$ 300,000	N/A	\$ 240,000	\$ 60,000	Actual	
Environmental Studies (PA&ED)	\$ -	N/A	\$ -	\$ -		
Design Engineering (PS&E)	\$ 100,000	\$ 100,000	\$ -	\$ -	Engineer's estimate	
Right-of-way	\$ -	N/A	\$ -	\$ -		
Construction	\$ 1,550,000	\$ 886,928	\$ -	\$ 663,072	Engineer's estimate	
<b>TOTAL PROJECT COST</b>	<b>\$ 1,950,000</b>	<b>\$ 986,928</b>	<b>\$ 240,000</b>	<b>\$ 723,072</b>		

Percent of Total: 51% 12% 37%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)			\$ 100,000					\$100,000
Construction				\$886,928				\$886,928
<b>TOTAL BY FISCAL YEAR</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ 886,928</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$986,928</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$ 240,000	\$ 240,000		\$ 240,000
TBD	\$ 663,072			
MTC CBTP			\$ 60,000	\$ 60,000
Prop K			\$ 240,000	\$ 240,000
<b>TOTAL</b>	<b>\$ 663,072</b>	<b>\$ 240,000</b>	<b>\$ 300,000</b>	<b>\$ 540,000</b>

**Desired Prop AA Programming  
Year**

Fiscal Year 2019/20

**Comments/Concerns**

SFPW will finalize the budget for the design and construction phases upon final selection of the project corridor and the corresponding number of pedestrian lights to be installed. The projected shortfall is \$663,072 which would fully fund the cost of installing lighting on three blocks. SFPW will reduce scope if additional funding sources are not secured.

<b>Project Name:</b>	Muni Metro Station Enhancements Phase 1 & 2
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Project Location:</b>	SFMTA Muni Metro Stations: Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church, Castro, Forest Hill and West Portal
<b>Supervisory District(s):</b>	Districts 6, 7 and 8
<b>Project Manager:</b>	Roger Nguyen
<b>Phone Number:</b>	415-701-4312
<b>Email:</b>	<a href="mailto:Roger.Nguyen@sfmta.com">Roger.Nguyen@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	The Muni Metro Station Enhancements project will improve existing station amenities such as lighting, signage, seating and accessibility improvements in order to improve safety, customer comfort and the quality of the passenger experience at the nine major Metro stations. This grant request is to finance signage improvements and upgrade architectural and lighting amenities at all nine Metro stations.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The project will be implemented in two phases:</p> <ul style="list-style-type: none"> <li>-Phase 1 is the initial implementation of wayfinding signage throughout all nine stations and architectural/lighting upgrades at two stations.</li> <li>-Phase 2 will complete architectural/lighting upgrades for the remaining seven stations.</li> </ul> <p>See attached Word document for more details</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	SFMTA is continually receiving and evaluating customer feedback on vehicle and station needs and improvements. The 2016 Muni Ridership Survey showed that the fourth highest concern of respondents was better vehicle and station cleanliness. One of the top customer complaints is the lack of seating at Muni stops and stations, which this project will address. Feedback and leveraging from MTC and BART's extensive outreach for wayfinding signage standards will be used as a basis to do additional outreach on signage content and seating design.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Not Applicable
<b>Type of Environmental Clearance Required:</b>	CEQA CE

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	50%	Both	Oct-Dec	2016	Jan-Mar	2017
Environmental Studies (PA&ED)	0%	In-House	Oct-Dec	2016	Jan-Mar	2017
Design Engineering (PS&E)	0%	Both	Apr-Jun	2017	Oct-Dec	2017
Right-of-way						
Advertise Construction	0%		Jan-Mar	2018		
Start Construction (e.g. Award Contract)	0%	Both	Jan-Mar	2018		
Open for Use (Phase 1)					Oct-Dec	2019
Open for Use (Phase 2)					TBD	2022

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Project Name:** Muni Metro Station Enhancements Phase 1 & 2

PROJECT COST ESTIMATE	Funding Source by Phase				
	Phase	Cost	Prop AA	Prop K	Other
Planning/Conceptual Engineering	\$287,000	N/A		\$287,000	SFMTA
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$1,807,582	\$715,316		\$1,092,266	SFMTA
Right-of-way	\$0	N/A			
Construction	\$13,274,425	\$5,253,099		\$8,021,326	SFMTA
<b>TOTAL PROJECT COST</b>	<b>\$15,369,007</b>	<b>\$5,968,415</b>	<b>\$0</b>	<b>\$9,400,592</b>	

Percent of Total 39% 0% 61%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction	\$1,232,658	\$1,232,658	\$600,000	\$1,650,000	\$1,253,099			\$5,968,415
<b>TOTAL BY FISCAL YEAR</b>	<b>\$1,232,658</b>	<b>\$1,232,658</b>	<b>\$600,000</b>	<b>\$1,650,000</b>	<b>\$1,253,099</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,968,415</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$5,968,415			\$5,968,415
Caltrans-PTMISEA (IBond)-FY14			\$287,000	\$287,000
CCSF-IPIC (Market Octavia)-FY 19		\$2,448,670		\$2,448,670
TBD	\$6,664,922			\$6,664,922
<b>TOTAL</b>	<b>\$12,633,337</b>	<b>\$2,448,670</b>	<b>\$287,000</b>	<b>\$15,369,007</b>

<b>Desired Prop AA Programming Year</b>
Fiscal Year 2017/18

**Comments/Concerns**

TBD fund sources may include: developer funding from the HUB project, SFMTA Revenue Bonds, Prop B General Fund Revenue Bonds, Prop A GO Bond (2014).



# Muni Metro Station Enhancements Scope Prop AA FY17-22 Application

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## Background

The San Francisco Municipal Transportation Agency's (SFMTA) Muni transit system consists of a dense, multi-modal network of train, bus and streetcar service that connects San Francisco's diverse neighborhoods. Muni's 24-hour transit system has over 725,000 daily boardings. With an average weekday ridership of more than 170,000 boardings on fixed route transit in 2016, Muni Metro is the United States' third-busiest light rail system after Boston and Los Angeles, operating a fleet of 149 light rail vehicles (LRVs).

One of the SFMTA's key initiatives, Muni Forward, is focused on investing in lines that carry over 70% of customers. These lines form the backbone of the Muni system and are known as the Rapid Network. Muni's Rapid Network is prioritized for enhancements that focus on making it easier, safer and more comfortable for San Franciscans to get around the city. With over 170,000 people relying on our Muni Metro service every day, these lines are a critical component of the Rapid Network and each Metro line is slated for major capital investments that will improve travel time and reliability.

The light-rail system connects to the city's nine major Muni Metro stations from downtown to West Portal. The nine Muni Metro stations serve as the city's highest ridership corridor, welcoming over 87,000 people daily, approximately 12% of the daily ridership.

With the exception of Forest Hill Station, the Muni Metro subway system was built in 1980 and consists of nine subway stations: Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church, Castro, Forest Hill and West Portal. Four downtown stations (Embarcadero, Montgomery, Powell and Civic Center) are shared with BART.

## Existing Conditions

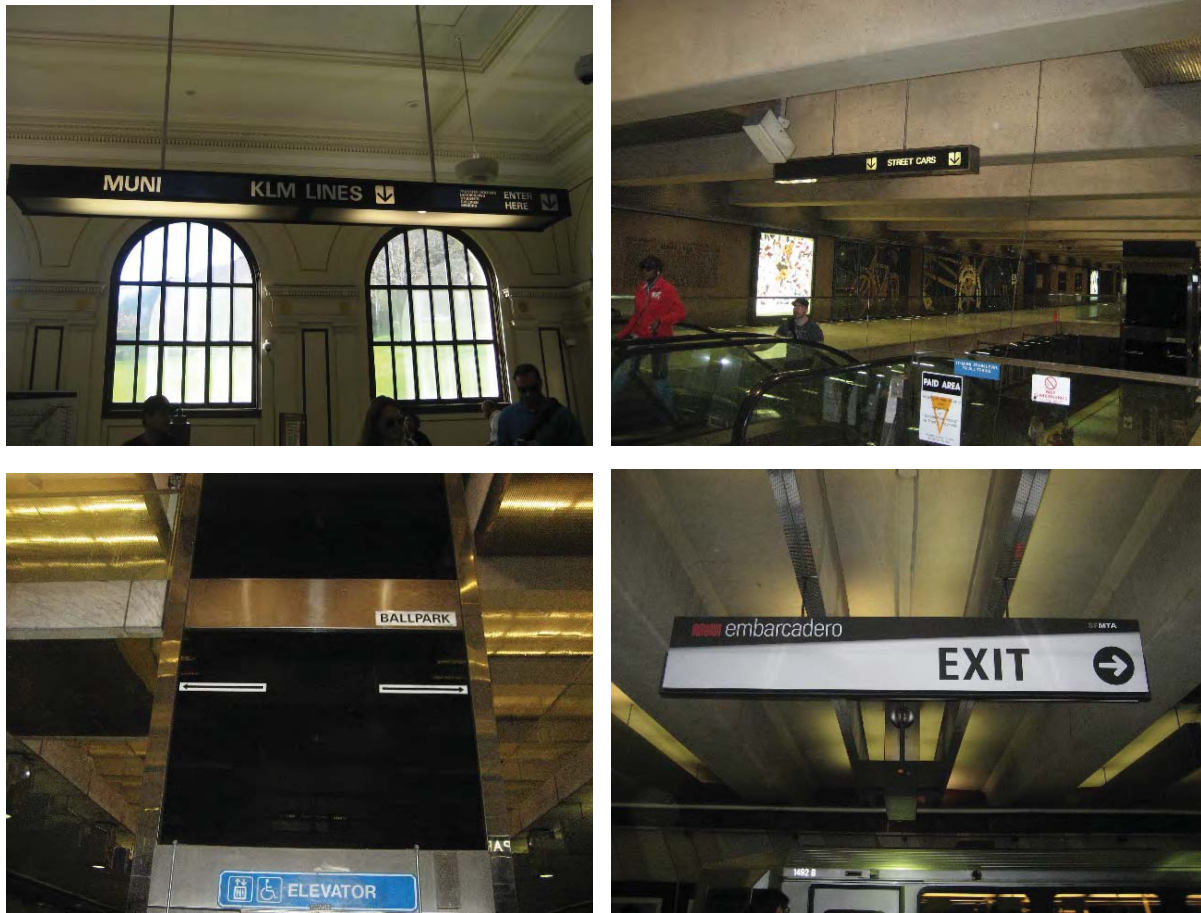
Basic amenities at the stations include digital voice announcement systems, vehicle arrival times, limited platform seating, limited lighting and accessible elevators from platform to street level.

Few capital improvements to improve customer amenities have been made since the stations opened nearly 40 years ago. The proposed project will improve customer experience through improved station amenities such as improved travel information, wayfinding, cleanliness and safety. Project improvements will include station signage, lighting, station state of good repair, seating and accessibility.

## 1. Station Signage

87,000 daily customers rely on wayfinding and customer information at stations to plan the next trip decision. However, SFMTA has only been able to make very limited investments in station signage at these Muni Metro stations. Old and outdated station signage has been accumulating for decades leaving stations with cluttered and incorrect information. Signage content is also not consistent at these stations and does not conform to current MTC Wayfinding Signage standards. Finally, station wayfinding is limited and does not provide destination information at decision points.

Figure 1: Examples of Various Signs, Signage Materials



## 2. Lighting

Subway platforms are dark and many fixtures are not in a state of good repair. Lighting levels and fixtures also vary too widely at each station.

Figure 2: Examples of Low Lighting, Old Fixtures



### 3. State of Good Repair Upgrades

Each station has a unique design and varying materials for flooring, walls and acoustics. Acoustic panels are placed intermittently between lighting fixtures and these panels are past their useful lives and need to be replaced.

Figure 3: Examples of Acoustic Panels, Lack of Cleanliness



### 4. Seating

Adequate platform seating is lacking at several stations, particularly at the five stations west of Civic Center. Additional seating at transit stops is one of the top requests from our customers. Adding new seating will greatly improve the customer experience while waiting for trains.

## Project Scope

The 2016 Muni Ridership Survey revealed that over 70% of customers are satisfied with service and is the highest satisfaction rating in agency history. However, the survey also revealed that customers want Muni to prioritize vehicle and station cleanliness. This is a result of very limited investments in customer amenities since these stations opened in 1980.

The Muni Metro Station Enhancement Project will address customer survey responses as well as SFMTA’s customer comfort initiative to greatly improve customer experience by providing better travel information, improved wayfinding, cleaner stations and safety improvements. This project will also provide tangible and highly visible benefits for our passengers. These improvements are detailed in the table below that lists the various treatments for each station.

Additionally, these enhancements will compliment other ongoing work in the subway including the track replacement project between the Castro and West Portal stations as well as the train communication improvement projects.

Table 1: Project Scope by Station

Station	Level	Signage	Lighting	State of Good Repair Upgrades	Seating	Accessibility
Embarcadero	Platform	X	X	X		
Montgomery	Platform	X	X	X		X
Powell	Platform	X	X	X		X
Civic Center	Platform	X	X	X		X
Van Ness	Mezzanine, Platform	X	X	X	X	X
Church	Mezzanine, Platform	X	X	X	X	
Castro	Mezzanine, Platform	X	X	X	X	X
Forest Hill	Mezzanine, Platform	X	X	X	X	X
West Portal	Platform	X	X	X	X	

## Project Scope Categories

Table 2 lists the scope of each category.

Table 2: Category Details

Signage	Upgrade and replace existing station signage. In recent years, BART implemented new signage using the MTC Signage Standards and has improved its customer information on the mezzanine and platforms. This project will leverage BART's efforts and will also use MTC standards to implement new signage. The new signs are back-lit, legible and provide helpful destination information for customers at key decision points within stations.
Lighting	Upgrade existing ceiling lights to energy-efficient LED fixtures that improve visibility and safety and also add directional lighting for advertisement panels on perimeter walls.
State of Good Repair	Repair and replace wall and floor tiles and acoustical panels to improve safety and cleanliness.
Seating	Add additional platform seating.
Accessibility	Update handrails to required standards.

## Project Scope Timeline

The project will be implemented in two phases:

Phase 1 is the initial implementation of wayfinding signage throughout all nine stations and architectural/lighting upgrades at two stations.

Phase 2 will complete architectural/lighting upgrades for the remaining seven stations.

With improved wayfinding and customer comfort, these enhancements will greatly increase the general safety of the stations as well as the customer's travel experience while using Muni Metro services.

The following are examples of how some stations may look with improved signage and lighting. These examples demonstrate how signage will appear at the platforms and indicate direction and exit guidance as well as the destinations of stairs and escalators.

Figure 4: Mock-Up of Platform Signage, Improved Lighting



Figure 5: Mock-Up of Platform Exit Wayfinding Signage

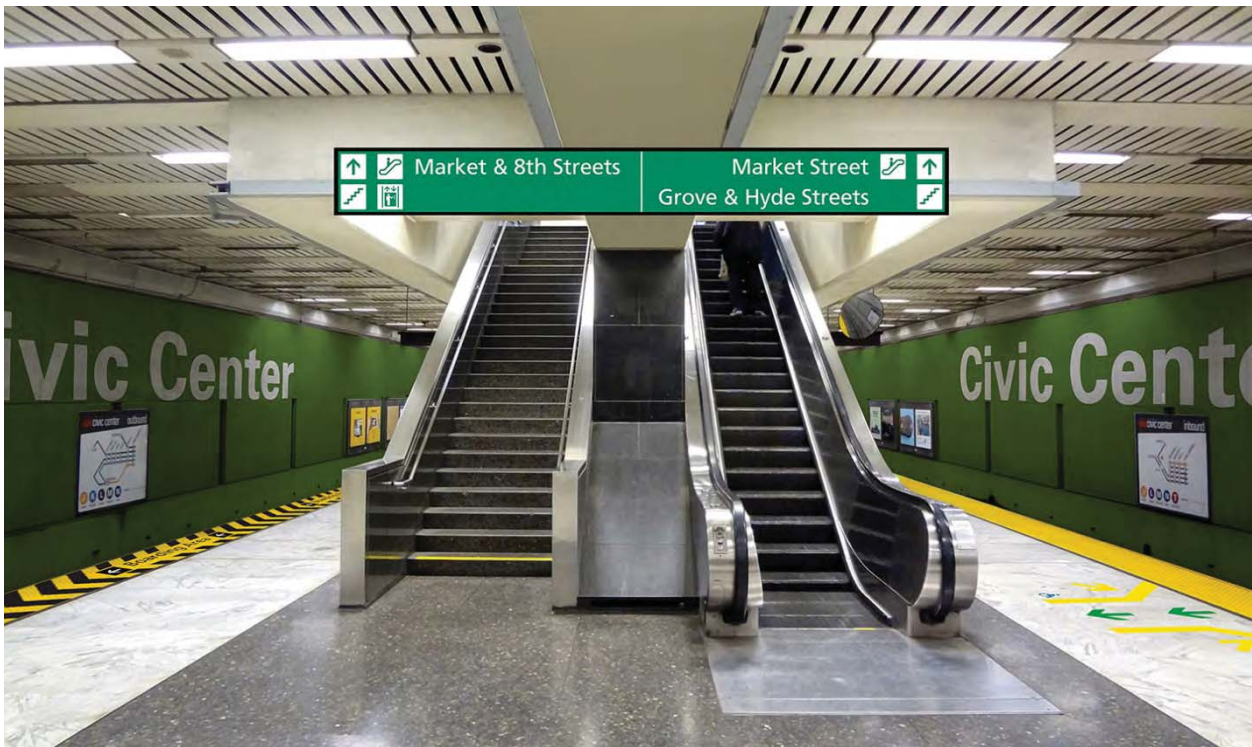




Figure 6: Mock-Up of Station Legibility at Platform



## Prop AA's Project Scope and Screening Criteria

Total project cost is approximately \$15.2 million. Requested Prop AA funds will support Phase 1 that includes the installation of wayfinding signage at all metro stations and lighting and architectural upgrades at two stations.

We are currently working on Conceptual Engineering and will be completed during the first quarter of 2017. The current CE work will also determine which two stations will be scheduled for lighting and architectural improvements during Phase 1. These two stations will likely be one shared BART-Muni station and one Muni-only station. Determining factors for station selection will include relative need, constructability, and customer service impacts.

The Conceptual Design Team is also concurrently completing the environmental review process and is requesting a categorical exemption due to the limited scope of the project. Community outreach is also planned during the Conceptual Design Stage to obtain preliminary feedback on signage content and seating designs.

## Coordination with Other City Projects in Area

The Muni Metro Station Enhancements Project (MMSEP) leverages State of Good Repair upgrades concurrent with Twin Peaks Tunnel Project construction times to do more work while trains are out of service. Down time for additional capital and planning projects like the Market Street Hub Project at the Van Ness Station will also be used to complete project work. The project will also supplement and build on \$2.5 million of Development Impact Fees being used to fund Muni Forward improvements at the Church and Van Ness Stations. Finally, the MMSEP will complement and enhance previous changes BART has made to wayfinding signage at the Mezzanine Levels at the Montgomery, Powell, and Civic Center stations.

## Prop AA's Screening and Prioritization Criteria

The Muni Metro Station Enhancements Project addresses the criteria for the Transit Reliability & Mobility Improvements Category in the following ways:

- Includes improvements that promote transportation system connectivity, reliability, and accessibility;
- Focuses on the highest ridership corridor (all Muni Metro stations);
- Implements capital improvements at transit stations and improves travel information, and wayfinding;
- Focuses funding strictly on detailed design and construction;
- Invests in Muni Metro stations that are the heart of the Muni Forward Rapid Network.

**Prop AA Vehicle Registration Fee  
Project Information Form**



	Third Street Transit and Safety Early Implementation Project
<b>Implementing Agency:</b>	SFMTA
<b>Project Location:</b>	Third Street between Townsend and Mission Streets
<b>Supervisorial District(s):</b>	6
<b>Project Manager:</b>	Steve Boland
<b>Phone Number:</b>	415-646-2034
<b>Email:</b>	Steve.Boland@sfmta.com
<b>Brief Project Description for MyStreetSF (50 words max):</b>	The 3rd Street Transit and Safety Early Implementation Project will reduce bus delays and improve safety for people walking on 3rd Street between Townsend and Mission Streets, as well as reconfigure traffic lanes to better accommodate existing travel demand patterns.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attachment.
<b>Describe benefits to Communities of Concern or disadvantaged populations.</b>	Census Tract 178.01, between Third and Fifth streets and Howard and Harrison streets, is a Community of Concern. Residents of this COC will benefit from the various pedestrian improvements identified in the project scope, including safer street crossings. Residents of this as well as other Communities of Concern in Chinatown, Portola, Visitacion Valley and the Excelsior will benefit from the improvements to transit service on Routes 8, 8AX, 8BX, 30, 45 and 91, also described in the project scope.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>A range of methods was used to engage with the surrounding community, as well as Muni riders, motorists and others from outside the immediate area who might be affected by the changes.</p> <p>Outreach strategies included:</p> <ul style="list-style-type: none"> <li>•More than two dozen stakeholder meetings with and presentations to community and citywide advocacy organizations, institutional stakeholders, residents of senior communities, citizens advisory committees, and the Supervisors offices for Districts 3 and 6.</li> <li>•A variety of surveys, including surveys for Muni passengers, pedestrians and motorists, as well as a door-to-door survey of merchants regarding their loading needs. These were administered both in-person and through digital channels and in multiple languages.</li> <li>•An open house attended by approximately 100 participants, with interpreters provided for multiple languages.</li> <li>•Approximately 14,000 multi-lingual informational mailers sent to businesses and residents in the SoMa and nearby Mission Bay neighborhoods.</li> <li>•A project website and email updates to more than 4,000 recipients.</li> </ul> <p>The project is consistent with the Central SoMa Plan.</p>
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	This is an SFMTA-led project (to be constructed by Public Works).
<b>Type of Environmental Clearance:</b>	Categorical Exemption

**Prop AA Vehicle Registration Fee  
Project Information Form**



Project Delivery Milestones  Phase*	Status	Work	Start Date		End Date	
	% Complete as of 4/26/19	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	In-house	Apr-Jun	2018	Oct-Dec	2018
Environmental Studies (PA&ED)	100%	In-house	Jul-Sep	2018	Oct-Dec	2018
Design Engineering (PS&E)	10%	In-house	Jan-Mar	2019	Jul-Sep	2019
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	N/A	N/A	N/A	N/A	N/A	N/A
Start Construction (e.g. Award Contract)	0%	In-house	Jul-Sep	2019	N/A	N/A
Open for Use	0%	N/A	N/A	N/A	Apr-Jun	2020

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

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**Prop AA Vehicle Registration Fee  
Project Information Form**

<b>Project Name:</b>	Third Street Transit and Safety Early Implementation Project
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Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		Prop AA	Prop K	Other	
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$0				
Right-of-way	\$0	N/A			
Construction	\$3,200,000	\$383,776		\$316,224	Engineer's estimate based on similar projects
<b>TOTAL PROJECT COST</b>	<b>\$3,200,000</b>	<b>\$383,776</b>	<b>\$0</b>	<b>\$316,224</b>	

Percent of Total 12% 0% 10%

**PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)						\$0
Construction	\$383,776					\$383,776
<b>TOTAL BY FISCAL YEAR</b>	<b>\$383,776</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$383,776</b>

\*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

**FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired Prop AA Programming Year
Prop AA	\$383,776			\$383,776	Fiscal Year 2019/20
General Fund Prop B			\$1,000,000	\$1,000,000	
Operating Fund			\$1,500,000	\$1,500,000	
TBD (Prop K/General Fund)	\$316,224			\$316,224	
<b>TOTAL</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$3,200,000</b>	

**Comments/Concerns**

Special Condition: SFMTA will have updated construction cost estimates upon completion of design in fall 2019. At that time, SFMTA will consider identifying funds from a lower priority project to fill any remaining funding gap and/or seek Prop K funds for the pedestrian safety elements of the scope and/or modify the scope to align with available funding. SFMTA will be required to submit the revised scope, budget, and funding plan to TA staff and the District 6 Commissioner for approval.

Third Street in the South of Market (SoMa) district is a major multimodal arterial providing access to the Financial District, Chinatown, and other destinations north of Market Street as well as Interstate 80 (I-80) and U.S. Highway 101 (US-101) on-ramps. A one-way (northbound) Street with three to four through lanes of traffic north of King Street, it also features a transit-only lane north of Townsend Street and is one of Muni's busiest corridors, used by nearly 40 buses per hour between Bryant and Market Streets in the peak period. Autos, trucks, and other private vehicles are allowed to access the transit lane to turn right, merge into right-turn lanes or access curbside parking. However, motorists often operate vehicles in the transit-only lane illegally. Additionally, as the surrounding neighborhood has grown rapidly in recent years, pedestrian volumes have increased and the rate of injury collisions along Third Street are among the highest in the City, making it a high-injury corridor.

The Third Street Transit and Safety project will reduce transit delays by 1) relocating the transit-only lane, currently located next to the parking lane or curbside, one lane to the left between Brannan and Howard Streets, which creates additional capacity for vehicles making turns or maneuvering into parking spaces to the right of the lane, reducing conflicts between transit and private vehicles, and 2) relocating and consolidating stops to reduce the total number of stops by one, while simultaneously improving access overall by more evenly spacing stops. It would improve pedestrian safety in a variety of ways, primarily by adding "bulb" sidewalk extensions to reduce crossing distances and make pedestrians more visible, making crosswalks more visible, adding new crosswalks and using traffic signal phases to separate vehicle from pedestrian movements at busy crossings.

This project includes both interim and final phases. This application is for the early implementation phase of the project. As part of early implementation, scheduled for completion in FALL 2019, most project elements would be implemented including relocation of the transit lane and stops as well as most of the pedestrian safety improvements. In the interim phase, boarding islands would be substituted for transit bulbs and painted safety zones for pedestrian bulbs, and upgraded curb ramps and new crosswalks at Folsom and Bryant Streets would not be added until the final phase.

Dividing the project into two phases will allow most project benefits to be delivered within months of project approval, rather than in five years, when the final phase is scheduled for completion. Because the early implementation phase does not make expensive changes to the roadway (including relocation of curblines and changes to drainage), it can be delivered both much faster and for far less money.

Additionally, inclusion of a fast-tracked early implementation phase will allow the SFMTA to make improvements to pedestrian safety in a Vision Zero high-injury corridor four-plus years earlier than would otherwise be possible.

### ***Transit Lane Changes***

The existing transit-only lane on Third Street was designed to mitigate traffic delays. In 2014, the lane was upgraded with red colorization to improve motorist compliance with transit lane restrictions. However, staff has concluded that the transit-only lane is in a location that is

inherently prone to delay due to turning vehicles, and that allocating more space for right-turning traffic to queue would reduce conflicts and delay.

Specifically:

- Starting just north of Brannan Street and ending just north of the existing stop at Folsom Street, the transit lane would be the third lane from the eastern curb. To its right would be full-time right-turn lanes and the curbside lane, which would primarily be parking and loading but would include a second, smaller right-turn lane at Bryant and Folsom. Tow-away restrictions would be used to extend the second right-turn lane along the curb during peak periods at Bryant and Folsom Streets (a second turn lane would not be provided at Harrison due to its two-way configuration and limited ability to receive turning vehicles; a full-time curbside right-turn lane would also be provided at Brannan). Dual turn lanes would create additional capacity; they would also create space for right-turning motorists to maneuver around vehicles illegally parked along the curb during towaway hours.
- Between the Folsom Street stop and Howard Street, the transit lane would be the second lane from the eastern curb, rather than curbside as today. This would provide a transition between the segments of lane to the south and to the north, between Howard and Mission Streets where the transit lane is currently the second lane from the curb.
- There would be no changes to the location of the transit lane south of Brannan Street or north of Howard Street. Right-turn delay is not a major issue in this segment, as right turns are not allowed at Howard Street or Market Street, and right turn volumes are lower at Mission Street than farther south.

These changes would allow buses to bypass right-turn queues at Bryant, Harrison and Folsom Streets while remaining in the transit lane. They would also provide additional capacity for right turns outside of the transit lane.

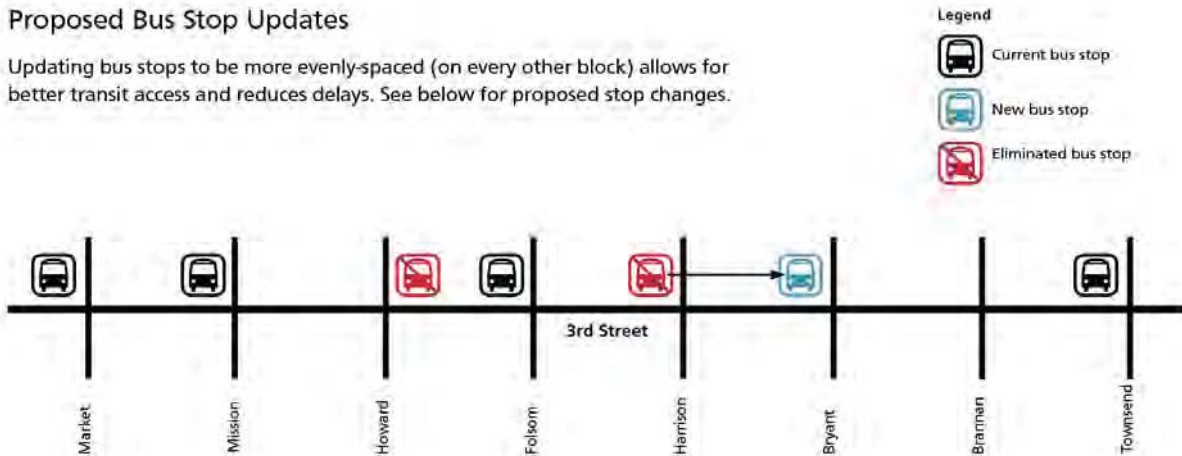
To accommodate these changes, the remaining lanes of Third Street between Brannan and Howard Streets would be reconfigured. During peak periods, there would be three continuous through lanes of traffic to the left of the transit lane from Townsend Street to Market Street. During off-peak periods, the curbside lane would be used primarily for parking and loading and there would be two lanes of through traffic in the three-block segment between Brannan and Folsom Streets. Along with pedestrian safety improvements, these changes would also require changes to parking and loading, described in following pages.

### ***Transit Stop Changes***

To further reduce transit delays, some stops would be removed or relocated. The proposed right-turn lanes in the second lane from the curb at Bryant, Harrison, and Folsom Streets present opportunities to locate large transit bulb stops on the far side of the intersection, as no transit or private vehicle movements would need to be accommodated in this space. For this reason, and to provide more consistent spacing between stops and comply with SFMTA Stop Spacing Guidelines, stops are proposed to be located as shown below.

## Proposed Bus Stop Updates

Updating bus stops to be more evenly-spaced (on every other block) allows for better transit access and reduces delays. See below for proposed stop changes.



The stops at Townsend/Brannan Streets (existing), Bryant Street (new) and Folsom Street (existing) would be located on bulbs long enough to simultaneously accommodate two 60-foot buses. The existing bulb at Townsend/Brannan Streets would be widened to approximately 10 feet, effectively widening the sidewalk to 20 feet, while new bulbs at Bryant and Folsom Streets would be approximately 14 feet wide, effectively widening the sidewalk to 24 feet. All three stops would provide space for shelters and other amenities. New transit islands would be constructed as a near-term improvement at Folsom and Bryant. They would be replaced with bulbs when the long-term improvements are constructed.

The existing stop at Mission Street would remain as is. The temporary existing stop at Harrison Street (formerly at Perry Street) would be removed, and replaced by the proposed stop at Bryant Street. The existing stop at Howard Street would be eliminated as it is not a transfer point and has lower ridership than adjacent stops. The result would be a reduction in the total number of stops on Third Street in SoMa from five to four, and a reduction in the maximum distance between stops from nearly 1,800 feet to less than 1,300 feet. The bus zone at Perry Street, currently not used by Muni, would be retained for use by AC Transit.

Altogether, these improvements are projected to reduce PM peak period transit travel times between the Caltrain terminal and Market Streets by approximately two minutes per trip, or over 20 percent.

### *Pedestrian Safety Improvements*

As SoMa has become one of San Francisco's fastest-growing neighborhoods in recent years, pedestrian volumes on Third Street have increased. The 24-hour pedestrian count is now more than 3,000 at the intersection of Third and Mission Streets, and more than 2,000 at Third and Folsom Streets. Even at Bryant Street, south of I-80 and farther from the traditional downtown, the pedestrian volumes exceed 1,000 per day. Volumes are much higher after Giants games and other events at AT&T Park.

South of Mission Street, sidewalks are 10 feet wide, below the Planning Department's Better Streets guidelines for Mixed-use Streets such as Third Street. While there are traffic signals at every major intersection and crosswalks on most legs of these intersections, there are closed



crosswalks at Bryant and Folsom, and other crosswalks are not designed to SFMTA's current high-visibility standards. There are also no pedestrian bulbs at crosswalks on Third Street, and the roadway is 62.5 feet wide, with up to six lanes of traffic.

Speeds at the 85<sup>th</sup> percentile are well over the posted speed limit of 25 miles per hour. Between Townsend and Brannan Streets, the 85<sup>th</sup> percentile speed is 30 miles per hour. Additionally, as a major access route to downtown and area freeways, Third Street experiences high volumes of truck traffic.

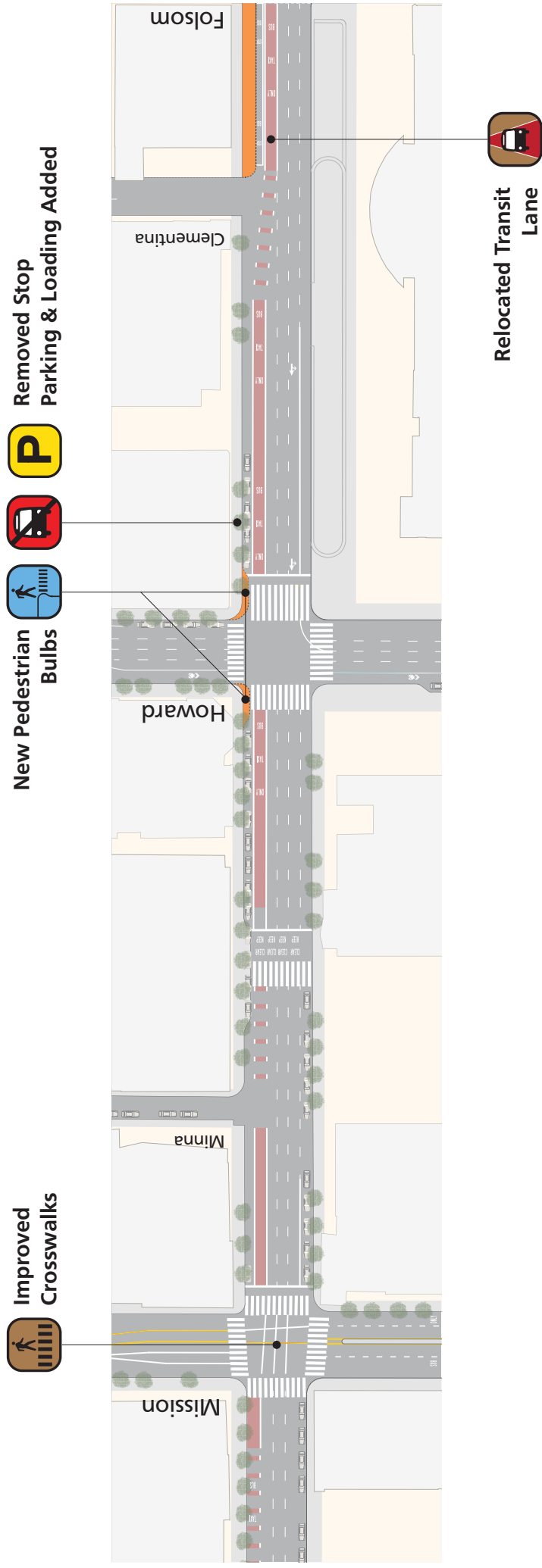
Third Street has been identified by San Francisco's Vision Zero program as a High-Injury Corridor. Analysis conducted for this project found that in the five-year period between 2012 and 2016, there were a total of 50 pedestrian- or bicyclist-involved collisions on Third Street between Townsend and Mission Streets, or 10 per year. Of these, two were fatal, and another six resulted in severe injuries. The collisions were distributed throughout the corridor, with between six and seven pedestrian collisions at each of the intersections of Third Street with Bryant, Harrison and Howard Streets.

This project seeks to improve pedestrian safety, and to more comfortably accommodate increasing volumes of pedestrians, by implementing a range of improvements. These include:

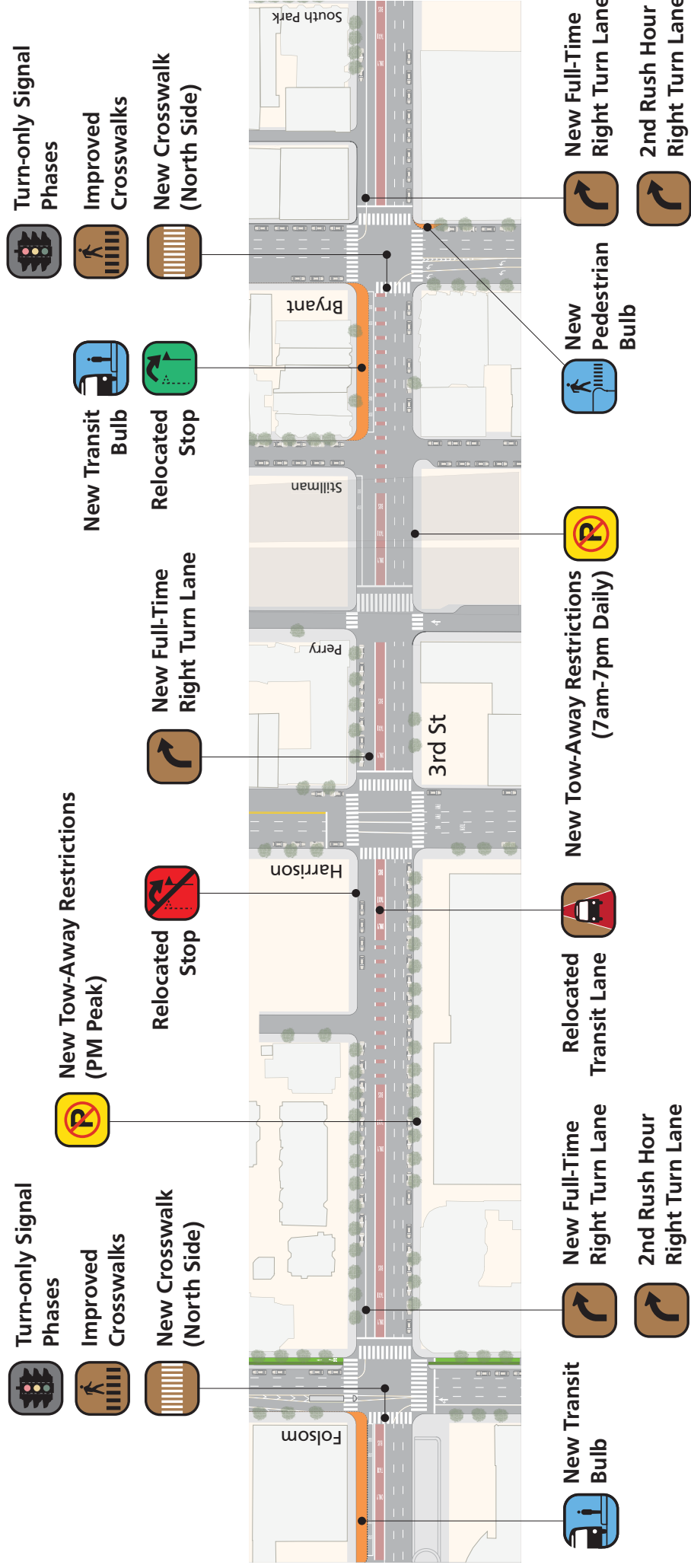
- *Sidewalk extensions (bulbs)*. Transit bulbs would be installed at Bryant and Folsom Streets, which would be approximately 14 feet wide and would effectively widen the sidewalk at those locations to approximately 24 feet (over a length of more than 150 feet). New painted safety zones would be constructed as a near-term improvement at Townsend, Brannan, Bryant and Howard Streets. They would be replaced with pedestrian bulbs approximately six feet wide are planned on one or more corners at Townsend, Brannan, Bryant and Howard Streets. Crossing distances would be reduced to approximately 48 to 49 feet, and pedestrians on bulbs waiting to cross the Street would also be made more visible to motorists. (Note that sidewalk extensions are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- *New crosswalks*. Crosswalks would be added on the northern side of the intersection at Bryant and Folsom Streets, reducing the number of crossings required at these locations from three to one. Additionally, crosswalks would be added along Third Street at intersections with minor Streets and alleys such as Stillman and Minna Streets.
- *Upgraded crosswalks*. All crosswalks would be of a high-visibility "continental" design.
- *New and upgraded curb ramps*. Non-compliant curb ramps would be upgraded. A second ramp would also be added in locations where a single ramp now serves crossings in two directions, and is not directly aligned with one or both crosswalks, for example on the northeast corner of Third and Townsend Streets. (Note that curb ramps are under the jurisdiction of San Francisco Public Works, not the SFMTA.)
- *Advance limit lines*. Advance limit lines or stop bars for motorists would be added in advance of the crosswalk at all signalized intersections on Third Street.
- *Leading pedestrian intervals*. As part of planned upgrades to traffic signal hardware, all signalized intersections without leading pedestrian intervals or pedestrian "head starts" would receive them.
- *Right turn on red restrictions*. Signal cycles at Bryant and Folsom Streets would also

include a turn-only phase, allowing protected right turns off of Third Street and left turns onto Third Street. During this phase, pedestrian movements would be prohibited. At all other times, these turn movements would be restricted, reducing conflicts between vehicles and pedestrians in the crosswalk.

# 3rd St, from Mission to Clementina



# 3rd St, from Folsom to Bryant

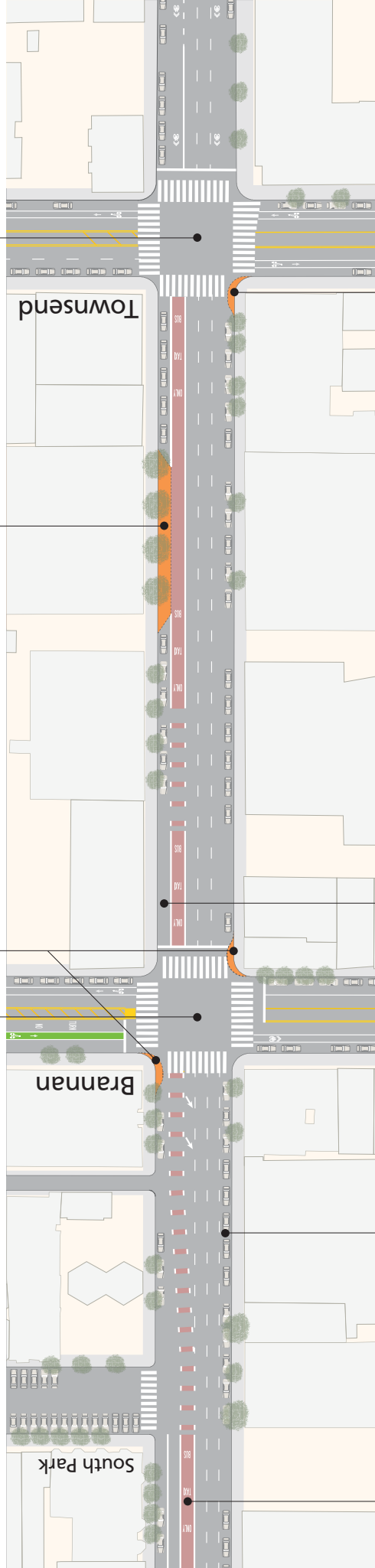


Existing Tow-Away Hours Extended  
 Some Parking Spaces Removed  
 Some Loading Zones Relocated



# 3rd St, from South Park to Townsend

- Improved Crosswalks
- New Pedestrian Bulbs
- Expanded Transit Bulb
- Improved Crosswalks



- Relocated Transit Lane
- New Tow-Away Restrictions
- New Full-Time Turn Lane
- New Pedestrian Bulb

Existing Tow-Away Hours Extended  
 Some Parking Spaces Removed  
 Some Loading Zones Relocated



MUNI FORWARD

30 Stockton - 3rd Street (Townsend to Sutter)

CIP FY19-23 Submittal II

Prepared by: Kevin Shue

Version 1; Internally Reviewed scope (November 2018)

Reviewed by: Darcie Alaba

DPW Delivery

Date: 11/15/2018

Item	Description	Quantity	Unit	Unit Price	Extension
<b>DPW Design and Construction</b>					
<b>Transit and Pedestrian Bulbs</b>					
1.a	New 65-foot Transit Bulb (Sidewalk Expansion)		EA	\$ 170,000	\$ -
1.b	New 65-foot Transit Bulb with Ped Bulb on Side Street		EA	\$ 180,000	\$ -
1.c	New 130-foot Transit Bulb (Sidewalk Expansion)		EA	\$ 220,000	\$ -
1.d	New 130-foot Transit Bulb with Ped Bulb on Side Street		EA	\$ 230,000	\$ -
1.e	New 150-foot Transit Bulb with Ped Bulb on Side Street		EA	\$ 250,000	\$ -
1.f	New 100-foot Transit Bulb - Mid-Block		EA	\$ 160,000	\$ -
2	Extend Transit Bulb		EA	\$ 110,000	\$ -
3	New Transit Island	2	EA	\$ 200,000	\$ 400,000
4	Extend Transit Island		EA	\$ 100,000	\$ -
5.a	New Single Pedestrian Bulb		EA	\$ 90,000	\$ -
5.b	New Dual Pedestrian Bulb		EA	\$ 110,000	\$ -
5.c	New Mid-Block 20-foot Pedestrian Bulb		EA	\$ 100,000	\$ -
5.d	New Mid-Block 65-foot Pedestrian Bulb		EA	\$ 130,000	\$ -
5.e	Curb Ramp Upgrades to ADA Standards		EA	\$ 60,000	\$ -
6	Miscellaneous Concrete Improvements		LS	\$ -	\$ -
7	Remove Transit Bulb		EA	\$ 110,000	\$ -
8	Remove Pedestrian Bulb		EA	\$ 60,000	\$ -
<b>Traffic Signals</b>					
9	New Traffic Signal		EA	\$ 200,000	\$ -
10	Signal Upgrade		EA	\$ 150,000	\$ -
11	Signalized Queue Jump		EA	\$ 100,000	\$ -
<b>Streetscaping</b>					
12	Streetscaping on Transit Bulbs		EA	\$ 20,000	\$ -
13	Art Enrichment Allowance		LS	2% of above	-
<b>MTA Design and Installation</b>					
<b>Transit Stop Improvements</b>					
14	Stop Change	11	EA	\$ 5,000	\$ 55,000
15	Miscellaneous Work (benches, trenching for shelter power, etc)		LS	\$ -	\$ -
<b>Traffic Improvements</b>					
16	Transit-Only Lane	48,400	SQ FT	\$ 25	\$ 1,210,000
17	Remove Red Transit-Only Lane	48400	SQ FT	\$ 5	\$ 242,000
18	Road Diet, New Tow-Away Lane or Remove Parking	4	BLK	\$ 15,000	\$ 60,000
19	Signal Timing Change, Turn Pocket or Turn Restriction	6	EA	\$ 5,000	\$ 30,000
20	Signal Hardware Changes	2	EA	\$ 50,000	\$ 50,000
<b>Bike and Pedestrian Improvements</b>					
21	Bike Lane		BLK	\$ 100,000	\$ -
22	Daylighting & Continental Crosswalks	6	INT	\$ 5,000	\$ 30,000
<b>Soft Costs</b>					
PLN	Environmental Review	1%	of all hard costs		
PE	MTA: Outreach (Labor and Collateral)	5%	of all hard costs		\$ 110,000
PE	PW: BSM Topographic Survey and Notice of Intent (NOI)	6%	of PW hard costs + survey		
DD	MTA: Design Support and Review	10%	of all hard costs		\$ 210,000
DD	PW: Detailed Design (100% PS&E Package) and Advertisement	20%	of PW hard costs		\$ 80,000
DD	Fees: City Attorney Office, Sidewalk Legislation, General Plan Referral		intersections		
CON	MTA: Engineering Support	5%	of all hard costs		
CON	PW: Engineering Support and Administration	10%	of PW hard costs		\$ 40,000
CON	Construction Mitigation Program	0.5%	of total project budget		
CON	MTA: Transit Support		LS	\$ 150,000	\$ 150,000
				<b>TOTAL COST</b>	<b>\$ 2,670,000</b>
Muni Forward Cost Estimate: \$3,200,000				Contingency (20%)	\$ 530,000
Vision Zero Cost Estimate: \$0				<i>Subtotal</i>	<i>\$ 3,200,000</i>
<u>Special Projects Cost Estimate: \$0</u>				Inflation (5% /year for 3 years)*	
Total Project Cost: \$3,200,000				<b>MUNI FORWARD ESTIMATE</b>	<b>\$ 3,200,000</b>

**Muni Forward Scope Summary**

**Transit and Pedestrian Bulbs**

- 135' Transit Islands at: Brannan (nearside), Harrison (nearside), Folsom (nearside), Mission (nearside), and Geary (farside). Includes allowance for some triggered utility relocations as needed.
- Remove Transit Bulb at: between Townsend and Brannan (eastside).
- Above improvements trigger curb ramp upgrades at: Perry NWC, Mission SWC, Geary NWC

**Traffic Signals**

- Signalized Queue Jump at: Brannan, Bryant, Harrison, Folsom, Howard, and Mission.

**Streetscaping**

Minor streetscape improvements at transit islands above (eg railings, brick edging)

**Transit Stop Improvements**

Bus stop markings at new Transit islands. Howard stop proposed to be eliminated.

**Traffic Improvements**

Red transit lane moved to the center-left lane from its existing position on the far-right, from Townsend to Sutter. Parking on the west side of the street may be removed to accommodate lane shifts, while curb space on the east side may be open to parking. OCS to be shifted to the center-left of the street to correspond with modification of the location of the red lanes.

Signal timing to be optimized and improved along the SOMA intersections as part of the SOMA retiming plan.

**Bike and Pedestrian Improvements**

All crosswalks will be upgraded to continental crosswalks.

**Muni Forward Cost Breakdown**

Total MTA Labor = \$470,000	Planning (0% of Total) \$	-
Total DPW Labor = \$120,000	Preliminary Eng. (5% of Total) \$	150,000
Hard Costs = \$2,077,000	Detailed Design (13% of Total) \$	400,000
Total Contingency = \$530,000	Construction (83% of Total) \$	2,650,000
Total Inflation = \$0		

\* Note: Base year \$ is 2017, YOY assumed to be the mid-point of construction

**Prop AA Vehicle Registration Fee  
Project Information Form**



<b>Project Name:</b>	Transit Stop Enhancement Program
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Project Location:</b>	Citywide
<b>Supervisorial District(s):</b>	Citywide
<b>Project Manager:</b>	Sandra Padilla
<b>Phone Number:</b>	415.646.2313
<b>Email:</b>	<a href="mailto:sandra.padilla@sfmta.com">sandra.padilla@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Update and upgrade signage at Muni stops where basic signage and customer information is missing. New signs include information on route, destination, span, and accessibility. Existing poles will be used as much as possible, but program funding will cover new poles where applicable as well as a solar lantern.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>There are roughly 3,600 transit stops in San Francisco, the majority of which lack basic signage and customer information. While this isn't a problem for people who ride the same route every day, it frustrates those who may want to explore Muni for trips outside their daily commute. It also makes communicating service changes challenging. This project addresses this issue by adding basic route information and signage to every Muni stop. Most stops will be upgraded with new transit stop poles, which include distinctive solar-powered lanterns and more legible signage. We plan to complete line by line.</p> <p>Much of the work done to date has involved identifying final design, securing vendors for signage and lanterns, as well as rolling out signage for one line (14R IB). In 2018-2019, we will ramp up to start regularly rolling out signage for new lines and making significant progress. We estimate that this work will take approximately four to five years, or until FY 2023-2024.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	Signage was designed with significant input from Accessible Services and the Muni Accessible Advisory Committee (MAAC).
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Department of Public Works
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)			Q1-Jul-Aug-Sep	2015/16	Q1-Jul-Aug-Sep	2020/21
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)		In-house	Q1-Jul-Aug-Sep	2015/16	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Q4-Apr-May-Jun	2023/24

\*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Comments**

Design Engineering is ongoing with vendor for each individual sign; construction involves installation of signage once it has been printed and delivered to Muni sign shop.
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## Prop AA Vehicle Registration Fee Project Information Form

<b>Project Name:</b>	Transit Stop Enhancement Program
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PROJECT COST ESTIMATE	Funding Source by Phase					
	Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering		\$206,000	N/A		\$206,000	Actual
Environmental Studies (PA&ED)		\$0	N/A			
Design Engineering (PS&E)		\$440,000	\$440,000			Based on previous similar work
Right-of-way		\$0	N/A			
Construction		\$2,200,000	\$1,624,919		\$575,081	Based on previous similar work
<b>TOTAL PROJECT COST</b>		<b>\$2,846,000</b>	<b>\$2,064,919</b>	<b>\$0</b>	<b>\$781,081</b>	

Percent of Total 73% 0% 27%

### PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)\*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)				\$140,000	\$100,000	\$100,000	\$100,000	\$440,000
Construction				\$550,000	\$550,000	\$524,919		\$1,624,919
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$690,000</b>	<b>\$650,000</b>	<b>\$624,919</b>	<b>\$100,000</b>	<b>\$2,064,919</b>

\*The 2017 Strategic Plan will program funds in FY's 2017/18 to 2021/22. Cash flow can extend beyond this period.

### FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,064,919			\$2,064,919
Clear Channel Contract			\$206,000	\$206,000
TBD	\$575,081			\$575,081
<b>TOTAL</b>	<b>\$2,640,000</b>	<b>\$0</b>	<b>\$206,000</b>	<b>\$2,846,000</b>

<b>Desired Prop AA Programming Year</b>
Fiscal Year 2020/21

### Comments/Concerns

Potential TBD sources include SB1 Transit Operator Share, Prop B General Fund and new local revenue sources.

# Prop AA Additional Vehicle Registration Fee Expenditure Plan (July 15, 2010)

## 1. INTRODUCTION

### A. SUMMARY

In late October, the Governor signed into law SB 83 (Hancock), which authorizes congestion management agencies (CMAs) to impose an annual vehicle registration fee increase of up to \$10 on motor vehicles registered within their respective counties. The funds would have to be used for programs and projects having a relationship to or benefiting the people paying the fee, and they would have to be consistent with the regional transportation plan.

This Expenditure Plan identifies transportation improvements to be funded from a new \$10 increase in the vehicle registration fee for vehicles registered in San Francisco. The projects and programs included in the Expenditure Plan are designed to be implemented over the next 30 years. This Expenditure Plan includes provisions for future updates to the Expenditure Plan beyond the initial 30-year period. The Expenditure Plan includes investments in three categories:

- Street Repair and Reconstruction
- Pedestrian Safety
- Transit Reliability and Mobility Improvements

### B. DEVELOPMENT OF EXPENDITURE PLAN

This Expenditure Plan was developed through a multi-faceted stakeholder outreach process by the San Francisco County Transportation Authority (“Authority”) that included monthly discussions at the Authority’s Plans and Programs Committee and Citizens Advisory Committee (“CAC”) and reports to the Authority Board of Commissioners (“Board”). A subcommittee of the CAC and a stakeholder advisory panel provided more detailed input into the development of the Expenditure Plan, as did the Authority’s staff-level Technical Working Group and other stakeholders through direct contact with Authority staff. The roster of CAC and stakeholder advisory panel members is included in Attachment 1. The Board approved the Expenditure Plan on July 20, 2010.

The Expenditure Plan is a list of transportation projects and programs that will be given priority for vehicle registration fee funding. As such, the Expenditure Plan shall be amended into the Capital Improvement Program of the Congestion Management Program, developed pursuant to section 65089 of the California Government Code. These projects and programs are intended to help implement the long-range vision for the development and improvement of San Francisco’s transportation system, as articulated in the San Francisco Long Range Countywide Transportation Plan.

The Countywide Transportation Plan is the City’s blueprint to guide the development of transportation funding priorities and policy. The major objectives of the Countywide Transportation Plan are to enhance mobility and access throughout the City, improve safety for all transportation system users, support the City’s economic development and the vitality of our neighborhoods, sustain environmental quality, and promote equity and efficiency in transportation investments. The Countywide Transportation Plan is a living document, updated on a regular basis to identify and address changing needs and regional trends, and align them with available funding.

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**C. GUIDING PRINCIPLES**

The following principles were used to help guide development of the Expenditure Plan:

- All programs and projects must provide a documentable benefit or relationship to those paying the fee.
- Don't spread the limited revenues too thin or too thick: limit the Expenditure Plan to a very small number of programmatic categories, and within the categories focus on smaller, high-impact projects that will provide tangible benefits in the short-term.
- Stretch limited revenues as far as possible by complementing or enhancing projects that receive Prop K and other funds (e.g. support leveraging of revenues)
- Fill gaps in fund eligibility by supporting projects that are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
- Ensure accountability and transparency in programming and delivery.

**D. STRUCTURE**

The Expenditure Plan is organized into seven sections. Section 1: Introduction provides background on the Expenditure Plan's purpose and how it was developed. Section 2: General Provisions provides further context on the Expenditure Plans' policies and administration. Section 3: Plan Summary contains detailed descriptions of the three programmatic categories included in the Expenditure Plan, and the types of items that are eligible for funding under each of them. Section 4: Benefit-Relationship Finding addresses the requirement in SB83 that there be a finding of benefit or relationship between the projects and programs in the Expenditure Plan and those persons paying the fee. Section 5: Consistency with Regional Transportation Plan addressed the requirement in SB83 that the projects and programs in the Expenditure Plan are consistent with the regional transportation plan. Section 6: Implementation Provisions describes the process for prioritizing and allocating funds following adoption of the Expenditure Plan. Section 7: Update Process describes the mechanisms for developing updates to the Expenditure Plan beyond the initial 30-year period.

**2. GENERAL PROVISIONS**

**A. Vehicle Registration Fee Revenues**

The Expenditure Plan is fiscally constrained to the total funding expected to be available if the voters approve the \$10 vehicle registration fee increase.

Total revenues are estimated over the next 30-year period at approximately \$150.0 million (escalated dollars or year of expenditure (YOE) dollars), or approximately \$5.0 million annually.

**B. Administration by the San Francisco County Transportation Authority**

The Authority, which currently serves as the Congestion Management Agency for the City and County of San Francisco, shall allocate, administer and oversee the expenditure of the vehicle registration fee revenues.

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C. Annual Report

The Authority shall draft a public annual report that summarizes revenues collected; expenditures by programmatic category, including distribution of funds within each program and costs related to bonding, if applicable; administrative costs; and accomplishments and benefits realized by the program.

D. Use of Proceeds

The Authority shall use the proceeds of the fee solely for the projects and programs and purposes set forth in the Expenditure Plan. The Authority shall not provide funds in advance, but shall reimburse a sponsor for eligible expenditures incurred on approved projects and programs. Pursuant to California Government Code section 65089.20, not more than five percent of the fee proceeds shall be used for administrative costs associated with the programs and projects, including the amendment of the Expenditure Plan.

Pursuant to California Vehicle Code section 9250.4, the Authority may pay the initial setup and programming costs identified by the California Department of Motor Vehicles to collect the fee from the fee proceeds. Any direct contract payment from the Authority to the Department of Motor Vehicles shall be repaid, with no restriction on the funds, to the Authority as part of the initial fee revenue available for distribution. These setup and programming costs shall not be counted against the five percent administrative cost limit specified in California Government Code section 65089.20(d) and this Expenditure Plan.

The costs of placing the measure authorizing the vehicle registration fee increase on the ballot, including payments to the San Francisco Department of Elections and payments for the printing of the portions of the ballot pamphlet relating to the fee increase measure, up to a maximum of \$400,000 advanced by the Authority, shall be paid from the proceeds of this fee, and shall not be counted towards the 5% limit on administrative costs. In its discretion, the Authority may amortize these costs over a period of years.

E. Restriction of Funds

Vehicle registration fee revenues shall be spent on capital projects rather than to fund operations and maintenance of existing transportation services, unless otherwise explicitly specified in the Expenditure Plan. Vehicle registration fee revenues generated pursuant to this plan shall be subject to the following restrictions:

i. No Substitution

Vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing revenues used for transportation purposes. Proceeds from the sale or liquidation of capital assets funded with vehicle registration fee revenues shall be returned to the Authority (in proportion to the contribution of vehicle registration fee revenues to the total original cost of the asset), for re-allocation to eligible expenses within the categories from which funds were expended for the original investment.

ii. No Expenditures Outside San Francisco

No vehicle registration fee revenues shall be spent outside the limits of the City and County of San Francisco, except for projects that demonstrate there will be a quantifiable benefit to the City and County's transportation program from the expenditure of funds beyond the

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City and County line. Should transportation projects or services contemplated in the plan require the participation of multiple counties for any phase of project development or implementation, the Authority shall work cooperatively with the affected county or counties to ensure successful project implementation.

F. Environmental Review

The proposed vehicle registration fee increase and the Expenditure Plan do not constitute a "project" as defined by the California Environmental Quality Act (CEQA) because they simply create a government funding mechanism that does not involve a commitment to any specific project, which may result in a potentially significant physical impact on the environment.

Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act (NEPA), and/or CEQA, and other applicable laws shall be carried out as a prerequisite to the implementation of any project to be funded partially or entirely with vehicle registration fee revenues.

G. Eligible Recipients of Funds

Only public agencies are eligible to receive allocations of vehicle registration fee revenues.

H. Option to Bond

The Authority may issue bonds or collaborate with other entities to issue bonds to expedite delivery of projects and programs under this Expenditure Plan. Any bonds will be paid with the proceeds of the fee and the costs associated with bonding will be borne only by the programs in the Expenditure Plan utilizing the bond proceeds.

I. Severability of Expenditure Plan Projects and Programs

All projects and programs included in the Expenditure Plan and included in the related Benefit-Relationship Finding are discrete and severable. If any individual project or program is deemed ineligible to receive vehicle registration fee revenues, the Authority may reallocate the revenues for that project or program to eligible projects and programs according to the Expenditure Plan category distribution formula.

**3. PLAN SUMMARY**

This Expenditure Plan identifies eligible expenditures for three programmatic categories. Programmatic categories are set up to address allocation of funds to multi-year programs for a given purpose, such as the maintenance of local streets and roads, for which not all specific project locations can be anticipated or identified at the time of adoption of the Expenditure Plan. Over the life of the Expenditure Plan, the percentage allocation of vehicle registration fee revenues to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%.

**A. STREET REPAIR AND RECONSTRUCTION**

Repair and reconstruction of city streets to prevent deterioration of the roadway system, based on an industry-standard pavement management system designed to inform cost effective roadway maintenance. Priority given to streets located on San Francisco's bicycle and transit networks and to

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projects that include complete streets elements such as curb ramps, bicycle infrastructure, pedestrian improvements, and traffic calming. Includes design and construction. Total Revenues: \$75 million.

**B. PEDESTRIAN SAFETY**

Improvements to the safety and usability of city streets for pedestrians. Priority given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards. May include crosswalk improvements, sidewalk widening and bulbouts, sidewalk repair, repair or upgrade of stairways connecting to transit stops, pedestrian countdown signals, pedestrian lighting, and traffic calming. Includes design and construction. Total Revenues: \$37.5 million.

**C. TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS**

Improvements that promote transportation system connectivity, reliability, and accessibility. Priority given to projects on corridors with high transit ridership and those that support proposed rapid transit. May include transit station and stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, innovative parking management pilots and projects, and transportation demand management. Includes design and construction. Total Revenues: \$37.5 million.

**4. BENEFIT-RELATIONSHIP FINDING**

SB 83 requires that the ballot measure resolution shall contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee. This finding specifically considered the benefit each Expenditure Plan category would provide to vehicle owners, or how projects in the category would mitigate an impact caused by the vehicle owners. The following is a summary of the benefits and relationships of the projects and programs to be funded by the fee and the persons who will be paying the fee for each Expenditure Plan category.

- Street Repair and Reconstruction: Street pavement deteriorates over time due to vehicle use, and vehicle owners benefit directly from better-maintained streets through reduced maintenance costs and enhanced driving experience. Vehicle use is also a significant cause of pedestrian and bicyclist injuries. Complete streets elements incorporated into street repair and reconstruction projects improve safety, mitigating vehicles' impact on pedestrians and cyclists.
- Pedestrian Safety: Vehicle use is a significant cause of pedestrian injuries, and projects that improve pedestrian safety mitigate that impact.
- Transit Reliability and Mobility Improvements: Congestion caused by private vehicle use impedes transit speed and reliability throughout San Francisco. Measures to improve transit reliability and mobility mitigate the impact of that congestion.

**5. CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN**

SB83 requires that the ballot measure resolution shall contain a finding of fact that the projects and programs to be funded by the fee increase are consistent with the regional transportation plan (RTP) adopted pursuant to Section 65080. The Authority has found that these projects and programs are

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consistent with the Metropolitan Transportation Commission's RTP (also known as *Transportation 2035 Plan*).

**6. IMPLEMENTATION PROVISIONS**

Prior to allocation of any vehicle registration fee funds, the Authority shall prepare, in close consultation with all other affected planning and implementation agencies, a Strategic Plan for the use of the vehicle registration fee revenues, for review and adoption by the Authority Board. The Strategic Plan shall include a detailed 5-year prioritized program of projects to be funded from each of the Expenditure Plan categories. The program goals shall be consistent with the Countywide Transportation Plan and with the City's General Plan.

The Strategic Plan's 5-year prioritized program of projects shall, at a minimum, address the following factors:

- A. Project readiness, including schedule for completion of environmental and design phases; well-documented preliminary cost estimates, and documented community support as appropriate. Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation.
- B. Compatibility with existing and planned land uses, and with adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit-friendly housing, employment and services.
- C. A prioritization mechanism to rank projects within each category, addressing, for each proposed project:
  - Relative level of need or urgency
  - Cost Effectiveness
  - Number of beneficiaries (e.g. modes of travel that would benefit)
  - Level of community support
  - Leveraging of other funds
  - A fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods.
- D. Funding plan, including sources other than the vehicle registration fee.

The Authority shall conduct appropriate public outreach to ensure an inclusive planning process for the development of the Strategic Plan, as well as general plan referral or referral to any City Department or Commission if required.

The Authority and project sponsors shall also identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the program. These performance measures shall be consistent with the Authority's Congestion Management Program requirements.

As part of the Strategic Plan development process, the Authority shall adopt, issue, and update detailed guidelines for the development of programs of projects, as well as for the development of project scopes, schedules and budgets.

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**7. EXPENDITURE PLAN UPDATE PROCESS**

The Authority Board may adopt an updated Expenditure Plan anytime after 15 years from the initial receipt of vehicle registration fee revenues.



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Attachment 1  
SB 83 Citizens Advisory Subcommittee and Stakeholder Advisory Panel Rosters

Citizens Advisory Committee

Jul Lynn Parsons, Chair*
Peter Tannen, Vice Chair*
Brian Larkin
Jacqueline Sachs*
Wendy Tran
Michael Ma
Chris Jones
Robert Switzer*
Glenn Davis
Fran Martin
Rosie West

\* Denotes member of the CAC SB 83 Subcommittee

Stakeholder Advisory Panel

Jean Fraser
Gillian Gillett
Jim Haas
John Holtzclaw
Jim Lazarus
Gabriel Metcalf
Andy Thornley