



**2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM**

**BUS RAPID TRANSIT/TRANSIT PREFERENTIAL
STREETS/MUNI METRO NETWORK**

Approved: November 27, 2018

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Implement Bus Rapid Transit and Transit Preferential Streets programs to create an integrated citywide network of fast, reliable bus and surface light rail transit services connecting to services provided by MUNI rail and historic streetcar lines, Bay Area Rapid Transit (BART) and Peninsula Corridor Joint Powers Board (PCJPB or Caltrain). Bus Rapid Transit (BRT): Creation of fast, frequent, and reliable bus rapid transit service, with exclusive transit lanes and dedicated stations, on Geary Boulevard (designed and built to rail-ready standards), Van Ness Avenue and Potrero Avenue.

Transit Preferential Streets (TPS): Includes improvements to key transit corridors including Mission and Folsom streets, 19th Avenue, Geneva Avenue, Bayshore Blvd, 16th Street, San Bruno Ave., Stockton, and the MUNI rail lines. Includes additional BRT and TPS improvement subject to availability of funds. TPS improvements are intended to improve speed and reliability at cost lower than BRT. TPS improvements include sidewalk bulb-outs at bus stops, transit-priority lanes, traffic signal modifications, and relocation of bus stops.

BRT and TPS projects may include traffic signal modification to speed up service, and real-time passenger information systems improve transit reliability and reinforce the sense of permanence of the improved service, as well as associated landscaping, lighting and signage improvements. It is the intent that buses that operate along BRT corridors should be able to also operate along TPS corridors. Funds in this section may be used to create dedicated stations and exclusive transit lanes for the MUNI light rail and historic streetcar lines. Includes planning, project development, capital and incremental operating and maintenance costs. Sponsoring Agencies: MUNI, DPT, DPW, Planning, SFCTA. The

first \$99.2M is Priority 1 and the remainder is Priority 2. Total Funding: \$600M; Prop K: \$110.0M.”

MUNI stands for San Francisco Municipal Railway and DPT stands for Department of Parking and Traffic. Both DPT and MUNI are part of the San Francisco Municipal Transportation Agency (SFMTA). DPW, now referred to as SFPW stands for Department of Public Works. SFCTA stands for San Francisco County Transportation Authority.

Prioritization Criteria

One of the key required elements of the 5YPPs is a transparent process for how projects get selected. Prop K requires at a minimum that each category include prioritization criteria that address project readiness, community support, and relative level of need or urgency. For the 2014 5YPP update, the Citizens Advisory Committee requested that the Transportation Authority and project sponsors develop a user-friendly, transparent scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly.

Table 3 shows the Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated program wide criteria and 10 points allocated for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco’s neighborhoods. In the 2019 5YPP, Geary BRT is the only project funded in order to meet prior commitments to the project.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the BRT/TPS/Muni Metro Network category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$4 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project list.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
BRT/TPS/Muni Metro Network	82%	79%

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

Prop K funds for the BRT/TPS/Muni Metro Network category are expected to run out during the 2019 5YPP period.

Performance Measures

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform allocation of Prop K funds and programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

The performance measures that will be applied to completed BRT/TPS capital projects are:

1. Improved travel times (Average weekday corridor travel times)
2. Improved reliability (schedule and headway adherence, travel time variability)
3. Improved comfort, convenience and identity (e.g. through customer satisfaction surveys)

**Table 2. Project Delivery Snapshot
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network**

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Total Allocated as of 7/24/2018	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$ 15,859,000	\$ 8,068,767	51%
2009 5YPP (FY 2009/10-2013/14)	\$ 54,948,223	\$ 23,899,160	43%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 68,376,264	\$ 35,789,976	52%
Total		\$ 67,757,903	

*Unallocated funds are carried forward for programming in the following 5YPP period.

Table below shows percent complete as reported by project sponsors in July 2018.

Completed Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFCTA	2003/04	Geary Blvd MIS	Planning	\$ 600,000	100%
SFMTA	2004/05	Inner Geary Corridor TPS Improvement Project	Construction	\$ 240,013	100%
SFMTA	2004/05	Transit Preferential Streets Staffing	Planning	\$ 74,495	100%
SFCTA	2005/06	Geary BRT Multilingual Outreach Project	Planning	\$ 20,000	100%
SFCTA	2005/06	Geary Corridor Transit Study	Planning	\$ 160,000	100%
SFCTA	2005/06	Van Ness BRT Conceptual Design	Planning	\$ 50,000	100%
SFCTA	2005/06	Van Ness BRT Conceptual Design - Expanded Scope	Planning	\$ 100,000	100%
SFMTA	2005/06	Market Street - Calm the Safety Zone	Planning	\$ 138,949	100%
SFMTA	2005/06	TPS Corridor - 19th Avenue (Study Phase)	Planning	\$ 58,376	100%
SFMTA	2005/06	TPS Corridor - Transit Signal Priority (Potrero)	Construction	\$ 208,090	100%
SFMTA	2005/06	Upgrade Market Street Transit Lane Signs and Pavement Markings	Planning	\$ 28,245	100%
SFCTA	2006/07	Geary BRT EIS/EIR and Preliminary Engineering - Part 1	Environmental	\$ 1,183,000	100%
SFCTA	2006/07	Van Ness BRT EIS/EIR and Preliminary Engineering	Environmental	\$ 1,950,000	100%
SFMTA	2006/07	Controller Upgrades at San Jose Ave./Randall St. and San Jose Ave./30th St.	Design	\$ 37,001	100%
SFMTA	2006/07	Upgrade Transit Lanes Signs to MUTCD Standard	Design	\$ 249,880	100%
SFCTA	2007/08	Geary BRT EIS/EIR and Preliminary Engineering - Part 1	Environmental	\$ 1,125,000	100%

**Table 2. Project Delivery Snapshot
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2007/08	19th Avenue, Lincoln Way and Cross-Over Drive Transit Stop Improvement	Planning	\$ 19,802	100%
SFMTA	2007/08	Carl/Cole Transit Center Feasibility Study	Planning	\$ 20,000	100%
SFMTA	2007/08	Geneva Transit Preferential Street (TPS) Study	Planning	\$ 150,000	100%
SFMTA	2007/08	Harrison Street Transit Lane between the Embarcadero and First Street	Design	\$ 46,704	100%
SFMTA	2007/08	Improving F-Line Safety and Operation at Powell and Jefferson	Design	\$ 73,046	100%
SFMTA	2007/08	Improving LRV and Pedestrian Safety at 9th Avenue and Irving/Judah	Planning	\$ 60,000	100%
SFMTA	2007/08	Improving LRV and Pedestrian Safety at 9th Avenue and Irving/Judah	Construction	\$ 187,542	100%
SFMTA	2007/08	Improving Transit Operation on Van Ness North of North Point	Design	\$ 68,329	100%
SFMTA	2007/08	LRV Vetag Detection System	Design	\$ 84,836	100%
SFMTA	2007/08	Market Street - Improve Signal Timing to Improve Transit Operation	Design	\$ 44,703	100%
SFMTA	2007/08	McAllister Street Two-Way Study Between Hyde and Market	Planning	\$ 19,779	100%
SFCTA	2008/09	19th Avenue TPS Bulb-Outs - Env. Phase	Environmental	\$ 717,000	100%
SFMTA	2008/09	6th & Irving Street TPS Upgrade	Design	\$ 45,751	100%
SFMTA	2008/09	McAllister One-Way to Two-Way Conversion Between Hyde and Jones Streets	Design	\$ 134,530	100%
SFCTA	2010/11	Geary Bus Rapid Transit Environmental Analysis	Environmental	\$ 1,647,515	100%
SFCTA	2010/11	SFCTA - Better Market Street	Planning	\$ 790,000	100%
SFCTA	2010/11	Van Ness BRT EIS/EIR and 30% Project Development	Environmental	\$ 2,955,000	100%
SFMTA	2010/11	Van Ness BRT - Pre-LPA Selection 30% Design Activities	Environmental	\$ 99,000	100%
SFPW	2010/11	Bus Bulb at Balboa Street and 37th Avenue	Construction	\$ 35,000	100%
SFMTA	2011/12	Mission-Geneva Transit and Pedestrian Improvements (EP 1 BRT/TPS/MuniMetro)	Construction	\$ 42,179	100%
SFCTA	2012/13	Van Ness BRT EIS/EIR and Advanced Conceptual Engineering	Environmental	\$ 240,432	100%

**Table 2. Project Delivery Snapshot
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2012/13	N-Judah Customer First - Construction	Construction	\$ 615,880	96%
SFMTA	2012/13	N-Judah Customer First - Design	Design	\$ 78,776	100%
SFMTA	2012/13	N-Judah Customer First - Planning	Planning	\$ 21,484	100%
SFMTA	2012/13	Van Ness BRT Preliminary Engineering (CER)	Environmental	\$ 933,951	100%
SFCTA	2013/14	Geary BRT Environmental Analysis and Advanced Final Conceptual Engineering	Environmental	\$ 2,790,598	100%
SFMTA	2013/14	Market and Haight Street Transit and Pedestrian Improvements (EP 01)	Construction	\$ 233,000	100%
SFMTA	2014/15	Geary Bus Rapid Transit - Environmental Phase Support	Environmental	\$ 872,859	100%
SFMTA	2014/15	Van Ness BRT Detailed Design	Design	\$ 1,594,280	100%
SFCTA	2015/16	Geary BRT - Environmental Completion & Compliance during Design	Environmental	\$ 471,920	100%

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete (as July 2018)
SFMTA	2013/14	TEP - Design	Design	\$ 7,800,000	80%
SFMTA	2013/14	TEP - Planning/Conceptual Engineering	Planning	\$ 5,300,000	84%
SFMTA	2015/16	Geary BRT - Full BRT (Phase 2) - Design (CER)	Design	\$ 6,319,470	45%
SFMTA	2015/16	Geary BRT - Near-Term Improvements (Phase 1) - Design (CER & PS&E)	Design	\$ 1,978,946	80%
SFCTA	2016/17	Geary Bus Rapid Transit - Additional Funds	Environmental	\$ 602,254	99%
SFMTA	2016/17	Geneva-Harney BRT environmental - EP 1	Environmental	\$ 540,000	0%
SFMTA	2016/17	Van Ness Improvements - EP 1	Construction	\$ 21,541,930	16%
SFCTA	2018/19	Geary Bus Rapid Transit - Environmental Compliance	Environmental	\$ 180,000	17%
SFCTA	2018/19	Geary Bus Rapid Transit - Environmental Review	Environmental	\$ 674,000	99%
SFMTA	2018/19	Geary Bus Rapid Transit - Phase 1 Near Term	Construction	\$ 1,392,213	0%

For more information about the projects funded by the Transportation Authority, as well as projects for which we help oversee in our role as the Congestion Management Agency for San Francisco, visit our interactive project map at mystreets.sfcta.org.

Table 3 - Prioritization Criteria and Scoring Table
 Bus Rapid Transit/Transit Preferential Streets/MTA-MUNI Metro Network (EP 1)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Named in Prop K Expenditure Plan	In TEP	Improves On-Time Performance	
Total Possible Score	4	3	3	5	5			20
Transit Rapid Network - Bus Rapid Transit								
Geary Boulevard Improvement (BRT Phase 2) (PS&E)	3	2	3	5	5			18
Geary Boulevard Improvement (BRT Phase 2) (CON)	1	2	1	5	5			14
Total Possible Score	4	3	3	4	1	1	2	20

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.
 Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.
 One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Project addresses documented safety issue; reduces potential conflicts between modes; benefits users of multiple modes; and increases security.

Named in Prop K Expenditure Plan: Projects in the Prop K BRT/TPS/Muni-Metro Expenditure Plan include Geary, Potrero, and Van Ness. If not included in Prop K BRT/TPS/Muni-Metro Expenditure Plan, project must be identified through an adopted plan (e.g. Bi-County Study, SFTP, TEP or successor effort).

On Rapid Network: Project is on designated Muni Rapid Network.

In Transit Effectiveness Project (TEP): Improvements are included in the Transit Effectiveness Project.

Improves On-Time Performance: Project improves transit service schedule adherence or the level of success of service in remaining on the published schedule.

Improves Travel Time: Projects results in trip time reduction.

**2019 Prop K 5-Year Prioritization Program - Program of Projects
 Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
 Programming**

Agency	Project Name	Phase	Status	Total				
				2019/20	2020/21	2021/22	2022/23	2023/24
Transit Rapid Network - Bus Rapid Transit								
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) ¹	PS&E	Planned		\$2,064,919			\$2,064,919
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON	Planned			\$626,185		\$626,185
Funds Requested in 2019 5YPP				\$0	\$2,064,919	\$626,185	\$0	\$2,691,104
Funds Programmed in 2019 Strategic Plan Baseline				\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$1,169,185	(\$895,734)	(\$1,521,919)	(\$1,521,919)	(\$1,521,919)

¹Programming of \$2,064,919 in Prop K funds in Fiscal Year 2020/21 for design is contingent on concurrent amendment of the 2017 Prop AA Vehicle Registration Fee Strategic Plan. See attached Prop K Project Information Form and Prop AA Strategic Plan for details.

**2019 Prop K 5-Year Prioritization Program - Program of Projects
 Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1)
 Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
Transit Rapid Network - Bus Rapid Transit							
Geary Boulevard Improvement Project (Geary BRT Phase 2)1	PS&E			\$1,032,460	\$1,032,459		\$2,064,919
Geary Boulevard Improvement Project (Geary BRT Phase 2)	CON				\$626,185		\$626,185
Cash Flow Requested in 2019 5YPP							
		\$0	\$0	\$1,032,460	\$1,658,644	\$0	\$2,691,104
Cash Flow in 2019 Strategic Plan Baseline							
			\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity							
		\$1,169,185	\$1,169,185	\$136,725	(\$1,521,919)	(\$1,521,919)	(\$1,521,919)



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Geary Boulevard Improvement Project (Geary BRT Phase 2)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	16-Other Transit Enhancements
Fiscal Year of Allocation:	2020/21, 2021/22
Project Information	
Project Location:	Geary Corridor, Stanyan Street to 34th Avenue
Supervisory District(s):	District 01, District 02, District 03, District 05, District 06
Project Manager:	Mike Fernandez
Phone Number:	415-646-2721
Email:	mike.fernandez@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Geary Boulevard Improvement Project (BRT Phase 2) will enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and begin construction for the Geary BRT project between Stanyan Street and 34th Avenue. The project includes transit improvements like bus-only lanes, signal optimization, upgraded stations, and pedestrian improvements like highly visible crosswalks, sidewalk extensions, median refuges, and lighting.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The core purpose of the Geary Boulevard Improvement Project (BRT Phase 2) is to enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and begin construction for the full Geary BRT project. The project aims to reduce travel time, improve transit reliability, and enhance street safety along this major corridor that connects housing, retail centers and public centers.</p> <p>Improvements:</p> <ul style="list-style-type: none"> -Extension of dedicated bus-only lanes between Stanyan and 34th Avenue, including center-running lanes to 27th/28th Avenue -Traffic signal optimization that improves traffic flow and gives buses the green light as they approach an intersection -Upgraded stations with new amenities -Highly visible crosswalks, sidewalk extensions at intersections to shorten crossing distances -Median refuges that protect people who are walking that may not be able to cross Geary in one traffic signal phase -New lighting, landscaping, and trees to improve the look and feel of the street <p>Project Location</p> <p>The Geary Boulevard Improvement Project would bring long-term transportation improvements between 34th Avenue and Stanyan Street. Plans are also underway for the Geary Rapid Project to bring near-term improvements east of Stanyan to Market Street.</p>
Prior Community Engagement/Support (may attach Word document): 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).	The Geary BRT project had an extensive public outreach and engagement process during the environmental review phase led by the SFCTA in partnership with the SFMTA, culminating in approval of the project and the Locally Preferred Alternative by the SFCTA Board in January 2017 and by the SFMTA Board in July 2017. Outreach has included public meetings, direct mailings, and direct outreach at bus stops and to businesses and is described more fully in the EIR and EIS in the Outreach Chapter. Since transitioning to SFMTA, the project team has set up a webpage www.sfmta.com/improvegeary , assigned a Public Information Officer and Public Relations Officer to the project, and established a Community Advisory Committee (combined with Geary BRT Phase 1/Geary Rapid project) that meets bi-monthly. The project is included in the Regional Transportation Plan and the San Francisco Transportation Plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - Mike Tan, Colin Dentel-Post SFPW - SFPUC -
Type of Environmental Clearance Required:	EIR/EIS



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	2017 Prop AA Strategic Plan
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Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%		Q3-Jan-Feb-Mar	2013/14	Q2-Oct-Nov-Dec	2016/17
Environmental Studies (PA&ED)	99%	In-house and Contracted	Q2-Oct-Nov-Dec	2016/17	Q2-Oct-Nov-Dec	2018/19
Right of Way						
Design Engineering (PS&E)	10%	In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2020/21
Advertise Construction		In-house	Q4-Apr-May-Jun	2020/21		
Start Construction (i.e. Award Contract)		In-house and Contracted	Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2022/23
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25

Comments/Concerns

FTA Record of Decision (ROD) issued: June 1, 2018



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Geary Boulevard Improvement Project (Geary BRT Phase 2)

Project Cost Estimate Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 780,000	\$ 780,000	\$ -	-
Environmental Studies (PA&ED)	\$ 9,547,146	\$ 9,547,146	\$ -	-
Right of Way	\$ -	\$ -	\$ -	-
Design Engineering (PS&E)	\$ 35,784,596	\$ 35,784,596	\$ -	-
Construction	\$ 189,232,258	\$ 3,376,185	\$ 185,856,073	-
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
Total Project Cost	\$ 235,344,000	\$ 49,487,927	\$ 185,856,073	-
Percent of Total		21%		79%

Funding Plan - All Phases							Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	
Prop K	1-Rapid Bus Network	Environmental Studies (PA&ED)	Allocated	Previous	\$ 8,693,146	\$ 8,693,146	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	1-Rapid Bus Network	Environmental Studies (PA&ED)	Allocated	Previous	\$ 854,000	\$ 854,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	1-Rapid Bus Network	Planning/Conceptual Engineering	Allocated	Previous	\$ 780,000	\$ 780,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Allocated	Previous	\$ 6,319,470	\$ 3,843,302	\$ 2,000,000	\$ 476,168	\$ -	\$ -	\$ -	
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Planned	Previous	\$ 27,400,207	\$ -	\$ 10,500,000	\$ 10,900,207	\$ 6,000,000	\$ -	\$ -	
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Planned	2020/21	\$ 2,064,919	\$ -	\$ -	\$ -	\$ 1,032,460	\$ 1,032,460	\$ -	
Prop K	1-Rapid Bus Network	Construction	Planned	2021/22	\$ 626,185	\$ -	\$ -	\$ -	\$ -	\$ 626,185	\$ -	
Prop K	16-Other Transit Enhancements	Construction	Planned	2021/22	\$ 2,750,000	\$ -	\$ -	\$ -	\$ 1,375,000	\$ 1,375,000	\$ -	
FTA Small Starts		Construction	Planned	2020/21	\$ 100,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TBD		Construction	Planned	2020/21	\$ 85,856,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total By Fiscal Year					\$ 235,344,000	\$ 14,170,448	\$ 12,500,000	\$ 11,376,375	\$ 8,407,460	\$ 3,033,645	\$ -	

Comments: FTA Small Starts: SFMTA plans to apply for entry into the Federal Small Starts program pipeline by June 2019. TBD funding: Potential sources for the Full BRT package include, but are not limited to MTC Transit Performance Initiative, cap and trade funds, Senate Bill 1 funded programs such as the Local Partnership Program, other state or federal discretionary funds, Prop A General Obligation Bonds, Prop B General Fund, or a new local revenue measure(s). The SFMTA requested \$2,064,919 in Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category (EP 1) funds in the 2019 5YPP Update for the Bus Stop Enhancement project, however it is not eligible for this category because the majority of the bus stops to be enhanced are not located on streets designated as Transit Preferential Streets (e.g. Folsom, Mission, 19th Avenue). To enable the bus stop project to advance, we are recommending an amendment to the 2017 Prop AA Vehicle Registration Fee Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the bus stop project. Geary BRT would instead be funded with an equal amount of Prop K funds from Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network Category in the 2019 5YPP. See attached 2017 Prop AA Strategic Plan for details.

**2017 Prop AA Strategic Plan
Programming and Allocations**
Pending 11/27/2018

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
Street Repair and Reconstruction								
	Target Funds Available in Category		\$ 3,294,247	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 12,050,635
Geary Boulevard Pavement Renovation	Construction	SFPW	\$ 2,397,129					\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	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
Subtotal Programmed to Category (% all time)	47.4%		\$ 2,397,129	\$ 2,397,129	\$ -	\$ 2,397,129	\$ 2,397,129	\$ 9,588,516
Cumulative Remaining Capacity			\$ 897,118	\$ 689,086	\$ 2,878,183	\$ 2,670,151	\$ 2,462,119	\$ 2,462,119

Pedestrian Safety								
	Target Funds Available in Category		\$ 1,414,490	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 5,174,324
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 300,000					\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 700,000					\$ 700,000
Arguello Boulevard Traffic Signal Upgrade ¹	Construction	SFMTA		\$ 655,000				\$ 655,000
Bulb-outs at WalkFirst Locations	Design	SFMTA		\$ 500,000				\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 986,928				\$ 986,928
Subtotal Programmed to Category (% all time)	26.3%		\$ 3,052,000	\$ 2,141,928	\$ -	\$ -	\$ -	\$ 5,193,928
Cumulative Remaining Capacity			\$ (1,637,510)	\$ (2,839,480)	\$ (1,899,521)	\$ (959,563)	\$ (19,604)	\$ (19,604)

Transit Reliability and Mobility Improvements								
	Target Funds Available in Category		\$ 2,202,022	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 8,055,185
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
Geary Bus Rapid Transit - Phase 2 ²	Construction	SFMTA						\$ -
Transit Stop Enhancement Program ²	Design, Construction	SFMTA				\$ 2,064,919		\$ 2,064,919
Subtotal Programmed to Category (% all time)	26.2%		\$ 2,465,316	\$ -	\$ 3,503,099	\$ 2,064,919	\$ -	\$ 8,033,334
Cumulative Remaining Capacity			\$ (263,294)	\$ 1,199,997	\$ (839,811)	\$ (1,441,440)	\$ 21,851	\$ 21,851

Total Available Funds								
Total Programmed			\$ 7,914,445	\$ 4,539,057	\$ 3,503,099	\$ 4,462,048	\$ 2,397,129	\$ 22,815,778
Cumulative Remaining Capacity			\$ (1,003,686)	\$ (950,397)	\$ 138,850	\$ 269,148	\$ 2,464,365	\$ 2,464,365

Allocated

Pending

Strategic Plan Amendments and Notes

<p>¹Arguello Boulevard Traffic Signal Upgrade:</p>	<p>Advanced \$327,500 in cash flow from FY19/20 to FY18/19 to accommodate project schedule. Requests have lagged programming, so the Prop AA program has capacity for this revision.</p>
<p>²Geary Bus Rapid Transit - Phase 2:</p>	<p>Reduced from \$2,064,919 to \$0 in Fiscal Year 2018/19. Project proposed in the 2019 5YPP update to be funded with Prop K funds from the BRT/TPS/Muni Metro Network category.</p>
<p>²Transit Stop Enhancement Program:</p>	<p>Added project with \$2,064,919 in Fiscal Year 2020/21.</p>

2017 Prop AA Strategic Plan

Cash Flow

Pending 11/27/2018

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	Fiscal Year 2022/23	Fiscal Year 2023/24	5-Year Total
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Street Repair and Reconstruction										
	Target Funds Available in Category	\$ 3,294,247	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 12,050,635
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		\$ 799,043	\$ 1,598,086					\$ 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
Cash Flow Subtotal			\$ 479,426	\$ 1,757,895	\$ 2,556,938	\$ 1,198,565	\$ 3,595,694	\$ -	\$ -	\$ 9,588,516
Cumulative Remaining Capacity			\$ 2,814,821	\$ 3,246,023	\$ 2,878,183	\$ 3,868,715	\$ 2,462,119	\$ 2,462,119	\$ 2,462,119	\$ 2,462,119

Pedestrian Safety										
	Target Funds Available in Category	\$ 1,414,490	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 5,174,324
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 Upgrade1	Construction	SFMTA		\$ 655,000						\$ 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
Cash Flow Subtotal			\$ 755,000	\$ 2,716,864	\$ 1,255,303	\$ 466,761	\$ -	\$ -	\$ -	\$ 5,193,928
Cumulative Remaining Capacity			\$ 659,490	\$ (1,117,416)	\$ (1,432,760)	\$ (959,563)	\$ (19,604)	\$ (19,604)	\$ (19,604)	\$ (19,604)

Transit Reliability and Mobility Improvements										
	Target Funds Available in Category	\$ 2,202,022	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 8,055,185
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
Geary Bus Rapid Transit - Phase 22	Construction	SFMTA		\$ -						\$ -
Transit Stop Enhancement Program2	Design, Construction	SFMTA				\$ 690,000	\$ 650,000	\$ 624,919	\$ 100,000	\$ 2,064,919
Cash Flow Subtotal			\$ 1,232,658	\$ 1,232,658	\$ 600,000	\$ 2,340,000	\$ 1,903,099	\$ 624,919	\$ 100,000	\$ 8,033,334
Cumulative Remaining Capacity			\$ 969,364	\$ 1,199,997	\$ 2,063,288	\$ 1,186,578	\$ 746,770	\$ 121,851	\$ 21,851	\$ 21,851
Total Available Funds			\$ 6,910,759	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 25,280,143
Total Cashflow			\$ 2,467,084	\$ 5,707,417	\$ 4,412,241	\$ 4,005,326	\$ 5,498,793	\$ 624,919	\$ 100,000	\$ 22,815,778
Cumulative Remaining Capacity			\$ 4,443,675	\$ 3,328,604	\$ 3,508,710	\$ 4,095,730	\$ 3,189,284	\$ 2,564,365	\$ 2,464,365	\$ 2,464,365

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



Project Name:	Transit Stop Enhancement Program
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	Sandra Padilla
Phone Number:	415.646.2313
Email:	sandra.padilla@sfmta.com
Brief Project Description for MyStreetSF (50 words max):	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.
Detailed Scope (may attach Word document): 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>
Prior Community Engagement/Support (may attach Word document): 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).
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Department of Public Works
Type of Environmental Clearance Required:	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.



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

Project Name:	Transit Stop Enhancement Program
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PROJECT COST ESTIMATE	Funding Source by Phase				
	Phase	Cost	Prop AA	Prop K	Other
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
TOTAL PROJECT COST	\$2,846,000	\$2,064,919	\$0	\$781,081	

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
TOTAL BY FISCAL YEAR	\$0	\$0	\$0	\$690,000	\$650,000	\$624,919	\$100,000	\$2,064,919

*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	\$2,064,919			\$2,064,919
Clear Channel Contract			\$206,000	\$206,000
TBD	\$575,081			\$575,081
TOTAL	\$2,640,000	\$0	\$206,000	\$2,846,000

Desired Prop AA Programming Year
Fiscal Year 2020/21

Comments/Concerns

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

**2014 Prop K 5-Year Project List (FY 2014/15 – FY 2018/19)
 Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
 Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness Bus Rapid Transit	PS&E	Planned	\$1,594,280					\$1,594,280
SFMTA	Van Ness Bus Rapid Transit	CON	Planned		\$27,730,984				\$27,730,984
SFMTA	Geary Bus Rapid Transit	PLAN/CER	Planned	\$17,300,000					\$17,300,000
SFMTA	Geary Bus Rapid Transit	PS&E	Planned		\$14,500,000				\$14,500,000
SFMTA	Geary Bus Rapid Transit	CON	Planned				\$2,529,000		\$2,529,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives									
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Planned	\$1,125,000					\$1,125,000
SFMTA	Muni Forward Implementation of TEP	PLAN/CER	Planned			\$2,754,000			\$2,754,000
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Planned		\$271,500				\$271,500
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Planned			\$271,500			\$271,500
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Planned		\$300,000				\$300,000
				Programmed in 5YPP					
				\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$0	\$68,376,264
				Total Programmed in 2014 Strategic Plan					\$0
				\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$0	\$68,376,264
				Cumulative Remaining Programming Capacity					\$0
				\$0	\$0	\$0	\$0	\$0	\$0

2014 Prop K 5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Cash Flow

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Transit Rapid Network - Bus Rapid Transit								
Van Ness Bus Rapid Transit	PS&E	\$1,594,280						\$1,594,280
Van Ness Bus Rapid Transit	CON		\$5,546,197	\$11,092,394	\$11,092,394			\$27,730,984
Geary Bus Rapid Transit	PLAN/CER	\$8,650,000	\$8,650,000					\$17,300,000
Geary Bus Rapid Transit	PS&E		\$4,785,000	\$9,715,000				\$14,500,000
Geary Bus Rapid Transit	CON				\$632,250	\$1,264,500	\$632,250	\$2,529,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives								
Muni Forward Implementation of TEP	PLAN/CER	\$562,500	\$562,500					\$1,125,000
Muni Forward Implementation of TEP	PLAN/CER			\$2,754,000				\$2,754,000
Transit Performance Initiative Program Local Match	PS&E, CON		\$271,500					\$271,500
Transit Performance Initiative Program Local Match	PS&E, CON			\$271,500				\$271,500
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$150,000	\$150,000				\$300,000
Cash Flow Programmed in 5YPP		\$10,806,780	\$19,965,197	\$23,982,894	\$11,724,644	\$1,264,500	\$632,250	\$68,376,264
Cash Flow Programmed in 2014 Strategic Plan		\$10,806,780	\$19,965,197	\$23,982,894	\$11,724,644	\$1,264,500	\$632,250	\$68,376,264
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0

2014 Prop K 5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Programming and Allocations to Date
 Pending November 27, 2018

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Geary Bus Rapid Transit (BRT)	PLAN/ CER	Programmed		\$0				\$0
Transit Rapid Network - Bus Rapid Transit									
SFMTA	Van Ness BRT Detailed Design	PS&E	Allocated	\$1,594,280					\$1,594,280
SFMTA	Van Ness Improvements - EP 1	CON	Allocated			\$21,541,930			\$21,541,930
SFMTA	Geary Bus Rapid Transit	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Geary Bus Rapid Transit - Environmental Phase Support	PA&EID	Allocated	\$872,859					\$872,859
SFCTA	Geary BRT - Environmental Completion & Compliance during Design	PA&EID	Appropriated		\$471,920				\$471,920
SFMTA	Geary BRT - Near-Term Improvements (Phase 1) - Design (CER & PS&E)	PS&E	Allocated		\$1,978,946				\$1,978,946
SFMTA	Geary BRT - Full BRT (Phase 2) - Design (CER)	PS&E	Allocated		\$6,319,470				\$6,319,470
SFMTA	Geary Bus Rapid Transit - Additional Funds	PA&EID	Allocated			\$602,254			\$602,254
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		\$0				\$0
SFMTA	Geary Bus Rapid Transit	CON	Programmed				\$0		\$0
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E	Planned					\$27,400,207	\$27,400,207
SFMTA	Geary Bus Rapid Transit - Phase 1 Near Term	CON	Allocated					\$1,392,213	\$1,392,213
SFCTA	Geary Bus Rapid Transit - Environmental Compliance	PA&EID	Allocated					\$180,000	\$180,000
SFCTA	Geary Bus Rapid Transit - Environmental Review	PA&EID	Allocated					\$674,000	\$674,000
SFMTA	Geneva-Harney BRT environmental	PA&EID	Allocated			\$540,000			\$540,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives									
SFMTA	Muni Forward	PLAN/CER	Allocated					\$3,339,000	\$3,339,000
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		\$0				\$0
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			\$0			\$0
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$0			\$300,000	\$300,000
				Programmed in 5YPP					
				\$2,467,139	\$8,770,336	\$22,684,184	\$0	\$33,285,420	\$67,207,079
				Total Programmed in 2014 Strategic Plan					\$0
				\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$0	\$68,376,264
				Cumulative Remaining Programming Capacity					\$1,604,902
				\$17,987,858	\$52,020,006	\$32,361,322	\$34,890,322	\$1,604,902	\$1,604,902

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (Reso XX, approved YYY).
 Geary Bus Rapid Transit: \$28,026,392 programmed to Geary Bus Rapid Transit for planning, design, and construction in Fiscal Years 2015/16 and 2017/18 to be reprogrammed as follows: \$27,400,207 for design in Fiscal Year 2018/19, \$626,185 for construction in Fiscal Year 2022/23 in 2019 Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP. Project name updated to Geary Boulevard Improvement Project (Geary BRT Phase 2).
 Transit Performance Initiative Program Local Match: Reduced by \$543,000.
 Neighborhood Transportation Improvement Program (NTIP): \$300,000 reprogrammed from Fiscal Year 2015/16 to Fiscal Year 2018/19 with corresponding adjustment to cash flow.

2014 Prop K 5-Year Project List (FY 2014/15 – FY 2018/19)
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending November 27, 2018

Project Name	Phase	Fiscal Year										Total			
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23					
Geary Bus Rapid Transit (BRT)	PLAN/ CER		\$0	\$0											\$0
Transit Rapid Network - Bus Rapid Transit															
Van Ness BRT Detailed Design	PS&E	\$1,275,424	\$318,856	\$9,085,977	\$7,219,098	\$5,236,855									\$1,594,280
Van Ness Improvements - EP 1	CON														\$21,541,930
Geary Bus Rapid Transit	PLAN/ CER	\$0	\$0												\$0
Geary Bus Rapid Transit - Environmental Phase Support	PA&E	\$872,859													\$872,859
Geary BRT - Environmental Completion & Compliance during Design	PA&E		\$401,920	\$70,000											\$471,920
Geary BRT - Near-Term Improvements (Phase 1) - Design (CER & PS&E)	PS&E		\$1,978,946												\$1,978,946
Geary BRT - Full BRT (Phase 2) - Design (CER)	PS&E		\$3,159,735	\$3,159,735											\$6,319,470
Geary Bus Rapid Transit - Additional Funds	PA&E			\$452,254	\$150,000										\$602,254
Geary Bus Rapid Transit	PS&E		\$0	\$0											\$0
Geary Bus Rapid Transit	CON			\$0	\$0										\$0
Geary Boulevard Improvement Project (Geary BRT Phase 2)	PS&E							\$10,900,207							\$27,400,207
Geary Bus Rapid Transit - Phase 1 Near Term	CON									\$1,392,213					\$1,392,213
Geary Bus Rapid Transit - Environmental Compliance	PA&E									\$180,000					\$180,000
Geary Bus Rapid Transit - Environmental Review	PA&E									\$674,000					\$674,000
Geneva-Harney BRT environmental	PA&E									\$540,000					\$540,000
Transit Rapid Network - Transit Effectiveness and Performance Initiatives															
Muni Forward	PLAN/ CER							\$834,750		\$834,750					\$3,339,000
Transit Performance Initiative Program Local Match	PS&E, CON		\$0												\$0
Transit Performance Initiative Program Local Match	PS&E, CON			\$0											\$0
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$0	\$0						\$60,000					\$300,000
Cash Flow Programmed in 5YPP		\$2,148,283	\$5,859,457	\$12,767,966	\$7,369,098	\$8,583,068	\$11,574,750	\$11,734,957	\$6,834,750	\$334,750					\$67,207,079
Cash Flow Programmed in 2014 Strategic Plan		\$10,806,780	\$19,965,197	\$23,982,894	\$11,724,644	\$1,264,500	\$632,250	\$0	\$0	\$0					\$68,376,264
Cumulative Remaining Cash Flow Capacity		\$9,094,214	\$23,199,954	\$34,414,882	\$38,770,427	\$31,451,859	\$20,509,359	\$8,774,402	\$1,939,652	\$1,604,902					\$20,509,359

Programmed
 Pending Allocation/Appropriation
 Board Approved Allocation/Appropriation