

CAC Meeting
May 22, 2024
Item 6
Enclosure 2

2023 Prop L 5-Year Prioritization Program

Transformative Freeway and Major Street Projects

Draft Report: June 2024



**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Municipal Transportation Agency, and SFPW and SF Planning.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for Transformative Freeway and Major Street Projects is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Transformative Freeway and Major Street Projects as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Planning and project development for transformative multi-modal improvements that are designed to improve safety, enhance multi-modal connectivity, and/or reconnect communities and repair the harm created by past freeway and street projects. By funding planning, outreach, and early project development, the intent is to set up these projects to be competitive for discretionary funds to complete project development and implementation. Eligible project types include but are not limited to new grade-separated crossings for people walking and biking; restoring connections within communities divided by infrastructure (e.g., Geary underpass, pedestrian/bike freeway overcrossings); and simplifying freeway interchanges (e.g., Alemany Maze and US 101/Cesar Chavez “Hairball”). May include projects to improve resilience to climate change.

Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning.

Total Funding: \$224.1M; EP: \$20M.”

SFCTA stands for San Francisco County Transportation Authority; SFMTA stands for San Francisco Municipal Transportation Agency; SFPW stands for San Francisco Public Works; and Planning stands for San Francisco Planning Department.

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for Transformative Freeway and Major Street Projects, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$10.21 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) levels as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022 and was guided by an advisory committee of 27 community members representing neighborhood, business, labor, civic, and environmental groups. The reauthorization effort placed equity at the forefront and one of the results of that focus was the creation of the Transformative Freeway and Major Street Projects program in Prop L to fund planning and project development for transformative multi-modal improvements that are designed to improve safety, enhance multi-modal connectivity, and/or reconnect communities and repair the harm created by past freeway and street projects. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

The key themes emerging from our public engagement were similar to what we heard during the Expenditure Plan development effort including:

- There are varied needs and desires from different communities based in different parts of the city.
- Improving transit had broad support, including improvements to reliability, customer experience, better connections, and additional service.

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- Safety and accessibility were a primary concern for many, including improving pedestrian and bicyclist safety and accessibility for seniors and people with disabilities.
 - Putting equity at the forefront, including focusing investment in Equity Priority Communities and serving people with low incomes, was critical for many.
 - Better connections between neighborhoods, especially considering changing pandemic travel patterns, and localized engagement around transportation solutions were emphasized.

To learn more about our engagement process and findings, visit sfcta.org/ExpenditurePlan

4. Performance Measures

Prop L requires the establishment of performance measures for each program 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 programming of future Prop L funds, as well as programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, the Transportation Authority recommends that the following performance measures be applied to projects included in the Transformative Freeway and Major Street Projects 5YPP:

- Increased multimodal connectivity
- Improved pedestrian, bicycle, and vehicular safety (decrease in crashes and conflicts)
- Other performance measures to be established based on the goals of the projects funded by this Prop L program

While not recommended as performance measures, the Transportation Authority will also track the following metrics for this program which has funding only for planning and project development and is intended to identify and ready those projects to be competitive for other fund sources.

- Number of planning recommendations being advanced/implemented
 - Leveraging of non-Prop L funds
 - Other metrics depending on the projects that move forward
-

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

While there is no comparable predecessor program in Prop K, the Transformative Freeway and Major Streets Projects program is guided by ConnectSF, a multi-agency collaborative process to build an effective, equitable, and sustainable transportation system for San Francisco's future. ConnectSF has defined a 50-year vision of San Francisco's future that represents our priorities, goals, and aspirations as a city within the larger Bay Area. ConnectSF informed the Streets and Freeways Strategy, completed in July 2022, which identifies five strategies to address our challenges and move us closer the ConnectSF Vision for an effective, equitable, and sustainable future. Projects in the Transformative Freeway and Major Streets Projects program are informed by the Streets and Freeways Strategy to make sure our infrastructure is maintained, low-carbon modes are accessible, safe, and reliable to use, and goods can easily be moved and delivered across the city.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, Transportation Authority staff developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop L programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency

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- Benefit to disadvantaged populations
 - Level and diversity of community support
 - Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org/>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Transformative Freeway and Major Street Projects 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

7. Project List

This section shows how each project proposed for funding from the Transformative Freeway and Major Street Projects program ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Form(s) with details on scope, schedule, cost, funding are included in Appendix A.

As shown in the project list, SFCTA has not requested advancement of funds beyond the pay-go amounts in the Strategic Plan Baseline for the Transformative Freeway and Major Street Projects program.

Prop L Project Submissions Evaluation - EP 23 Transformative Freeway and Major Street Projects

		Prop L-Wide Criteria					Program Specific Criteria	
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
5	Fillmore-Geary Underpass Community Planning Study	5	4	5	5	4	4	27
TBD	Planning and Project Development Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>						
Total Possible Score		5	4	5	5	4	4	27
<p>Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.</p>								
<p>Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to 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 pose a significant risk to project advancement, as proposed.</p>								
<p>Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the 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. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.</p>								
<p>Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.</p>								
<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations.</p> <p>Three points for a project not in an adopted community based plan, but with evidence of support from <i>both</i> neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>One point for a project not in an adopted community based plan, but with evidence of support from <i>either</i> neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations.</p> <p>Zero points for a project that was neither developed out of a community-based planning process or nor has other forms of demonstrated community support.</p>								
<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>								
<p>Safety: Highest possible score is 4. Project addresses documented safety issue(s) and/or reduces potential conflicts between modes. Higher priority is given for projects benefiting multiple types of users (e.g. pedestrians, cyclists, motorists). Points are based on the safety information presented in the Project Information Form.</p>								

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
23- Transformative Freeway and Major Street Projects
Programming Year

Pending June 25, 2024 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	Fillmore-Geary Underpass Community Planning Study	Planning/ Conceptual Engineering		\$601,000				\$601,000
TBD	Planning and Project Development Placeholder	Planning/ Conceptual Engineering			\$646,000			\$646,000
TBD	Planning and Project Development Placeholder	Planning/ Conceptual Engineering					\$645,000	\$645,000
Funds Requested in 2023 5YPP			\$0	\$601,000	\$646,000	\$0	\$645,000	\$1,892,000
Funds Programmed in 2023 Draft Strategic Plan Baseline			\$210,261	\$420,521	\$420,521	\$420,521	\$420,521	\$1,892,347
Cumulative Remaining Programming Capacity			\$210,261	\$29,782	(\$195,696)	\$224,825	\$347	\$347

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
23- Transformative Freeway and Major Street Projects
Cash Flow (Maximum Annual Reimbursement)

Pending June 25, 2024 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement						Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	
Fillmore-Geary Underpass Community Planning Study	Planning/ Conceptual Engineering		\$300,000	\$301,000				\$601,000
Planning and Project Development Placeholder	Planning/ Conceptual Engineering			\$323,000	\$323,000			\$646,000
Planning and Project Development Placeholder	Planning/ Conceptual Engineering					\$323,000	\$322,000	\$645,000
Cash Flow Requested in 2023 5YPP		\$0	\$300,000	\$624,000	\$323,000	\$323,000	\$322,000	\$1,892,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$210,261	\$420,521	\$420,521	\$420,521	\$420,521	\$0	\$1,892,347
Cumulative Remaining Cash Flow Capacity		\$210,261	\$330,782	\$127,304	\$224,825	\$322,347	\$347	\$347

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 1. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROJECT	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Fillmore-Geary Underpass Community Planning Study	91.1%	78.2%
Planning and Project Development Placeholder	91.1%	TBD
Transformative Freeway and Major Street Projects Program Total	91.1%	TBD

Prop L leveraging for the Fillmore-Geary Underpass Community Planning Study is strong at 78.2%, though below the 91.1% anticipated for the Transformative Freeway and Major Street Projects program over the life of the 30-year measure. These funds leverage a \$2 million Reconnecting Communities and Neighborhoods (RCN) federal grant, which has a minimum 20% match requirement. We expect that leveraging will improve for this program in future years as sponsors secure non-Prop L grants for future phases. We will evaluate specific projects for leveraging as we receive requests for the Planning and Project Development Placeholder.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Fillmore-Geary Underpass Community Planning Study		
Implementing Agency:	SFCTA		
Prop L Expenditure Plan Information			
Prop L Program:	23- Transformative Freeway and Major Street Projects		
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Fillmore-Geary Underpass Community Planning Study is a community-driven process that will re-envision the areas around Geary Boulevard at Fillmore Street to reconnect Japantown and Fillmore/Western Addition. The study covers Geary between Laguna and Divisadero and the adjacent neighborhoods, and will develop concept plans for a multimodal transportation hub and scenarios for equitable land use redevelopment. The project will convene a Community Council representing the communities that were displaced during redevelopment and includes a multi-lingual outreach process.		
Project Location and Limits:	In the Western Addition EPC neighborhood, the project would focus on an approximate one mile stretch of Geary Blvd., between Laguna and Divisadero and the neighborhoods immediately adjacent to this corridor.		
Supervisory District(s):	District 05		
Is the project located on the 2022 Vision Zero High Injury Network ?	Yes	Is the project located in an Equity Priority Community (EPC)?	Yes
Which EPC(s) is the project located in?	Western Addition		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>The Fillmore-Geary Underpass Community Planning Study will conduct a community-driven process to re-envision the area of Geary Boulevard at Fillmore Street, along with streets in surrounding neighborhoods. This process will bring together transportation and land use to create more connected and vibrant communities, while also working towards the long-term goals to repair neighborhoods, create transit-oriented housing opportunities, and support economic and cultural stability in communities that face risks of displacement. The study focuses on an approximate one mile stretch of Geary, between Laguna and Divisadero and the neighborhoods immediately adjacent to this corridor.</p> <p>Outreach for the proposed study will include contracted partnerships with community-based organizations and stipends for community participation. A diverse set of community groups from the Japantown and Fillmore/Western Addition neighborhoods support this study. A range of outreach activities will be developed in English, Korean, Spanish, Chinese, Japanese, and other relevant languages for the surrounding communities to reduce barriers to participation. Community involvement will use a “co-creation” model, in which public agencies work as equal partners alongside stakeholder representatives to bring the community directly into the decision-making process. Centered on community outreach and input, the proposed study will use an engagement process to co-create solutions for the study area to reflect the community’s vision and transportation needs.</p> <p>The study is expected to result in 10% preliminary designs of recommended transportation capital projects along with a land use concept strategy. The recommendations could include interim transportation actions to serve as stepping stones to support the long-term vision, a feasibility analysis for potential affordable housing sites and economic development strategies, anti-displacement strategies, and concept-level neighborhood urban design opportunities. The process to develop this study will be led by SFCTA in partnership with SF Planning and SFMTA.</p> <p>Prop L funds will leverage a \$2 million Reconnecting Communities and Neighborhoods grant from the U.S. Department of Transportation.</p>		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Fillmore-Geary Underpass Image
Type of Environmental Clearance Required:	TBD
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Planning, SFMTA, SFPW. Staff contacts to be determined.

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering		In-house and Contracted	Q1-Jul-Aug-Sep	2024/25	Q1-Jul-Aug-Sep	2026/27
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Notes

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name: Fillmore-Geary Underpass Community Planning Study

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 2,751,000	\$ 601,000	\$ 2,150,000	Similar studies
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 2,751,000	\$ 601,000	\$ 2,150,000	
Percent of Total		22%	78%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	23- Transformative Freeway and Major Street Projects	Planning/Conceptual Engineering	Planned	2024/25	\$ 601,000	\$ -	\$ 300,000	\$ 301,000	\$ -	\$ -
Reconnecting Communities and Neighborhoods (RCN)		Planning/Conceptual Engineering	Planned	2023/24	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
SF Planning Department (in-kind funds)		Planning/Conceptual Engineering	Planned	2024/25	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 2,751,000	\$ -	\$ 300,000	\$ 301,000	\$ -	\$ -

Notes
 In March 2024, the U.S. Department of Transportation awarded a \$2 million grant from the Reconnecting Communities and Neighborhoods program to the SFCTA for this project. Prop L funds and SF Planning Department in-kind funds will provide the local matching funds to the federal grant.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Fillmore-Geary Underpass Community Planning Study</i>
Relative Level of Need or Urgency (time sensitive)	This project needs to proceed in its proposed timeframe in order to meet timely use of funds deadlines set by the federal Reconnecting Communities planning grant. The Transportation Authority has 36 months to complete the grant from the date of grant agreement execution.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	<p>This effort is intended to be a community-driven process. Outreach for the proposed study would include contracted partnerships with community-based organizations (CBOs) and stipends for community participation. A diverse set of community groups from the Japantown and Fillmore/Western Addition neighborhoods support this study. A range of outreach activities would be developed in English, Korean, Spanish, Chinese, Japanese, and other relevant languages for the surrounding communities to reduce barriers to participation. Community involvement would use a “co-creation” model, in which public agencies work as equal partners alongside stakeholder representatives to bring the community directly into the decision-making process. The co-creation model seeks to delegate decisions to the community where possible, and for all decisions, use the “collaborate” form of engagement, as defined by the IAP2 Public Participation Spectrum.</p> <p>Additionally, co-creation is designed to meet the communities where they are in culturally competent modes with respect to language, time, place, and supports such as compensation and childcare. Activities would include, but are not limited to, in-person and/or virtual meetings SMS, and/or online surveys, design charrettes, community focus groups, community briefings at regular intervals, and pop-up events at community destinations and events. As part of the outreach process, an outreach plan would be developed to identify key community groups, messaging and communication methods to reach a broad swath of the communities. The outreach plan would be developed with input from partner CBOs and establish outreach goals and evaluation metrics.</p> <p>As part of the Geary Boulevard Bus Rapid Transit Study in 2013, the Fillmore Underpass was studied with a focus on the need to repair communities, improve access, and support existing commercial areas adjacent to the expressway. Different options for the underpass were studied at a high level and included covering the expressway and moving transit priority with pedestrian access below-grade, covering the expressway and using the underground space for parking, or filling the expressway. The ConnectSF process, San Francisco’s multiagency long-range planning effort, included a Streets and Freeways Strategy (see Attachment 2) to identify medium- to long-term concepts for San Francisco’s major roads and freeways to improve transit reliability, safety, and circulation, and address past harms through efforts to reconnect communities. This Strategy identified the need to address the Fillmore Underpass by coordinating transportation and land use planning.</p>
Benefits to Disadvantaged Populations and Equity Priority Communities	<p>The project is located within the Western Addition EPC Neighborhood.</p> <p>During the urban renewal era, Geary Boulevard was widened to serve as an expressway for east-west crosstown commuters. An underpass was created below Fillmore Street, dividing the Japantown and Fillmore/Western Addition neighborhoods.</p> <p>The Fillmore area was historically Jewish at the turn of the century, with cultural centers, synagogues, and a vibrant commercial corridor. Japanese and Black populations moved in to the area because of exclusionary housing practices in other parts of the city. The communities thrived with the growth of Japantown and the “Harlem of the West”, as the Fillmore/Western Addition was known as for its lively entertainment scene. However, the urban renewal redevelopment of Geary Boulevard in the 1960s separated Japantown and the Fillmore/Western Addition, decreasing walkability between the two neighborhoods. Urban renewal also decimated the existing housing stock in the area, displacing Black, Japanese, and Jewish community members.</p> <p>The highway-like conditions on Geary have led to a hostile pedestrian environment. The Geary corridor and streets crossing Geary in the project area are part of San Francisco’s High Injury Network—the streets with the highest concentration of crashes—and people walking on this corridor are eight times more likely to be involved in a serious or deadly collision than the average San Francisco street. Investigating proposed changes to strengthen connectivity and improve pedestrian safety along this corridor and adjacent neighborhoods would thus benefit the disadvantaged populations within the project area by seeking to address these safety inequities.</p>
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity
	The project advances the goals of Equity and Safety & Livability in many ways. The study would investigate potential improvements that would redress the harm caused by the construction of the Geary-Fillmore underpass which divided the disadvantaged communities living in the Western Addition. Furthermore, the study’s proposed changes could support enhanced safety measures that would improve the livability and pedestrian environment of the project area.

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

23- Transformative Freeway and Major Street Projects

Safety	The study's proposed changes could support enhanced safety measures that would improve the livability and pedestrian environment of the project area. The proposed study would focus on how to right-size the corridor to meet future multimodal travel demand and improve safety and circulation.
TBD	

Attachment 1: Fillmore-Geary Underpass Image



**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Planning and Project Development Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	23- Transformative Freeway and Major Street Projects		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for planning and project development for projects that are consistent with the San Francisco Transportation Plan (SFTP) 2050, SFTP 2050+ (minor update underway), ConnectSF, and the Streets and Freeways Study.		
Project Location and Limits:	TBD		
Supervisory District(s):			
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)?	TBD
Which EPC(s) is the project located in?	TBD		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	TBD		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	TBD		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD		

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder for projects to be determined.						

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name:		Planning and Project Development Placeholder									
Project Cost Estimate											
		Funding Source									
Phase	Cost	Prop L	Other	Source of Cost Estimate							
Planning/Conceptual Engineering	\$ 1,291,000	\$ 1,291,000	\$ -	Available funds							
Environmental Studies (PA&ED)	\$ -		\$ -								
Right of Way	\$ -	\$ -	\$ -								
Design Engineering (PS&E)	\$ -	\$ -	\$ -								
Construction	\$ -		\$ -								
Operations (i.e. paratransit)	\$ -	\$ -	\$ -								
Total Project Cost	\$ 1,291,000	\$ 1,291,000	\$ -								
Percent of Total		100%	0%								
Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Prop L	23- Transformative Freeway and Major Street Projects	Planning/Conceptual Engineering	Planned	2025/26	\$ 646,000	\$ -	\$ -	\$ 323,000	\$ 323,000		\$ -
Prop L	23- Transformative Freeway and Major Street Projects	Planning/Conceptual Engineering	Planned	2027/28	\$ 645,000	\$ -	\$ -	\$ -	\$ -	\$ 323,000	\$ 322,000
Total By Fiscal Year					\$ 1,291,000	\$ -	\$ -	\$ 323,000	\$ 323,000	\$ 323,000	\$ 322,000
Notes											
This is a placeholder for projects to be determined.											

**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Planning and Project Development Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	
Benefits to Disadvantaged Populations and Equity Priority Communities	
Compatibility with Land Use, Design Standards, and Planned Growth	
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	
<p>The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
23- Transformative Freeway and Major Street Projects	
Safety	
TBD	