

Board Meeting
July 9, 2024
Item 6
Enclosure 4

2023 Prop L 5-Year Prioritization Program

Citywide/Modal Planning

Draft Report: July 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 San Francisco Planning Department.



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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extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan.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 Citywide/Modal Planning is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for Citywide/Modal Planning as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“Citywide and network-wide transportation studies and planning such as updates to the Countywide Transportation Plan or long-range modal studies. Plans and studies that focus on countywide and/or network-wide needs will be prioritized, but corridor-scale studies may be considered. Includes planning. Sponsor Agencies: SFCTA, SFMTA, Planning. Total Funding: \$31.2M; EP: \$10M.”

SFCTA stands for San Francisco County Transportation Authority, Planning stands for for San Francisco Planning Department, and SFMTA stands for San Francisco Municipal Transportation Agency.

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 Citywide/Modal Planning the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$2.12 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 equity- and neighborhood-focused representatives as well as business, labor, civic, and environmental groups. 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. A summary of the key themes that emerged from this process include:

- 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.
- 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.

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 described above, layered in with a concern for climate change and the need to reduce vehicle miles traveled and greenhouse gas emissions. To learn more about our engagement process and findings, visit [sfcta.org/Expenditure Plan](https://sfcta.org/Expenditure-Plan)

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 Citywide/Modal Planning 5YPP:

- Performance measures to be established based on the goals of the projects funded by this Prop L program, including consideration of San Francisco Transportation Plan (SFTP) goals as relevant such as equity (e.g. change in accessibility to jobs for low income vs. non-low income populations), environmental sustainability (e.g., shift in driving mode share) and safety.

While not recommended as performance measures, the Transportation Authority will also track the following metrics for this program to understand trends:

- Planning recommendations advancing/being implemented
- Other metrics depending on the projects that move forward

5. Project Delivery Snapshot

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. Citywide/Modal Planning is a new program in Prop L which draws from its predecessor program the Prop K Transportation/Land Use Coordination which funded updates to the San Francisco Transportation Plan (SFTP). There are no active grants since the last update to the SFTP was completed in 2017.

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.

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
- 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 Citywide/Modal Planning 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 Citywide/Modal Planning 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 Forms with details on scope, schedule, cost, funding are included in Appendix A.

As shown in the project list, we are proposing to advance just over \$1 million for this program, an increase of 106% over the baseline amount of \$946,173. We are comfortable requesting this level of advancement since the two priority projects for this program, the San Francisco Transportation Plan and updates, exceed the baseline amount available. Additional funds are advanced to fund key priorities for resilience planning along The Embarcadero, an autonomous vehicle (AV) safety study, and an electric vehicle (EV) charging pilot.

Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning

		Prop L-Wide 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
Citywide	AV Safety Metrics & Standards	3	0	5	1	1	4	14
TBD	Citywide Modal Planning Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>						
Citywide	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	5	0	3	1	1	2	12
2, 3, 6	Embarcadero Mobility Resilience Plan	5	4	0	1	4	3	17
Citywide	San Francisco Transportation Plan (SFTP) 2050+	5	0	5	3	4	4	21
Citywide	San Francisco Transportation Plan (SFTP) 2055	4	0	5	3	2	4	18
	Total Possible Score	5	4	5	5	4	4	27

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.

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.

Prop L Project Submissions Evaluation - EP 28 Citywide/Modal Planning

	<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 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), reduces potential conflict between modes, and/or increases security. 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)

28- Citywide / Modal Planning

Programming Year

Pending July 2024 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA	AV Safety Metrics & Standards	Planning/ Conceptual Engineering		\$100,000				\$100,000
TBD	Citywide Modal Planning Placeholder	Planning/ Conceptual Engineering			\$150,000			\$150,000
SFMTA	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	Planning/ Conceptual Engineering		\$150,000				\$150,000
SFMTA	Embarcadero Mobility Resilience Plan	Planning/ Conceptual Engineering		\$150,000				\$150,000
SFCTA	San Francisco Transportation Plan (SFTP) 2050+	Planning/ Conceptual Engineering		\$700,000				\$700,000
SFCTA	San Francisco Transportation Plan (SFTP) 2055	Planning/ Conceptual Engineering				\$700,000		\$700,000
Funds Requested in 2023 5YPP			\$0	\$1,100,000	\$150,000	\$700,000	\$0	\$1,950,000
Funds Programmed in 2023 Draft Strategic Plan Baseline			\$105,130	\$210,261	\$210,261	\$210,261	\$210,261	\$946,173
Cumulative Remaining Programming Capacity			\$105,130	(\$784,609)	(\$724,348)	(\$1,214,087)	(\$1,003,827)	(\$1,003,827)

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

28- Citywide / Modal Planning

Cash Flow (Maximum Annual Reimbursement)

Pending July 2024 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement										Total
		2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	
AV Safety Metrics & Standards	Planning/ Conceptual Engineering		\$75,000	\$25,000								\$100,000
Citywide Modal Planning Placeholder	Planning/ Conceptual Engineering				\$75,000	\$75,000						\$150,000
Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	Planning/ Conceptual Engineering		\$75,000	\$75,000								\$150,000
The Embarcadero Mobility Resilience Master Plan	Planning/ Conceptual Engineering		\$75,000	\$75,000								\$150,000
San Francisco Transportation Plan (SFTP)2050+	Planning/ Conceptual Engineering		\$350,000	\$350,000								\$700,000
San Francisco Transportation Plan (SFTP) 2055	Planning/ Conceptual Engineering				\$350,000	\$350,000						\$700,000
Cash Flow Requested in 2023 5YPP		\$0	\$575,000	\$525,000	\$425,000	\$425,000	\$-	\$0	\$0	\$0	\$0	\$1,950,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$105,130	\$210,261	\$210,261	\$210,261	\$210,261	\$0	\$0	\$0	\$0	\$0	\$946,173
Cumulative Remaining Cash Flow Capacity		\$105,130	(\$259,609)	(\$574,348)	(\$789,087)	(\$1,003,827)	(\$1,003,827)	(\$1,003,827)	(\$1,003,827)	(\$1,003,827)	(\$1,003,827)	(\$1,003,827)

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)
AV Safety Metrics & Standards	67.9%	33.3%
Citywide Modal Planning Placeholder	67.9%	TBD
Curbside Electric Vehicle Charging Pilot Outreach & Evaluation	67.9%	TBD
Embarcadero Mobility Master Plan	67.9%	90.3%
San Francisco Transportation Plan (SFTP) 2050+	67.9%	53.3%
San Francisco Transportation Plan (SFTP) 2055	67.9%	(high end estimate) 82.5%
Citywide/Modal Planning Program Total	67.9%	TBD

Leveraging for the San Francisco Transportation Plan (SFTP) 2050+ is at 53.3% and close to the expected leveraging of 67.9% for this program. The Embarcadero Mobility Resilience Plan has very good leveraging due to a \$1.3 million Caltrans grant. The SFTP 2055, based on prior similar efforts, is anticipated to have good leveraging. When an allocation request is submitted with a specific scope and confirmed funding plan, we will re-calculate leverage which will likely be a bit lower than the maximum 82.5% since some TBD amount of SFCTA operating funds will be included in the funding plan.

Leveraging for the Curbside Electric Vehicle Charging Pilot Outreach & Evaluation project will be calculated when an allocation request form is submitted with a more complete scope, cost, and funding plan. We will also evaluate specific projects for leveraging as we receive requests for the Citywide Modal Planning placeholder funds.

Project Name and Sponsor			
Project Name:	AV Safety Metrics & Standards		
Implementing Agency:	SFCTA		
Prop L Expenditure Plan Information			
Prop L Program:	28- Citywide / Modal Planning		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The purpose of the AV Safety Metrics & Standards Study is to develop consensus autonomous vehicles (AV) safety metrics and standards to inform regulators, San Francisco policy-makers and the public about appropriate AV safety metrics and performance standards to guide AV safety analysis and deployment policies (permitting). The proposed effort will identify a set of AV safety analysis considerations, define a set of metrics for assessing AV safety, and propose AV safety performance standards to help guide AV permitting and deployment in San Francisco and beyond.		
Project Location and Limits:	Citywide		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	N/A	Is the project located in an Equity Priority Community (EPC)?	N/A
Which EPC(s) is the project located in?	N/A		
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).	See attached		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Detailed Scope		
Type of Environmental Clearance Required:	TBD		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA, Staff 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		In-house and Contracted	Q1-Jul-Aug-Sep	2024/25	Q4-Apr-May-Jun	2024/25
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: AV Safety Metrics & Standards

Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 150,000	\$ 100,000	\$ 50,000	Planning level estimate based of similar work
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 150,000	\$ 100,000	\$ 50,000	
Percent of Total		67%	33%	

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	28- Citywide / Modal Planning	Planning/Conceptual Engineering	Planned	2024/25	\$ 100,000	\$ -	\$ 75,000	\$ 25,000	\$ -	\$ -
STP 3%					\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 150,000	\$ -	\$ 75,000	\$ 25,000	\$ -	\$ -

Notes

**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>AV Safety Metrics & Standards</i>
Relative Level of Need or Urgency (time sensitive)	In August 2023, the California Public Utilities Commission, based on assertions about autonomous vehicle safety, issued commercial passenger service permits to two autonomous vehicle companies, granting them the permission to operate 24 hours a day, 7 days a week, across all of San Francisco. Shortly after the granting of these permits, a number of critical public safety incidents occurred, ultimately resulting in the revocation of Cruise's permit to operate. This award and rapid revocation illustrate the inadequacy of current AV safety assessments, and the immediate need for safety metric and policy guidance.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Transportation Authority staff have been meeting with public and private stakeholders, and this engagement will continue through the project.
Benefits to Disadvantaged Populations and Equity Priority Communities	Equity Priority Communities are in the center of autonomous vehicle activity in San Francisco, and the safety of all road users in these communities will be impacted by AVs.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Safety and Livability The AV Safety Metrics & Standards Study will advance SFTP's Safety & Liveability goal area by developing consensus AV Safety Metrics and Standards to inform regulators, San Francisco policy-makers and the public about appropriate AV safety metrics and performance standards to guide AV Safety Analysis and deployment policies (permitting).
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.	
28- Citywide / Modal Planning	
Safety	The AV Safety Metrics & Standards Study will consider the broad range of documented AV safety issues, identify data necessary to monitor these issues, and propose policies and standards for advancing the safe deployment of AVs in San Francisco.

Attachment 1

Scope AV Safety Metrics & Standards for Policy-Making

1. Purpose and Need for Ultimate Project Statement

The purpose of the AV Safety Metrics & Standards Study is to develop consensus AV Safety Metrics and Standards to inform regulators, San Francisco policy-makers and the public about appropriate AV safety metrics and performance standards to guide AV Safety Analysis and deployment policies (permitting). Presently, the AV regulatory agencies in California – the Department of Motor Vehicles and Public Utilities Commission – have incorporated safety considerations in only a limited way and in a manner that is inconsistent between the two agencies. Moreover, as the locus of deployment, San Francisco has found the state’s AV safety regulations and permitting policies to be lacking / inadequate and untransparent.

2. Phase-of-Work Objectives

The study objectives are to identify a set of AV safety analysis and permitting objectives and considerations based on the “safe systems approach”, define a set of metrics for assessing AV safety, and propose AV safety performance standards to help guide AV deployment in San Francisco. The metrics will be practical for San Francisco, as well as other agencies throughout the state, to develop and apply, must be based on observed data that can reasonably reported to or collected by public agencies, and must consider a range of safety risks and impacts ranging from near misses to fatalities. The performance standards should be practical and defensible, reflect operating design domain (ODD) considerations as appropriate, and facilitate comparison to human drivers. Development of these methodologies will involve government, industry, academic, civic and community stakeholders and experts.

3. Phase-of-Work Scope Overview

The scope of work includes:

- Task 1: AV Safety Analysis Advisory Panel, Working Group and Draft Objectives

Assisted by an AV Safety Advisory Panel of experts to be established by the Transportation Authority, the study team, which includes Transportation Authority Staff, the Safety Advisory Panel, and consultant team, will develop an inventory of AV safety issues and performance objectives to guide the development of AV safety metrics and standards. This inventory will consider the safety of all transportation system users and draw from Task 2. Memo on prior research and scan of industry practices. The project team will engage an AV Working Group of government, industry and community stakeholders on proposed AV Safety Objectives.

Task 1 Deliverables:

- AV Safety Advisory Panel
- Technical Memo: AV Safety Objectives
- Outreach: AV Working Group review of Draft AV Safety Objectives

- Task 2: Literature Review and Industry Scan
 - The project team will review the current state of AV safety analysis and permitting (including data reporting/availability and performance metrics) through a policy scan, literature review, and outreach to AV safety stakeholders. This scan and review will consider other regulated industries in the United States such as aviation, rail/trucking and pharmaceuticals, as well as policies established by agencies in other countries such as China and the United Kingdom, and by international agencies. The scan and review will look at a broad range of research products that address existing AV safety metrics and standards and focus only on those human-driven vehicle safety metrics and standards that are relevant to AVs. I

Task 2 Deliverable:

- Technical Memo: Safety Analysis and Permitting - Literature Review and Industry Scan

- Task 3. Identification of AV Safety Metrics & Data Needs
 - The project team will use and build upon the information developed in the Literature Review and Industry Scan to identify practical measures of AV safety, and identify the types of data needed to develop these measures to guide policy-making and permitting. The data needs identification will consider issues such as the amount of data required to ensure robust/reliable metrics, use of third party validation/technology/tools like Mobility Data Specification (MDS), data reporting cadences/geographies, privacy/personally identifiable information (PII), cost of collection and trade secret concerns.

Task 3 Deliverable:

- Technical Memo: identifying AV safety metrics and associated data needs and constraints.

- Task 4. Identification of AV Performance Standards
 - The project team will use and build upon the information developed in the Industry Scan and Literature Review to identify potential AV safety performance standards. The performance standards identification will consider issues such as comparable human driving performance standards, variations in performance by ODD, and incremental increases in demonstrated AV safety performance standards.

Task 4 Deliverable:

- Technical Memo: AV safety standards for Initial Deployment and

Subsequent Expansion (Stage-gates).

- Task 5: Draft and Final Reports
 - The project team will prepare draft and final study reports synthesizing the technical memos produced in Tasks 2, 3, and 4, to identify a set of AV safety considerations, define a set of metrics for assessing AV safety, and propose AV safety performance standards to help guide AV deployment.

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

Project Name and Sponsor			
Project Name:	Citywide Modal Planning Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	28- Citywide / Modal Planning		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This placeholder will fund priority planning efforts for citywide and network-wide transportation studies and long-range modal studies consistent with SFTP 2050 and its update (including work to support a planned update). Corridor-scale studies may also be considered.		
Project Location and Limits:	TBD		
Supervisorial District(s):	TBD		
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?			
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).	This is a placeholder. Detailed scope will be provided and evaluated when a project sponsor or sponsors seeks funds from the placeholder.		
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: eligible sponsor agencies are SFCTA, SFMTA, and Planning.		

**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:	Citywide Modal Planning Placeholder
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Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 150,000	\$ 150,000	\$ -	Placeholder for local match
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 150,000	\$ 150,000	\$ -	
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
Prop L	28- Citywide / Modal Planning	TBD	Planned	2025/26	\$ 150,000	\$ -			\$ 75,000	\$ 75,000
Total By Fiscal Year					\$ 150,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000

Notes
This is a placeholder for a project or projects to be determined. Projects seeking funds will be evaluated using this 5YPP project prioritization criteria including but not limited to assessing leveraging of Prop L funds.

**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>Citywide Modal Planning 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	
San Francisco Transportation Plan Alignment (SFTP)	
<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>	
28- Citywide / Modal Planning	
Safety	

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



Project Name and Sponsor			
Project Name:	Curbside Electric Vehicle Charging Pilot Outreach & Evaluation		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	28- Citywide / Modal Planning		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This planning would help advance and implement the recommendations in the SFMTA's Curbside Electric Vehicle Charging Feasibility Study to ultimately facilitate equitable charging access for electric vehicles (EVs) in the public right-of-way. Specifically, the funds will support planning and policy development, community engagement, and development and implementation of a pilot program evaluation and monitoring plan.		
Project Location and Limits:	Citywide		
Supervisory District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	N/A	Is the project located in an Equity Priority Community (EPC)?	N/A
Which EPC(s) is the project located in?	All		
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>In the summer of 2024, the SFMTA and partners agencies will complete the Curbside EV Charging Feasibility Study, which will provide siting criteria and standards for a pilot program; proposed models for ownership, operations, data management, and enforcement; and a list of potential locations for deployment.</p> <p>Next year, SFMTA plans to implement the Curbside EV Charging Pilot, in line with the resolution adopted by the San Francisco Board of Supervisors on June 4, 2024 urging SFMTA and the San Francisco Environment Department (SFE) to work with the Transportation Authority and other agencies to implement the Curbside EV Charging Pilot beginning in 2025. Overall, the pilot would advance and implement recommendations from the Study and would focus on planning and policy development, community engagement, and the development and implementation of a pilot program evaluation and monitoring plan. The City has adopted targets related to EV adoption and charging network expansion in the citywide Climate Action Plan and EV Roadmap. However, additional planning and policy development is needed to help advance and implement findings from the Curbside Feasibility Study and ultimately develop a permanent program.</p> <p>The requested Prop L funds would support the community engagement and evaluation tasks for the pilot.</p> <p>Through this project, SFMTA and SFE will build upon the outputs of the Study to evaluate and prioritize potential locations for curbside charging infrastructure, engage communities in these neighborhoods to participate in the project, and competitively identify charging vendors and partners. Planning activities may include:</p> <ul style="list-style-type: none"> • Utility Capacity Analysis: Confirm available electrical capacity with utility partners and evaluate potential partnerships with nearby City properties or redevelopment areas that could support faster and less-expensive grid interconnection and ongoing electricity rates. 		

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



	<ul style="list-style-type: none"> • In-Language Community Engagement: Refine selected pilot locations through community engagement and outreach conducted in partnership with community-based organizations (CBOs) such as Charge Across Town, GRID Alternatives, EV Charging for All Coalition, Golden Gate Electric Vehicle Association, SF Bike Coalition, En2Action, and TransForm. All community engagement conducted for the pilot will emphasize the needs, concerns and desires of equity priority communities. • Integrating Multi-Modal Considerations: Given community feedback demonstrating an interest in considering secure storage and charging for e-micromobility alongside curbside EV charging, evaluate how to incorporate charging infrastructure at a number of curbside EV locations for privately owned e-micromobility, using data from the City's Biking and Rolling Plan, Electrify My Ride low-income e-bike incentive program, and the E-bike Delivery Pilot program. • Site Plans: Develop pre-construction engineering, design, and planning for priority sites. • Identifying Vendors: Run a competitive solicitation to select technology type(s)/vendors. • Policy Development: Identify permitting and other City processes that need to be amended or streamlined to support curbside charging project development and deployment. • Evaluation and Monitoring Plan: Perform cost-benefit analyses on installation and operations, track utilization and uptime, gather user and community feedback during the pilot term, and develop recommendations - including on equity considerations such as access, pricing, enforcement, and ongoing engagement and education - for scaled, permanent program. • Project Guidelines, Case Studies, & Toolkits: Develop and communicate clear siting and permitting guidelines, case studies, and/or toolkits for future curbside charging projects based on the results of additional planning and/or the pilot program, to support a scaled, permanent program. <p>The scope may be refined based on the findings of the Curbside Feasibility Study and will be reflected in the future allocation request form for the project.</p>
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<p>Additional info on the current EV Feasibility Study can be found here: https://sfgov.legistar.com/View.ashx?M=F&ID=12994369&GUID=10BC82E2-E8DF-46EF-9F38-83228D10F9B9</p>
<p>Type of Environmental Clearance Required:</p>	<p>TBD</p>
<p>Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>San Francisco Environment Department - Henna Trewn, Clean Transportation Program Manager</p> <p>In the recent past, electric vehicle planning (ex: EV Roadmap, Climate Action Plan) has also been coordinated with the SFCTA (Martin Reyes), SFPUC (Daniel.Young@sfgwater.org), and Public Works (Ian.Schneider@sfdpw.org)</p>

**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			Q2-Oct- Nov-Dec	2024/25	Q2-Oct- Nov-Dec	2027/28
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: Curbside Electric Vehicle Charging Pilot Outreach & Evaluation

Project Cost Estimate		Funding Source		
Phase	Cost	Prop L	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 150,000	\$ 150,000	\$ -	costs associated with recent planning
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 150,000	\$ 150,000	\$ -	
Percent of Total		100%	0%	

*Estimate only reflects Prop L funds and not full cost, which is still under development.

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	28- Citywide / Modal Planning	Planning/Conceptual Engineering	Planned	2024/25	\$ 150,000	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -
Total By Fiscal Year					\$ 150,000	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -

Notes
As of June 2024 SFMTA is developing the full scope of the Curbside EV Charging Pilot, including cost estimates and a full funding plan. At time of submitting an allocation request, SFMTA will need to provide a full scope, schedule and funding plan for the pilot. Note that Prop L funds from the Citywide/Modal Planning program can only be used for planning activities.

**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>Curbside Electric Vehicle Charging Pilot Outreach & Evaluation</i>
Relative Level of Need or Urgency (time sensitive)	The citywide Climate Action Plan and the California Air Resource Board contains ambitious targets related to electrification of the transportation sector in the years ahead. The EV Roadmap contains a goal that 50% of new passenger vehicle registrations are electric by 2025 with no increase in total vehicle registrations per household, and the Climate Action Plan lays out goals to electrify 25% of all registered private vehicles by 2030 and 100% by 2040. While EV adoption in San Francisco has continued to grow - with the city surpassing 7% electrification of registered private vehicles and EVs representing 33% of vehicle sales in 2023 - the lack of widescale, accessible charging infrastructure continues to be a barrier. A joint SFMTA-SFE study conducted by the International Council on Clean Transportation found that San Francisco must expand its current 958 public EV charging stations to 1,760 by 2030 in order to support broad, equitable EV adoption and achieve net-zero greenhouse gas emissions by 2040. This funding will also support readiness and potential local cost share for potential regional, state, and federal grant opportunities that SFMTA and/or SFE are planning to apply to in summer 2024.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	Recent climate planning has included community engagement and this funding would help ensure that the community is thoughtfully engaged as part of future planning effort. This planning would also help to ensure that communities who are typically not engaged (seniors, youth, low income and disadvantaged communities) during planning efforts would be engaged via a strategic communications messaging program. The EV program has also conducted community engagement over the past few years and recently completed a community based survey to better understand the public's input related to curbside charging infrastructure. The Curbside Feasibility Study has also conducted community engagement in the Spring of 2024 via an online webinar and feedback survey that was attended by approx 30 members.
Benefits to Disadvantaged Populations and Equity Priority Communities	Low-income and disadvantaged communities are often disproportionately burdened by poor air quality, fewer mobility choices and environmental injustice. Moreover, the lack of widescale, accessible charging infrastructure is a major barrier for residents—especially those in multi-family housing without access to off-street parking or home charging, areas with below-median household incomes, and environmental justice communities—as well as small businesses interested in transitioning to EVs. This planning aims to reduce these burdens and to create a healthier, connected and safe transportation system that reduces harmful greenhouse gas emissions and pollution and democratizes access to clean technologies and infrastructure across the city.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Environmental Sustainability This planning is consistent with the SFTP and its goals. This planning will help to identify projects that can help to reduce harmful emissions and improve air quality.

**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.

28- Citywide / Modal Planning

Safety

Consistent with past climate planning this proposed planning aims to generate multibenefits including creating a safer multimodal network that reduces conflicts and aligns with the City's Vision Zero goal.

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



Project Name and Sponsor	
Project Name:	Embarcadero Mobility Resilience Plan
Implementing Agency:	SFMTA
Prop L Expenditure Plan Information	
Prop L Program:	28- Citywide / Modal Planning
Prop L Sub-Program (if applicable):	
Second Prop L Program (if applicable):	
Project Information	
Brief Project Description for MyStreetSF (80 words max):	Prop L would provide the local match to a \$1.3 million state grant for transportation focused resiliency planning along The Embarcadero from China Basin to Aquatic Cove, and extending inland to approximately Broadway, Powell and 5th streets. The plan would support development of alternatives for the various modes along The Embarcadero to ensure resiliency and connectivity for all major transportation modes and associated infrastructure. The plan would aim to align resilience, mobility and economic recovery work in the Financial District and adjacent neighborhoods.
Project Location and Limits:	The Embarcadero between Hyde Street Pier and Mission Creek
Supervisorial District(s):	District 02, District 03, District 06
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?	Chinatown, Tenderloin/SOMA
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).	This plan aims to protect, coordinate, connect, and improve transportation for residents, merchants, visitors and the broader public along The Embarcadero and in surrounding communities such as South Beach, the Financial District and Fisherman’s Wharf. This planning will build upon the recommendations of the Flood Study Draft Plan, which proposes projects to address anticipated sea level rise, stormwater flooding, and seismic risk, and it will address the mobility needs of northeastern San Francisco, during the construction of the Flood Study projects and following their complete build out. Supported by Caltrans Climate Adaptation Planning funds, the plan will recommend phased improvements to the critical transportation system to reduce construction impacts, improve connections to and along the waterfront for local communities, integrate green infrastructure into the right of way and generate long lasting and integrated public benefits. The plan will identify San Francisco’s critical projects and actions needed to ensure the city and region have a connected, safe, thriving and resilient multimodal transportation system for the 21st century.

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



	<p>The Embarcadero Mobility Resilience Plan’s objective is to identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance multi-modal mobility, and provide safer waterfront access to public spaces. The completed plan will feed into a larger, multi-sectoral resilience master plan for this vital corridor, with an implementation framework that will guide future collaboration.</p> <p>Primary Project Outcomes:</p> <p>Alternative Development of Corridor - identification of corridor alternatives and of the preferred configuration for The Embarcadero corridor to optimize safety, mobility, resilience, and access.</p> <p>Mobility Plan - Suite of key moves that should be pursued by the City and County for further development as methods to enhance mobility and protect transportation assets.</p> <p>Public Engagement - led throughout to gain input and inform the plan for what a resilient Embarcadero corridor looks like via inclusive community engagement.</p> <p>Implementation Framework - Advance inter-department and inter-agency coordination on key policy issues and funding mechanisms to further the City’s progress toward a resilient waterfront.</p>
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Attachment 1: Scope</p> <p>Attachment 2: Project Area Maps and Images</p>
Type of Environmental Clearance Required:	TBD
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	<p>SFCTA (Aliza.Paz@sfcta.org), Port (Adam.varat@sfport.com), SFPW (Jennifer.cooper@sfdpw.org), SFPUC (Sarah.Minick@sflower.org) and Planning Dept (Jeremy.shaw@sfgov.org)</p>

**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	0%	In-house and Contracted	Q4-Apr-May-Jun	2023/24	Q4-Apr-May-Jun	2025/26
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 work is time sensitive as it has been awarded Climate Adaptation Planning grant funds from Caltrans which require the project to be completed by the end of Fiscal Year 2025/2026, per the executed funding agreement.						

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



Project Name:	Embarcadero Mobility Resilience Plan
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Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 1,550,000	\$ 150,000	\$ 1,400,000	recent planning and cost estimates
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,550,000	\$ 150,000	\$ 1,400,000	
Percent of Total		10%	90%	

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	28- Citywide / Modal Planning	Planning/Conceptual Engineering	Planned	2024/25	\$ 150,000	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -
Caltrans Climate Adaptation Planning Grant		Planning/Conceptual Engineering	Programmed	2023/24	\$ 1,320,000	\$ -	\$ -	\$ -	\$ -	\$ -
Port Funds		Planning/Conceptual Engineering	Programmed	2023/24	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,550,000	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -

Notes

**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>Embarcadero Mobility Resilience Plan</i>
Relative Level of Need or Urgency (time sensitive)	This work is time sensitive as it has been awarded Climate Adaptation Planning grant funds from Caltrans which require the project to be completed by the end of Fiscal Year 2025/2026, per the executed funding agreement. Prop L funds would be used as a local match for the grant, and would therefore need to be dispersed across Fiscal Years 2024/25 and 2025/26.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	This planning builds upon recent and extensive community outreach that has been conducted as part of the Waterfront Resilience Program. Since 2017, the Port of San Francisco's Waterfront Resilience Program has connected with tens of thousands of people through community meetings, event tabling, waterfront boat, bike, and walking tours, mixers, online engagement, and much more. To date, there has been public support for addressing the seismic and climate risk that is faced along the waterfront which was reflected in recent passage of a \$500M bond measure.
Benefits to Disadvantaged Populations and Equity Priority Communities	This planning aims to conduct inclusive outreach to better understand disadvantaged community members mobility priorities and needs and aims to reduce impacts and burdens associated with the construction of the future waterfront and associated impacts upon the waterfront mobility network.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Environmental Sustainability This planning aligns with all SFTP goals of the SFTP as it aims to engage communities, reduce impacts and existing burdens faced by communities, reduce construction related impacts such as congestion, improve mobility and reduce harmful emissions by prioritizing transit, walking and bicycling. The project also aims to support a vibrant recovery of the waterfront and local economy.
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.	
28- Citywide / Modal Planning	
Safety	Similar to work done with The Embarcadero Enhancement Project, this multimodal project will plan and design a connected and safe network that aligns with Vision Zero and that aims to reduce conflicts and collisions along the corridor which is currently part of the High Injury Network. Corridors in the planning area that are in the High Injury Network include The Embarcadero, Market Street, Jefferson and Beach Street) The planning would collect additional data (ex: speed, volume) on key corridors such as those in the High Injury Network and aim to develop recommendations that reduce conflict between modes and ensure the multimodal network is safer, connected, accessible and more resilient to hazards such as climate and seismic risk. Additional info on The Embarcadero Enhancement project can be found here: https://www.sfmta.com/projects/embarcadero-enhancement-program .

Embarcadero Mobility Resilience Plan -Scope

Scope Tasks w/subtask summaries

Task 01: Project Administration

Task 1.1 Kickoff Meeting with Caltrans

Task 02: Consultant Procurement

Task 2.1 Consultant Contract and Selection

Task 2.2 Kickoff Meeting with Consultant

Task 2.3 Project Charter

Task 3. Public Outreach & Engagement

Task 3.1 Agency Coordination

Task 3.2 Engagement Plan

Task 3.3 Engagement Materials

Task 3.4 Engagement Events

Task 3.5 Vision + Goal development

This task will develop a long-term vision for the multi-modal transportation system that takes into account climate and seismic risk, jobs and housing growth projections and urban mobility trends. This vision will be informed by input from the partner agencies, key stakeholders and community engagement involving members of disadvantaged communities and transit-dependent populations. The task will build off existing transportation planning projects and policies such as the Core Capacity Study, Connect SF and the city's Transit First policy, and will integrate innovative and proven strategic planning / long-term planning techniques.

Task 4. Technical Analysis

Task 4.1 Examine Existing and Planned Conditions

This task will examine the existing conditions in the project area and synthesize and organize the relevant findings and recommendations from recent and ongoing planning and design efforts in the planning area with an emphasis on transportation-related content. This task also will collect, centralize and develop data resources that reflect current and projected scenarios and identify data and information gaps and needs. This data will help the project team to understand the existing and projected patterns of use, movement within the project area, and the risks to the transportation system and waterfront.

Task 4.2 Develop Evaluation Criteria

This task will develop criteria that will help agencies, stakeholders and the public to evaluate the preliminary adaptation strategies, alternatives, and design concepts and ultimately identify preferred alternatives. The evaluation criteria may include but not be limited to: climate resiliency metrics; equity metrics; impacts to transit-dependent populations/disadvantaged communities; impacts to transit, traffic, transit, pedestrians, cyclists, goods movement, public safety; economic analysis; cost/benefit analysis; environmental impacts; and impacts to historic, cultural, coastal and natural resources. Beyond developing the criteria, the SFMTA and the consultant will engage the working group and public in reviewing and refining the evaluation criteria.

Task 4.3 Equity Analysis

This task will involve an equity analysis, building off previous geographic-based equity scoring such as the Environmental Justice Framework. This equity analysis will have special emphasis on identified Environmental Justice Communities in San Francisco, and will build off EnviroScreen, Equity Priority Communities, and Environmental Justice Communities metrics to develop a more nuanced approach sensitive to the needs and identities of vulnerable communities.

Task 4.4 Network Analysis

Task 4.5 Facilities and Assets Analysis

Task 4.6 Cost-Benefit Analysis

This task will prepare a cost-benefit analysis consistent with pertinent federal guidelines. This economic analysis will incorporate traditional cost-benefit analysis and will also include equity considerations. This effort is anticipated to include workshops to vet assumptions, gather information, and gain buy-in from stakeholders to move the analysis forward.

Task 5. Develop Strategies and Alternatives

Task 5.1 Develop Conceptual Corridor Alternatives

This task will develop a range of alternative re-configurations of the Embarcadero roadway and Promenade (traffic design concepts). Geometric studies will increase the understanding of the feasibility of design concepts in coordination with grade changes driven by the previously identified coastal flood defense system, including considerations for grade changes across intersections and key transects (e.g. along Embarcadero from Pier 30/32 to Muni Embarcadero Portal), known “pinch points”, requirements for vehicular access for maritime uses, buried infrastructure, emergency response needs. This task will utilize findings from the transportation network analysis and assets analysis and stakeholder engagement to screen initial roadway and urban realm alternatives. This task will develop up to three (3) conceptual alternatives / scenario configurations of the Embarcadero roadway based on the existing conditions assessment and preceding technical studies. This analysis would build on the line of defense (high point of the coastal flood defense system) and adaptation zone (area needed to gain elevation/change grades) from the Locally Preferred Plan identified through the USACE Coastal Flood Study. This task would consider urban design concepts developed in a separate task, lane configurations, turning movements, transit operations, mode, stations, and configurations, safe bicycle and pedestrian facilities, loading and parking operations, green infrastructure/stormwater management concepts, and identified utility relocation/adaptation strategies to develop 2 to 3 corridor design concepts. It is also anticipated that this task will incorporate concepts for green corridors. This will ensure that

project drainage is adequately considered and will support in furthering equity by creating connections to the environmental justice communities of Chinatown and SoMA and meeting general plan goals of re-enforcing city connectivity to water by visual and physical means.

Task 5.2 Develop Schematic Design Alternatives

This task will develop schematic design concepts for the Embarcadero corridor, building on the line of defense and adaptation zone from the Locally Preferred Plan identified through the USACE Coastal Flood Study. Urban design concepts will consider design of public spaces, pedestrian access and desire lines, accessibility/Universal Design principles, view corridors, public space activation, relation to historic bulkhead buildings, wharves, and piers (building on previous concept studies), and location of key public space elements such as seating, major planting features, identity markers, and public art. As needed, this task will incorporate adjacent parks and public spaces to demonstrate a continuous public realm design. Public realm schematic designs will incorporate stormwater management concepts in design of adjacent streets and open spaces that help with the functioning of the stormwater management system given the elevated, resilient shoreline edge.

Task 5.3 Transportation Asset Adaptation Strategies

This task will identify specific asset-based adaptation strategies for critical mobility assets in the project area that require special attention. These strategies are intended to be able to be phased in over time as individual assets become increasingly vulnerable to rising sea levels. The project team will develop mobility asset-specific adaptation for critical facilities.

Task 6. Implementation Framework

Task 6.1 Program and Policy Recommendations

This task will identify key policy questions associated with plan implementation. These are anticipated to include a review of the General Plan and its associated Elements and Area Plans, sea level rise guidance, historic and cultural preservation, and relevant policies such as those in the San Francisco Bay Plan, San Francisco Waterfront Special Area Plan, Plan Bay Area 2050, and Connect SF. The partner departments will identify key supporting and conflicting policies to the Plan. They will also identify policy gaps and opportunities for non-infrastructure improvements, such as transportation demand management strategies or curb management programs. The final result will be a set of policy recommendations to be included in the final Plan.

Task 6.2 Implementation and Identification of Early Projects

This task will identify overlapping opportunities to consolidate individual department investments into shared projects, to minimize construction disruption and increase investment. Meetings will be held to share information on asset renewal and repair plans, condition, and anticipated remaining use life. Based on this knowledge, city departments will hold additional working sessions. A draft sequencing and phasing plan will be developed that considers the seismic risks, existing flood risk, and future flood risk.

Task 6.3 Governance and Decision-Making Framework for Plan Implementation

This task will develop draft governance and a decision-making framework to guide implementation of the Plan. This framework will make recommendations about governance strategies and configurations to design, fund, build, operate and maintain multi-benefit

infrastructure such as flood defense infrastructure. It will explore best management options for sharing costs among multiple agencies with varied missions as a way of bringing greater alignment and multiple benefits to the city in a coordinated and collaborative manner. The task will also compile and review agency-specific funding sources, limitations and restrictions, as well as major potential types of funding and financing available to deliver a phased reconstruction of the towards resilience goals, based on various cost scenarios.

Task 7. Draft and Final Plan

Task 8. Board Review

**Tasks in BLUE are mandated by Caltrans*

Project Description (from Feb. 23 Draft Narrative)

San Francisco's Embarcadero serves as a critical mobility corridor, linking billions of dollars in economic activity and transportation assets while welcoming over 24 million annual pre-pandemic visitors across a variety of transportation modes. However, this portion of the San Francisco waterfront faces challenges from coastal flooding, earthquakes, population growth, and a changing mobility landscape. The Embarcadero Mobility Resilience Plan builds upon years of long range transportation and resilience-focused planning efforts by San Francisco, and will further develop the preferred strategy emerging from the Port's Waterfront Resilience Program envisioned as a "line of defense" against sea level rise and related disasters. Working with federal, state, regional and local partners such as the Port, SFPUC, SFDPW, MTC, and BART, the SFMTA will conclude this work with a comprehensive transportation plan that identifies key transportation investments and helps coordinate future work among agencies. The Embarcadero Mobility Resilience Plan will identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance local and regional multi-modal mobility, and provide safer waterfront access to public spaces.

Project Overview

The Embarcadero Mobility Resilience Plan's objective is to identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance multi-modal mobility, and provide safer waterfront access to public spaces. The completed plan will feed into a larger, multi-sectoral resilience master plan for this vital corridor, with an implementation framework that will guide future collaboration.

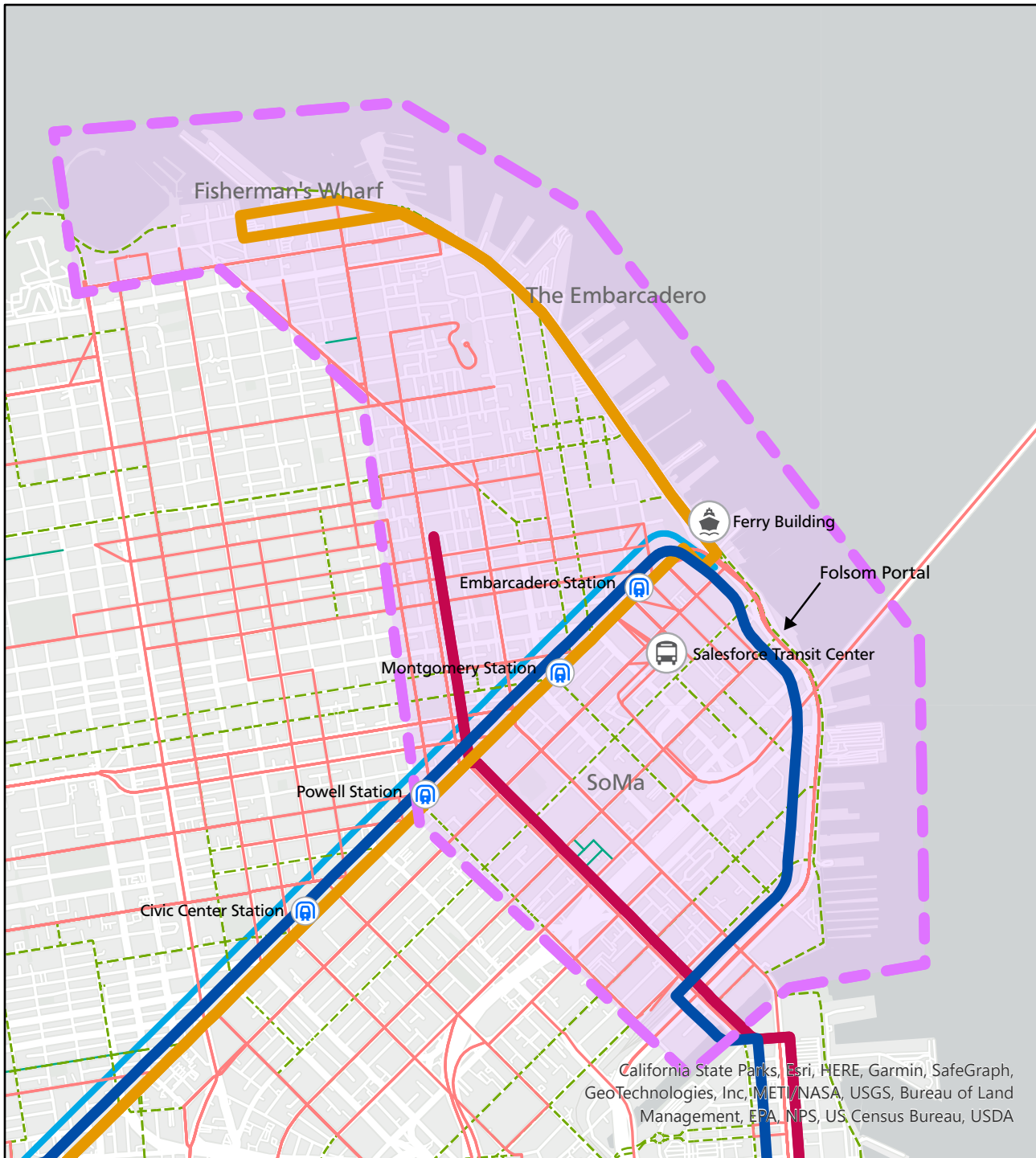
Figure 1. Existing Mobility Assets in Project Area

The map displays existing mobility assets

March 2023

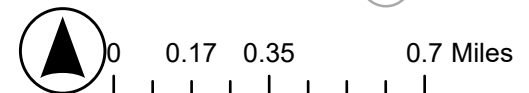
This map defines the project area and displays various modes and mobility assets within it.

Data From: SFMTA



Legend

- Project Area
- MTA Bikeway Network
- F Historic Streetcar
- N Judah
- T Third
- Muni Light Rail Service
- Muni Network
- Slow Streets
- B Bart Stations
- B Salesforce Transit Center
- F Ferry Building



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., IMETI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



Figure 2. Local and Regional Equity and Environmental Justice

Local and Regional Equity and Environmental Justice Classifications

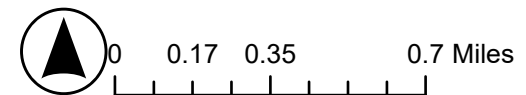
March 2023

This map displays the City of San Francisco's census tracts that have been identified as experiencing the top one-third of environmental burden. In addition, this map also indicates which census tracts have been identified as Plan Bay Area 2050 Equity Priority Communities by the Metropolitan Transportation Commission (MTC).

Data From: Metropolitan Transportation Commission Equity Priority Communities (ACS 2014-2018); SF Planning Environmental Justice Communities Map 2023.

Legend

-  Project Area
-  MTC Equity Priority Communities
-  SF Environmental Justice Communities



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA



Figure 3. CalEnviroScreen 4.0 and AB 1550 Priority Communities

State-defined disadvantaged communities

March 2023

This map displays CalEnviroScreen and AB 1550 Priority Populations.


Data From: CA Environmental Protection Agency, Version 4.0; California Air Resources Board Priority Population Investments Version 4.0

Legend


 Project Area


AB 1550 Priority Communities

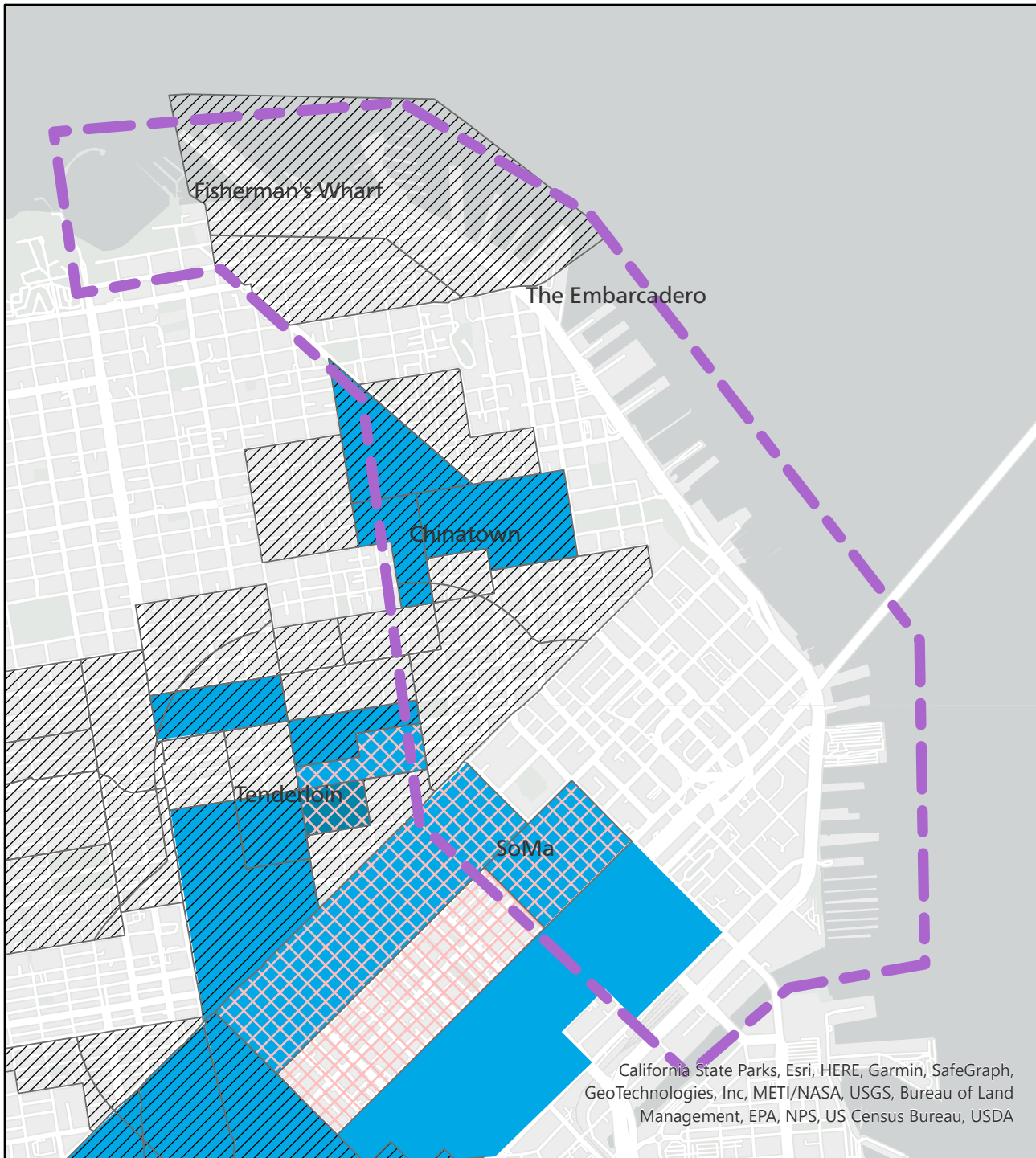
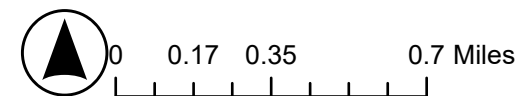
 Low-Income Communities

 Disadvantaged and Low-Income Communities

CalEnviroScreen 4.0

 50 - 75th Percentile

 75 - 100th Percentile



California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA





Figure 4. Historic Creeks and Sea Level Rise Vulnerability Zone

March 2023

This map illustrates the Sea Level Rise Vulnerability Zone impacting the project area as well as historic creeks and tidal marshes

Data From: City and County of San Francisco Sea Level Rise Vulnerability and Consequences Assessment, 2020

Legend

- Sea Level Rise Vulnerability Zone
- Historical Tidal Soughs/ Lakes
- Historical Creeks
- Historical Tidal Marsh
- Historical Shoreline (1850)
- Project Area



NOT TO SCALE



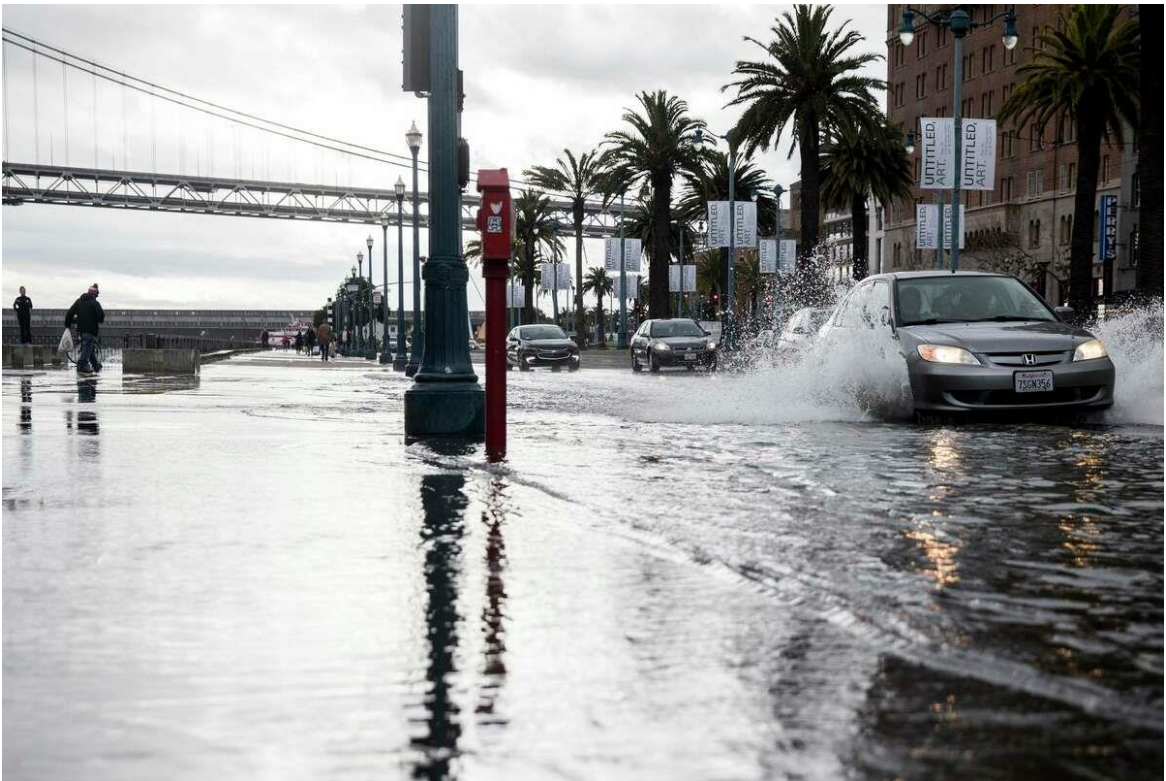
Figure 5: Earthquake Risk and Liquefaction Zone



Source: Port of San Francisco Waterfront Resilience Program

Project Area Images





(Images are from SF Sea Level Rise Action Plan and SF Chronicle newspaper articles)

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



Project Name and Sponsor			
Project Name:	San Francisco Transportation Plan (SFTP) 2050+		
Implementing Agency:	SFCTA		
Prop L Expenditure Plan Information			
Prop L Program:	28- Citywide / Modal Planning		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	SFTP 2050+ is a minor update to SFTP 2050 (adopted 2022). The SFTP is the blueprint for the city's transportation system development and investment over the next 30 years. The plan analyzes all transportation options like transit, walking, driving, and biking to set investment priorities and advance the city's goal to build an effective, equitable, and sustainable transportation system. The SFTP positions San Francisco projects for discretionary funds and provides the basis for San Francisco's input to the Bay Area's Regional Transportation Plan / Sustainable Communities Strategy The SFTP also examines policy and programmatic needs to help reach the City's long-range goals and makes policy recommendations that can be adopted as SFCTA policies and/or recommended for adoption by partner entities.		
Project Location and Limits:	Citywide, with regional connections		
Supervisory District(s):	Citywide		
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?	All		
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 SFTP+ will assess progress on implementation of SFTP 2050 (adopted 2022), update key assumptions and inputs consistent with Plan Bay Area (PBA) 2050+, incorporate advancement of ConnectSF Streets and Freeways Strategy and Transit Strategy recommendations, reflect policy developments, update the needs assessment to follow PBA+, refine SFTP investment strategies and recommendations, and guide San Francisco input into PBA 2050+ and Transit 2050+ (as relevant).</p> <p>This document will inform San Francisco's advocacy for discretionary (e.g. competitive) transportation funds, as well for new transportation revenues. In addition to investment strategies, the SFTP examines policy and programmatic needs to help reach the City's long-range goals and can make policy recommendations that can be adopted as SFCTA policies and/or recommended for adoption by partner entities.</p> <p>SFTP+ will reflect the significant post-pandemic travel behavior changes wrought by the pandemic, such as significantly decreased transit ridership, decreases in various revenue sources, and other demographic and land use changes.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	Categorically Exempt		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA and SF Planning will be core members of the Technical Advisory Committee We will coordinate with local and regional agencies that are 1) included in PBA 2050+ and / or 2) eligible sponsors for funding administered by SFCTA		

**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	2%	In-house and Contracted	Q4-Apr-May-Jun	2023/24	Q3-Jan-Feb-Mar	2025/26
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: San Francisco Transportation Plan (SFTP) 2050+

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 1,498,000	\$ 700,000	\$ 798,000	Previous studies
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,498,000	\$ 700,000	\$ 798,000	
Percent of Total		47%	53%	

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
STP 3%		Planning/Conceptual Engineering	Programmed	2023/24	\$ 798,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	28- Citywide / Modal Planning	Planning/Conceptual Engineering	Planned	2024/25	\$ 700,000	\$ -	\$ 350,000	\$ 350,000	\$ -	\$ -
Total By Fiscal Year					\$ 1,498,000	\$ -	\$ 350,000	\$ 350,000	\$ -	\$ -

Notes

**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>San Francisco Transportation Plan (SFTP) 2050+</i>
Relative Level of Need or Urgency (time sensitive)	Quadrennial updates of the SFTP are done concurrent with updates to the regional transportation plan, Plan Bay Area (PBA). The minor update to PBA 2050 (PBA+) is in progress and will be adopted in FY26. SFCTA should therefore adopt the next minor update to SFTP2050 in FY26. We assume a 24 month plan development process, consistent with past practice.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	SFTP+ will conduct citywide outreach at key milestones in the Plan development process, as well as policy- or mode- specific outreach as applicable. When possible, SFTP+ outreach will be coordinated with other outreach efforts.
Benefits to Disadvantaged Populations and Equity Priority Communities	SFTPs include equity analyses and goals and performance metrics related to advancing equity. One of the key objectives of this SFTP update is to inform the Prop L funding for future CBTPs and other citywide equity planning efforts.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Environmental Sustainability, Accountability and Engagement, Economic Vitality, Safety and Livability All, by definition. These goals are derived from the ConnectSF process, a multi-agency long range transportation planning effort to build an effective, equitable and sustainable city.
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.	
28- Citywide / Modal Planning	
Safety	SFTP goals include safety and investment scenarios include safety investments. A key theme of future SFTP updates will be progress towards Vision Zero.

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



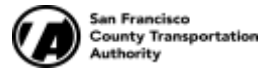
Project Name and Sponsor			
Project Name:	San Francisco Transportation Plan (SFTP) 2055		
Implementing Agency:	SFCTA		
Prop L Expenditure Plan Information			
Prop L Program:	28- Citywide / Modal Planning		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Updated every four years, the San Francisco Transportation Plan (SFTP) is the blueprint for the city's transportation system development and investment over the next 30 years. The plan analyzes all transportation options like transit, walking, driving, biking to set investment priorities and advance the city's goal to build an effective, equitable, and sustainable transportation system. The SFTP also positions San Francisco projects for federal, state, and regional funds. SFTP 2055 will be a major update and will provide the basis for San Francisco's input into the Regional Transportation Plan/Sustainable Communities Plan 2055 update.		
Project Location and Limits:	Citywide, with regional connections		
Supervisory District(s):	Citywide		
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?	All		
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 current SFTP 2050, adopted in 2022, was developed as part of the ConnectSF long-range transportation planning program and is consistent with the Metropolitan Transportation Commission's Plan Bay Area (PBA) 2050, the long-range transportation plan for the nine-county Bay Area. The interim "minor" update to SFTP 2050 is underway in Summer 2024.</p> <p>The next major update to the SFTP will be SFTP 2055, developed in parallel with the next major update to PBA, scheduled for adoption in 2029. Typically, a major update to the SFTP includes the following:</p> <ul style="list-style-type: none"> - Vision and goals - Needs assessment - Modal network plans (such as the Transit Corridor Strategy and a Streets and Freeway Strategy prepared in concert with SFTP 2050) - Revenue forecasting - A Call for Projects in conjunction with PBA - Project Performance Evaluation in conjunction with PBA - Investment Scenarios development and analysis, such as financially constrained and vision (new revenue) scenarios - Policy analyses and recommendations - Citywide stakeholder outreach <p>A detailed Scope of Work and Budget will be brought forward as part of the future Prop L request.</p>		

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



<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	
<p>Type of Environmental Clearance Required:</p>	<p>Categorically Exempt</p>
<p>Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>All local and regional agencies that are 1) included in PBA and / or 2) eligible sponsors for funding administered by SFCTA</p>

**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	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2026/27	Q2-Oct-Nov-Dec	2029/30
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:	San Francisco Transportation Plan (SFTP) 2055
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Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 4,000,000	\$ 700,000	\$ 3,300,000	Prior similar studies (see *)
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 4,000,000	\$ 700,000	\$ 3,300,000	
Percent of Total		18%	83%	

*Actual leveraging will be lower as some portion of 'Other' funds will be Prop L off the

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
STP3%, Prop L off the top, TA operating funds		Planning/Conceptual Engineering	Planned	2025/26	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
TBD (e.g., grants, other agencies)		Planning/Conceptual Engineering	Planned	2025/26	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	28- Citywide / Modal Planning	Planning/Conceptual Engineering	Planned	2026/27	\$ 700,000	\$ -	\$ -	\$ -	\$ 350,000	\$ 350,000
Total By Fiscal Year					\$ 4,000,000	\$ -	\$ -	\$ -	\$ 350,000	\$ 350,000

Notes
The cost estimate and funding plan for SFTP 2055 will be confirmed when the allocation request is submitted. The estimate of leverage will be re-calculated at the time and is expected to be lower than shown above, but will consistent with Prop L Expenditure Plan assumptions.

**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>San Francisco Transportation Plan (SFTP) 2055</i>
Relative Level of Need or Urgency (time sensitive)	SFTP updates are prepared in concert with updates to the regional transportation plan, PBA, and provide the basis for San Francisco's input into the regional plan. The next PBA will be adopted in FY30. SFCTA should therefore adopt the SFTP2055 in FY30. We assume a 4 year plan development process, consistent with MTC's PBA development timeline and past practice.
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	SFTP updates conduct citywide stakeholder outreach at multiple milestones in the Plan development process; as well as policy- or mode- specific outreach related to sub-SFTP modal network plans or policy analyses. Past SFTPs have used an Expenditure Plan Advisory Committee or Community Advisory Committee to reach the breadth of stakeholders, particularly those in equity priority communities.
Benefits to Disadvantaged Populations and Equity Priority Communities	SFTPs include equity analyses and goals and performance metrics related to advancing equity.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity, Environmental Sustainability, Accountability and Engagement, Economic Vitality, Safety and Livability All, by definition. These goals are derived from the ConnectSF process, a multi-agency long range transportation planning effort to build an effective, equitable and sustainable city.
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.	
28- Citywide / Modal Planning	
Safety	SFTP goals include safety and investment scenarios include safety investments.