

Board Meeting
July 23, 2024
Item 6
Enclosure 2

2023 Prop L 5-Year Prioritization Program

Equity Priority

Transportation Program

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, the San Francisco Planning Department, and San Francisco Public Works.



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extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan.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

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

Eligibility for the Equity Priority Transportation Program as identified in the voter approved Prop L Expenditure Plan is as follows, with amounts shown in millions of 2020 dollars:

“The Equity Priority Transportation Program (EPTP) funds equity priority community-based projects in underserved neighborhoods and areas with vulnerable populations (e.g., low-income communities, seniors, children, and/or people with disabilities) as well as citywide equity evaluations and planning efforts. The EPTP has a planning component to fund community-based planning efforts, and a capital component to provide local match funds to help advance and implement capital investment and pilot recommendations stemming from community-based planning and equity assessments. Eligible project types are those that are eligible for other 2022 Transportation Expenditure Plan programs, as well as projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services. Includes planning, project development, and capital costs. Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. Includes \$42M in Priority 1 and the remainder is Priority 2. Total Funding: \$192.2M; EP: \$47M.”

A map of Equity Priority Communities (EPCs) is included in Appendix A.

SFCTA stands for San Francisco County Transportation Authority, SFMTA stands for the San Francisco Municipal Transportation Agency, SFPW stands for San Francisco Public Works, and Planning stands for the San Francisco Planning Department. Priority 1 funds correspond to the conservative sales tax revenue forecast and Priority 2 to the optimistic forecast.

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 the Equity Priority Transportation Program, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$3.46 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 reauthorization effort placed equity at the forefront, with equity considerations flowing through all of the key takeaways. Areas of concern included focusing investment in Equity Priority Communities, recognizing that needs are different in each communities, serving low income communities, and ensuring all communities have good access to transportation options. 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 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.
 - 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 Equity Priority Transportation Program 5YPP:

- Vehicle, bicycle, and pedestrian collisions
- Accessibility for EPCs
- Investment in EPCs areas, including distribution of Prop L projects located in EPCs and/or benefitting disadvantaged populations
- 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:

- Number of Community Based Transportation Plans (CBTPs) completed
 - Geographic coverage of all EPCs
-

- Number of citywide equity plans/studies completed
- Number of CBTP or citywide equity planning recommendations being advanced/implemented
- Other metrics depending on the plans/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.

Prop K Project Delivery

While there was not a directly comparable predecessor program in Prop K, Prop K funded the San Francisco Municipal Transportation Agency’s CBTPs in Equity Priority Communities. Table 1 shows the project status of open CBTP grants under Prop K.

Table 1. Prop K Project Status- Open Grants

SPONSOR	PROJECT NAME	PHASE(S) FUNDED	FY OF ALLOCATION	ALLOCATED (AS OF JUNE 2023)	REMAINING BALANCE (AS OF 5/30/24)	OPEN FOR USE?
SFMTA	Bayview Community Based Transportation Plan Implementation	Construction	2022/23	\$2,767,500	\$2,754,664	
SFMTA	Visitacion Valley & Portola CBTP Implementation	Planning, Design	2022/23	\$435,000	\$435,000	

Prop K funds have been allocated for the construction of pedestrian safety improvements developed through the Bayview Community Based Transportation Plan, a two-year community-driven planning effort in partnership with the SFMTA, District 10 Supervisor’s office, and local stakeholders. Improvements include Rectangular Rapid Flashing Beacons at Innes Avenue at Arelious Walker Drive and

Apollo Street at Williams Avenue and fifteen bulbouts at high priority locations identified in the Plan.

Prop K funds were also allocated for the implementation of recommendations from the Visitacion Valley & Portola CBTP. Specific improvements would include traffic calming and pedestrian safety devices, and locations will be drawn from the map of recommended locations.

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 Equity Priority Transportation Program 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 Equity Priority Transportation 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 Forms with details on scope, schedule, cost, funding are included in Appendix B.

As shown in the project list, the Transportation Authority has not requested advancement of funds beyond the pay-go amounts in the Strategic Plan Baseline for the Equity Priority Transportation Program.

Prop L Project Submissions Evaluation - EP 26 Equity Priority Transportation Program

		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	Supports Equitable Access	Geographic Distribution	Limited Other Funding Options	Total
7, 11	Brotherhood Way Safety and Circulation Plan Implementation Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>									
Cltywide	Citywide Equity Planning Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>									
TBD	Community Based Transportation Plan Implementation Placeholder	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>									
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	<i>This is a placeholder. Project(s) will be scored at time of allocation.</i>									
9, 10	Visitacion Valley & Portola CBTP Implementation 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	4	3	3	37
<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. 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. 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. 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. 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. Projects that advance recommendations from prior Community Based Transportation Plans to compete for discretionary sources will receive priority.</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> <p>Supports Equitable Access: Highest possible score is 4. Plans or capital projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services such as schools, senior centers, and other community sites. Full points for projects that provide broad geographic benefits and/or significantly improve access in an EPC or for a disadvantaged population. Partial points for projects that provide benefits with limited geographic distribution and/or moderate access improvements in an EPC or for a disadvantaged population.</p> <p>Geographic Distribution: Highest possible score is 3. For plans and studies, priority will be given to EPCs that have not had a recent community-based transportation planning process.</p> <p>Limited Other Funding Options: Highest possible score is 3. For project development and implementation, priority will be given to projects/project phases that have limited other funding options (in Prop L or otherwise).</p>											

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
26- Equity Priority Transportation Program
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	
TBD	Brotherhood Way Safety and Circulation Plan Implementation Placeholder	TBD			\$1,000,000			\$1,000,000
TBD	Citywide Equity Planning Placeholder	TBD		\$300,000				\$300,000
TBD	Community Based Transportation Plan Implementation Placeholder	TBD			\$600,000			\$600,000
TBD	Community Based Transportation Plan Implementation Placeholder	TBD				\$600,000		\$600,000
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	Planning/ Conceptual Engineering		\$100,000				\$100,000
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	Planning/ Conceptual Engineering			\$100,000			\$100,000
TBD	Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	Planning/ Conceptual Engineering				\$100,000		\$100,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD		\$400,000				\$400,000
SFMTA	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD			\$600,000			\$600,000
Funds Requested in 2023 5YPP			\$0	\$800,000	\$2,300,000	\$700,000	\$0	\$3,800,000
Funds Programmed in 2023 Draft Strategic Plan Baseline			\$441,548	\$883,095	\$883,095	\$883,095	\$883,095	\$3,973,928
Cumulative Remaining Programming Capacity			\$441,548	\$524,643	(\$892,262)	(\$709,167)	\$173,928	\$173,928

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
26- Equity Priority Transportation Program
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	
Brotherhood Way Safety and Circulation Plan Implementation Placeholder	TBD			\$300,000	\$600,000	\$100,000		\$1,000,000
Citywide Equity Planning Placeholder	TBD			\$150,000	\$150,000			\$300,000
Community Based Transportation Plan Implementation Placeholder	TBD			\$300,000	\$300,000			\$600,000
Community Based Transportation Plan Implementation Placeholder	TBD					\$300,000	\$300,000	\$600,000
Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	Planning/ Conceptual Engineering		\$50,000	\$50,000				\$100,000
Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	Planning/ Conceptual Engineering			\$50,000	\$50,000			\$100,000
Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	Planning/ Conceptual Engineering				\$50,000	\$50,000		\$100,000
Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD		\$200,000	\$200,000				\$400,000
Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder	TBD			\$300,000	\$300,000			\$600,000
Cash Flow Requested in 2023 5YPP		\$0	\$250,000	\$1,350,000	\$1,450,000	\$450,000	\$300,000	\$3,800,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$441,548	\$883,095	\$883,095	\$883,095	\$883,095	\$0	\$3,973,928
Cumulative Remaining Cash Flow Capacity		\$441,548	\$1,074,643	\$607,738	\$40,833	\$473,928	\$173,928	\$173,928

Anticipated Leveraging

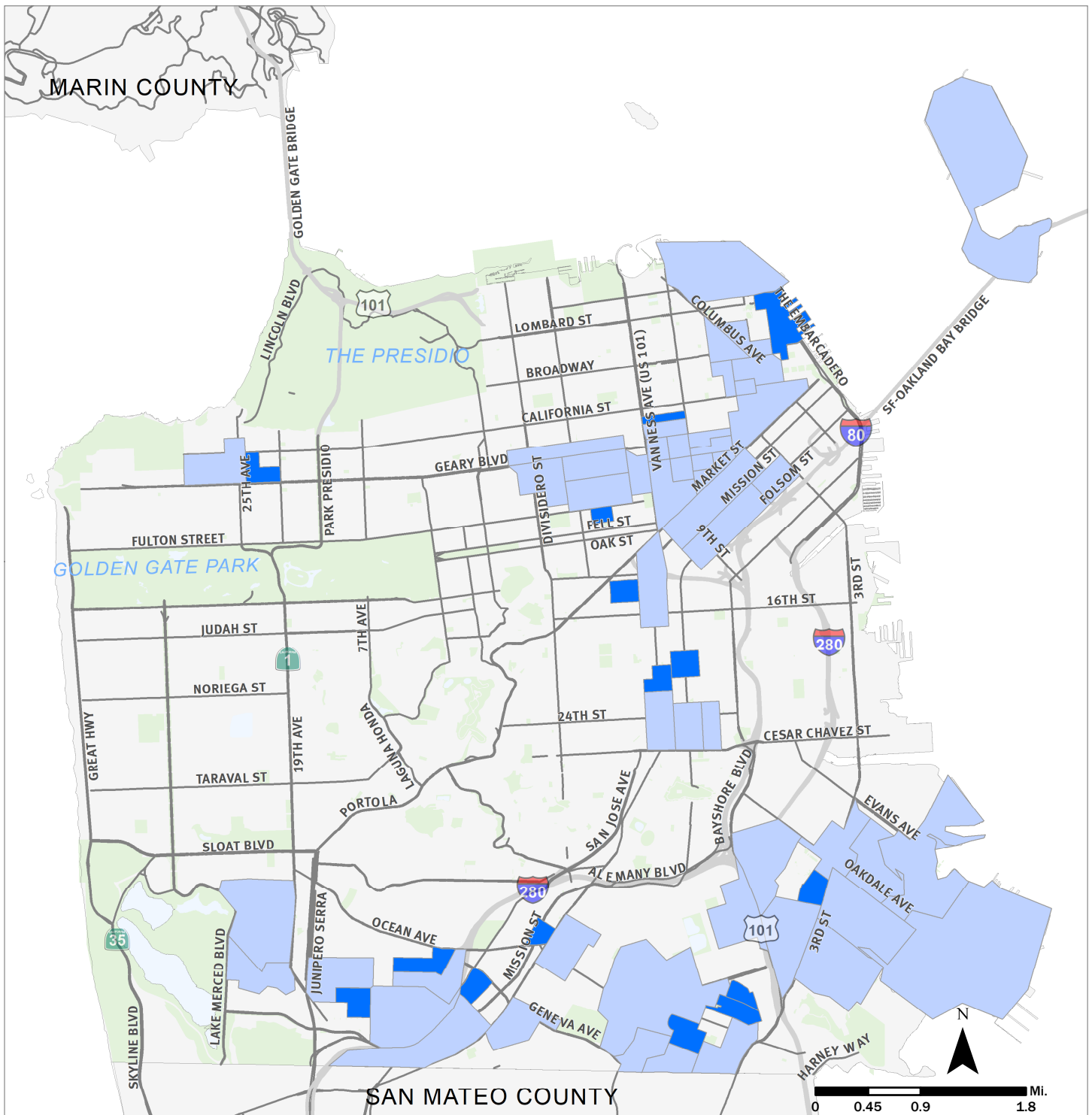
The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. At time of allocation, Transportation Authority staff will again compare the actual leveraging to the expected leveraging.

Table 2. 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)
Brotherhood Way Safety and Circulation Implementation Placeholder	77.6%	TBD
Citywide Equity Planning Placeholder	77.6%	TBD
Community Based Transportation Plan Implementation Placeholder	77.6%	TBD
Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	77.6%	TBD
Visitacion Valley & Portola Community Based Transportation Plan Implementation	77.6%	TBD
Equity Priority Transportation Program Total	77.6%	TBD

All of the proposed programming are placeholders at this time. When specific projects are proposed for placeholder funding, we will evaluate their proposed leveraging of sales tax funds. There are discretionary grant opportunities for these types of community based and equity focused planning efforts (e.g., Caltrans Planning Grants and Metropolitan Transportation Commission Community Based Transportation Planning funds) and many sources available for project development and implementation depending on the types of projects recommended.

Appendix A



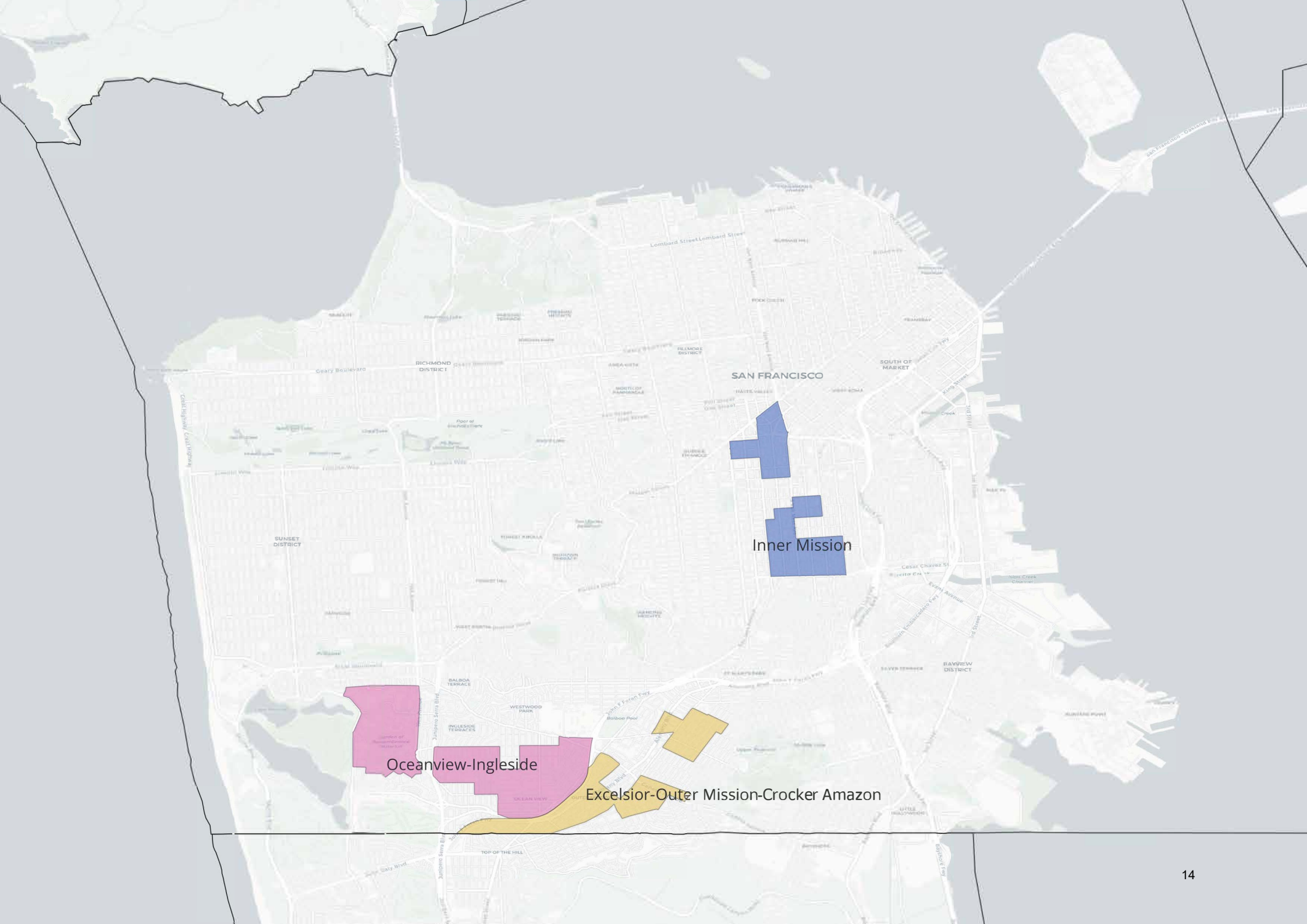
San Francisco Equity Priority Communities 2021

<https://www.sfcta.org/policies/equity-priority-communities>

- MTC 2021 Equity Priority Communities
- SFCTA 2021 supplemental Equity Priority Communities boundaries*
- Parks and Open Space

*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Equity Priority Community definition and contiguous with MTC identified census tracts are included.





SAN FRANCISCO

Inner Mission

Oceanview-Ingleside

Excelsior-Outer Mission-Crocker Amazon

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



Project Name and Sponsor					
Project Name:	Brotherhood Way Safety and Circulation Plan Implementation Placeholder				
Implementing Agency:	TBD				
Prop L Expenditure Plan Information					
Prop L Program:	26- Equity Priority Transportation Program				
Prop L Sub-Program (if applicable):					
Second Prop L Program (if applicable):					
Project Information					
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder with funds to implement recommendations identified in the Brotherhood Way Safety and Circulation Plan.				
Project Location and Limits:	The project area is bounded approximately by Highway 1 to the West, Randolph St. to the North, I-280 to the South and Orizaba to the East.				
Supervisorial District(s):	District 07, District 11				
Is the project located on the 2022 Vision Zero High Injury Network ?	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Yes</td> <td style="width: 50%; text-align: center;">Is the project located in an Equity Priority Community (EPC)?</td> </tr> <tr> <td></td> <td style="text-align: center;">No</td> </tr> </table>	Yes	Is the project located in an Equity Priority Community (EPC)?		No
Yes	Is the project located in an Equity Priority Community (EPC)?				
	No				
Which EPC(s) is the project located in?	The project area is not within an EPC, but is surrounded on all sides by EPCs (Outer Mission Oceanview, Ingleside). By improving community connectivity, the project will better connect adjacent EPC residents with amenities in the project area eg. H-Mart grocery store and Daly City BART station				
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 project would implement recommendations from the ongoing Brotherhood Way Safety and Circulation Plan (BWSC), estimated completion September 2025.</p> <p>BWSC will make recommendations about how to improve safety, circulation, and connectivity through two key corridors. In the first corridor, two major arterial streets: Brotherhood Way and Alemany Boulevard run on roughly parallel alignments. There are very limited north/south crossings by any mode and conditions for people walking are extremely poor. The second corridor is St. Charles street which provides a critical North-South connection through the neighborhood to regional transit at Daly City BART station.</p> <p>Although BWSC recommendations will not be made until 2025, it is very likely that major road diets or reconfigurations will be brought forward for consideration as alternatives. Examples of possible recommendations include a Mansell Boulevard-style treatment to Brotherhood Way or a realignment of Brotherhood Way which would significantly alter vehicle circulation patterns and create up to 7 acres of new space for community priorities.</p> <p>Recommendations emerging from the plan will also be supportive of development projects in the study area (eg. new Oceanview Branch Library) or adjacent the study area (eg. 5000 new homes at Parkmerced)</p>				
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Attachment 1: Map of the project area				
Type of Environmental Clearance Required:					

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



Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - David Long SFMTA - Casey Hildreth SF Public Library - Maureen Singleton (COO), John Cunha (Chief of Facilities)
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**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	25%		Q1-Jul- Aug-Sep	2023/24	Q1-Jul- Aug-Sep	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 is a placeholder for projects to be determined.						

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



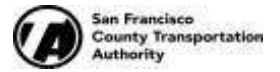
Project Name: Brotherhood Way Safety and Circulation Plan Implementation Placeholder

Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -		\$ -	
Construction	\$ -		\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
TBD	\$ 1,000,000	\$ 1,000,000		Placeholder
Total Project Cost	\$ 1,000,000	\$ 1,000,000		
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	26- Equity Priority Transportation Program	TBD	Planned	2025/26	\$ 1,000,000	\$ -	\$ -	\$ 300,000	\$ 600,000	\$ 100,000
Total By Fiscal Year					\$ 1,000,000	\$ -	\$ -	\$ 300,000	\$ 600,000	\$ 100,000

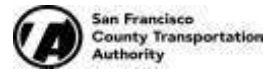
Notes
This is a placeholder for projects to be determined. Projects seeking funds from this placeholder will be evaluated for leveraging of other funds.

**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>Brotherhood Way Safety and Circulation Plan Implementation 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)	

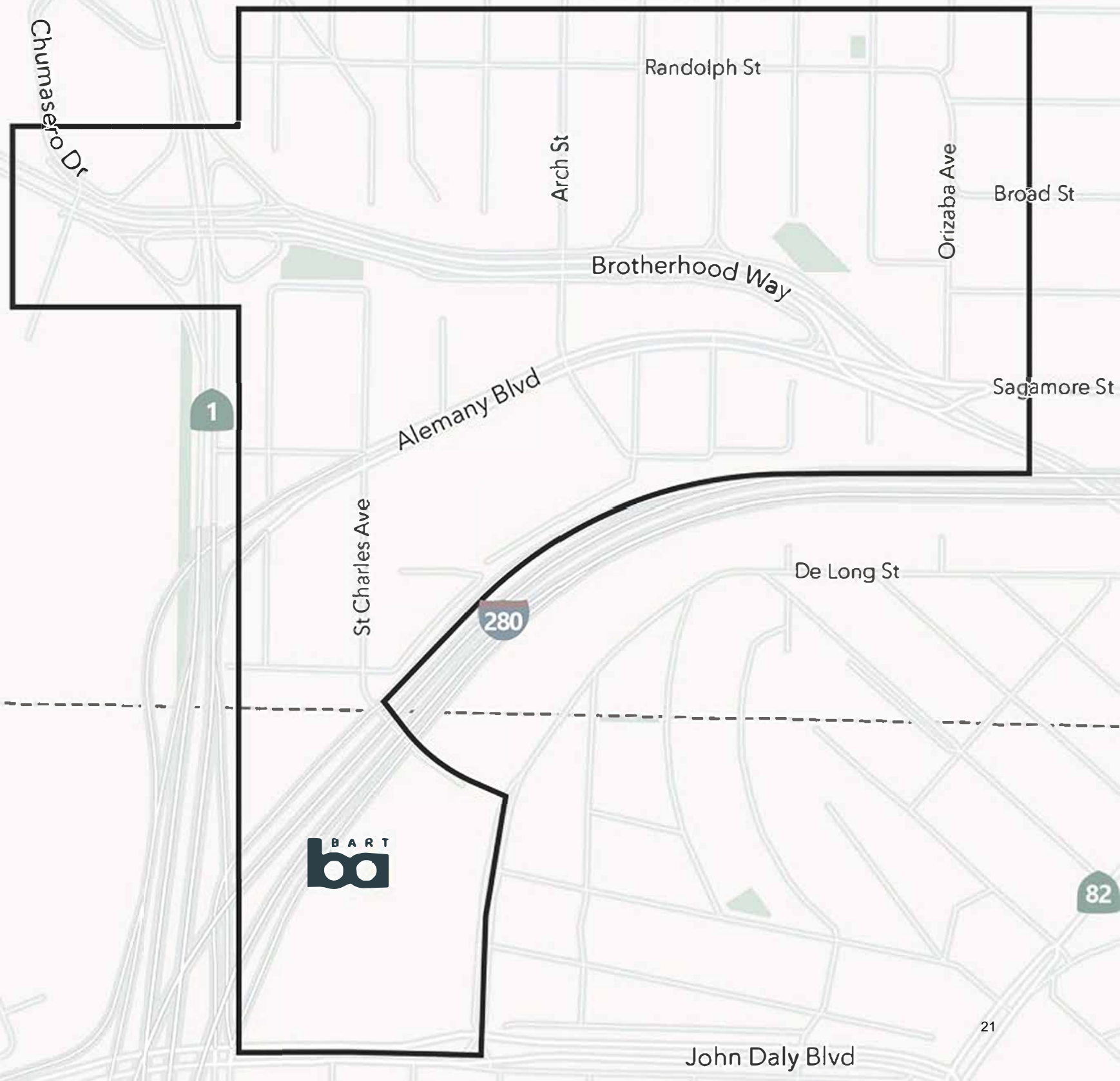
**Prop L Sales Tax Program
Project Information Form (PIF) Template**



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.

26- Equity Priority Transportation Program

Safety	
Supports Equitable Access .	
Geographic Distribution	
Limited Other Funding Options	
Pilot Program Funding Plan	
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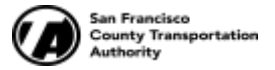


**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Citywide Equity Planning Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	26- Equity Priority Transportation Program		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for emergent citywide equity plans and studies. Potential projects include equity priority community-based planning projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services or address vulnerable populations (e.g. seniors, children, and/or people with disabilities).		
Project Location and Limits:	Citywide		
Supervisory District(s):	Citywide		
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 for emergent citywide equity plans and studies. Potential projects include equity priority community-based planning projects that help reduce disparities and gaps in equitable access (physical, geographic, affordability) to jobs and key services or address vulnerable populations (e.g. seniors, children, and/or people with disabilities). Potential projects may be identified through, but are not limited to recommendations from the San Francisco Transportation Plan (SFTP) 2050 or its update SFTP 2050+.		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	TBD, Categorical Exempt		
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**



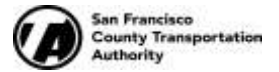
Project Name: Citywide Equity Planning Placeholder

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 300,000	\$ 300,000	\$ -	placeholder for local match
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 300,000	\$ 300,000	\$ -	
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	26- Equity Priority Transportation Program	Planning/Conceptual Engineering	Planned	2024/25	\$ 300,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 300,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -

Notes
This is a placeholder for projects to be determined. Plans or studies seeking funds from this placeholder will be evaluated using the 5YPP prioritization criteria, including leveraging.

**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 Equity 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	
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	

**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.

26 Equity Priority Transportation Program

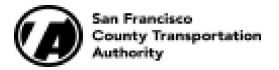
Safety	
Supports Equitable Access	
Geographic Distribution	
Limited Other Funding Options	
Pilot Program Funding Plan	
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**Prop L Sales Tax Program
Project Information Form (PIF) Template**



Project Name and Sponsor			
Project Name:	Community Based Transportation Plan Implementation Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	26- Equity Priority Transportation Program		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder with funds to implement recommendations from completed Community-Based Transportation Plans (CBTPs) developed with Equity Priority Communities.		
Project Location and Limits:	TBD		
Supervisory 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?	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).	<p>In the context of the Prop L Equity Priority Program, community based transportation plans (CBTPs) are intended to bring local residents, community organizations and transportation agencies together to identify important transportation challenges facing equity priority communities (EPCs) and/or vulnerable populations (e.g. low-income communities, seniors, children, and/or people with disabilities) and identify, prioritize, and develop strategies to address them. The CBTPs set up a pipeline of projects, helping to position them to compete for other Prop L funds and discretionary grants. Completed CBTP's should contain, among other elements, a list of community-prioritized transportation gaps and barriers, a funding plan, and implementation strategies or solutions to address these gaps.</p> <p>This is a placeholder with funds to implement recommendations from completed CBTPs, including additional project development. The Prop L funds are intended to provide local match, but will also take into consideration whether recommendations need further development (e.g. design engineering) to be competitive for other sources and/or lack of other funds sources for a particular type of project.</p>		
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**



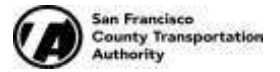
Project Name:	Community Based Transportation Plan Implementation Placeholder
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Project Cost Estimate Phase	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,200,000	\$ 1,200,000	\$ -	Placeholder for matching funds
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,200,000	\$ 1,200,000	\$ -	
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	26- Equity Priority Transportation Program	TBD	Planned	2025/26	\$ 600,000	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ -
Prop L	26- Equity Priority Transportation Program	TBD	Planned	2027/28	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000
Total By Fiscal Year					\$ 1,200,000	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000

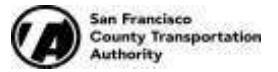
Notes
This is a placeholder for projects to be determined. Projects seeking funds will be evaluated using this 5YPP project prioritization criteria including but not limited to assessing leveraging of Prop L funds.

**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>Community Based Transportation Plan Implementation 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)	

**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.

26- Equity Priority Transportation Program

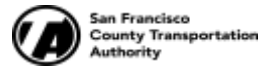
Safety	
Supports Equitable Access .	
Geographic Distribution	
Limited Other Funding Options	
Pilot Program Funding Plan	
This cell intentionally left blank.	

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



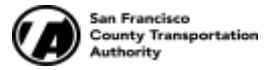
Project Name and Sponsor		
Project Name:	Equity Priority Transportation Program - Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)	
Implementing Agency:	TBD	
Prop L Expenditure Plan Information		
Prop L Program:	26- Equity Priority Transportation Program	
Prop L Sub-Program (if applicable):		
Second Prop L Program (if applicable):		
Project Information		
Brief Project Description for MyStreetSF (80 words max):	Placeholder funds from the Prop L Equity Priority Transportation Program to undertake Community-Based Transportation Plans (CBTPs) in Equity Priority Communities (EPCs). The CBTPs are intended to bring local residents, community organizations and transportation agencies together to identify important transportation challenges facing EPCs, and identify, prioritize, and develop strategies to address them. The CBTPs set up a pipeline of projects, helping to position them to compete for other Prop L funds and discretionary grants. This placeholder would provide matching funds for three CBTPs over this 5-year period, with priority to EPCs that have not yet participated in a CBTP.	
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)? Yes
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).	<p>This is a placeholder funds from the Prop L Equity Priority Transportation Program to undertake Community-Based Transportation Plans (CBTPs) in Equity Priority Communities (EPCs). The CBTPs are intended to bring local residents, community organizations and transportation agencies together to identify important transportation challenges facing EPCs, and identify, prioritize, and develop strategies to address them. The CBTPs set up a pipeline of projects, helping to position them to compete for other Prop L funds and discretionary grants. Completed CBTP's should contain, among other elements, a list of community-prioritized transportation gaps and barriers, a funding plan, and implementation strategies or solutions to address these gaps.</p> <p>This placeholder would provide matching funds for three CBTPs over this 5-year period, with priority to EPCs that have not yet participated in a CBTP. There are 10 Equity Priority Communities (EPC) San Francisco, 3 of which have not participated in a CBTP (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon). A map of the EPCs is attached to this project information form.</p> <p>The following is the list of EPCs and Year of Last CBTP:</p> <ul style="list-style-type: none"> - Excelsior (Mission-Geneva) (District 11) 2007 - Tenderloin-Little Saigon (District 5) 2007 - Western SOMA (District 6) 2012 - Chinatown (District 3) 2015 - Portrero Hill (District 10) 2015 - Bayview/Hunters Point (District 10) 2020 - SFSU/Lake Merced (District 7) 2021 - Western Addition (District 6) 2021 - Portsmouth Square (District 3) 2020 	

**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: Map of the EPCs
Type of Environmental Clearance Required:	
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**



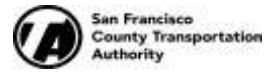
Project Name: Equity Priority Transportation Program - Community Based Transportation Plan Placeholder (e.g. Mission, Ingleside/Oceanview, Excelsior/Outer Mission/Crocker Amazon)

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Phase				
Planning/Conceptual Engineering	\$ 300,000	\$ 300,000		placeholder for 3 CBTPs, matching funds.
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 300,000	\$ 300,000	\$ -	
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	26- Equity Priority Transportation Program	Planning/Conceptual Engineering	Planned	2024/25	\$ 100,000	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -
Prop L	26- Equity Priority Transportation Program	Planning/Conceptual Engineering	Planned	2025/26	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
Prop L	26- Equity Priority Transportation Program	Planning/Conceptual Engineering	Planned	2026/27	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 300,000	\$ -	\$ 50,000	\$ 100,000	\$ 100,000	\$ 50,000

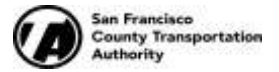
Notes
 This is a placeholder for 3 CBTPs . The estimated cost for a CBTP depends on the amount of outreach, evaluation, and engineering required. Based on recent experience, we are assuming CBTP typically in the \$200,000-\$300,000 range. Prop L funds are intended to match CBTPs Funding to complete each CBTP could come from a combination of sources (e.g., MTC CBTP funds, Caltrans Planning Grant, agency funds (including in-kind), etc.).

**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>Equity Priority Transportation Program - Community Based Transportation Plan</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>	

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



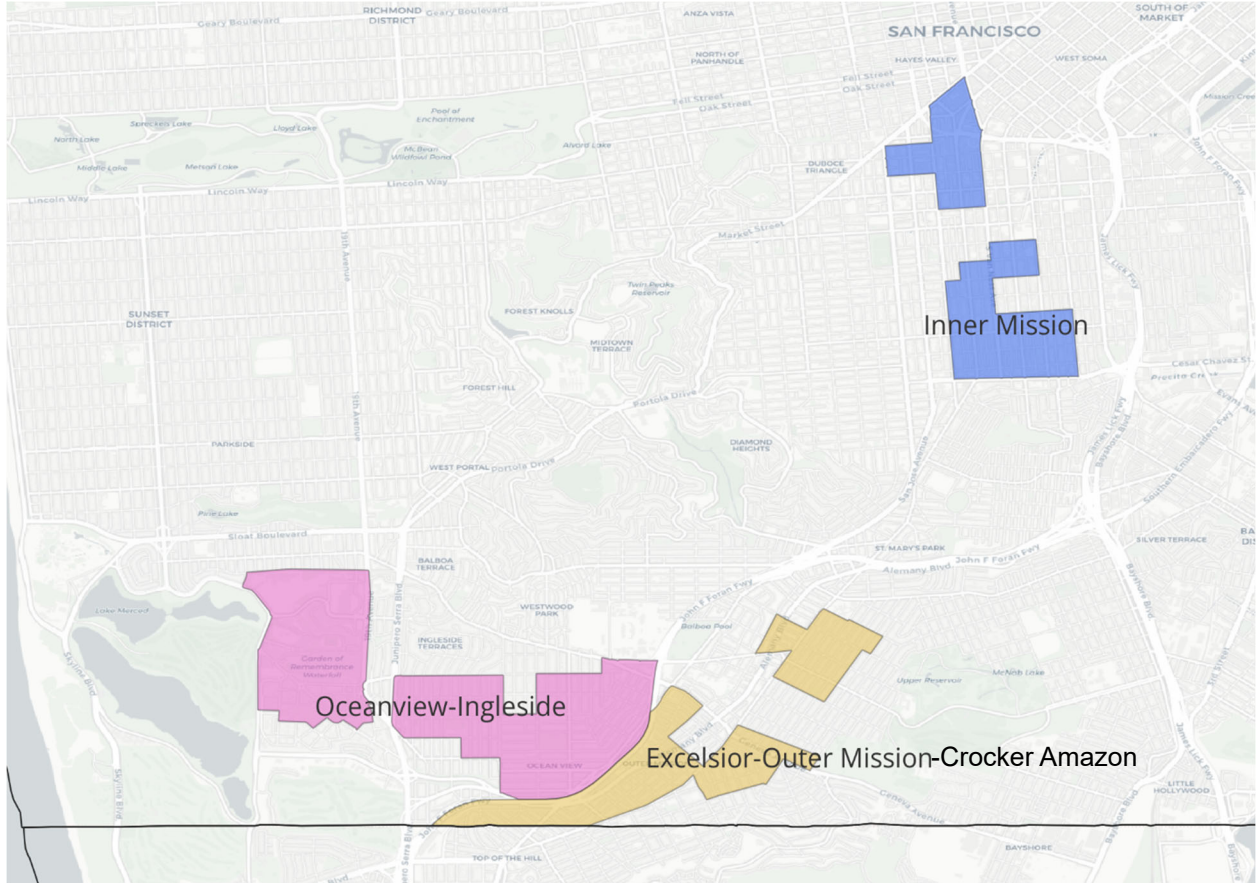
The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto populate once the Prop L program is selected on the Scope & Schedule tab.

26 Equity Priority Transportation Program

Safety	
Supports Equitable Access .	
Geographic Distribution	
Limited Other Funding Options	
Pilot Program Funding Plan	
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Attachment 1

Map of San Francisco Equity Priority Communities (EPCs) for Inner Mission, Oceanview-Ingleside, and Excelsior-Outer Mission-Crocker Amazon



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



Project Name and Sponsor			
Project Name:	Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder		
Implementing Agency:	SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	26- Equity Priority Transportation Program		
Prop L Sub-Program (if applicable):			
Second Prop L Program (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	Implement recommendations from the Visitacion Valley & Portola Community Based Transportation Plan (CBTP). Recommendations include traffic calming and pedestrian safety devices at locations identified through the CBTP's outreach efforts, and in consultation with the District 9 and District 10 Supervisor's offices.		
Project Location and Limits:	Visitacion Valley, Portola		
Supervisorial District(s):	District 09, District 10		
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?	Visitacion Valley-Portola, Bayview		
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 Visitacion Valley and Portola Community-Based Transportation Plan (CBTP), completed in 2023, is a planning and engagement effort led by the SFMTA with District 9 Supervisor Ronen, District 10 Supervisor Walton, and strong local stakeholder partnerships. The project includes Visitacion Valley and portions of the Portola District in southeastern San Francisco, adjacent to the Bayview to the east, Highway 280 to the north, John McLaren Park to the west, and Daly City to the south. Visitacion Valley is an Equity Priority neighborhood. The SFMTA has partnered directly with community-based organizations to build neighborhood relationships and conduct a robust engagement process with youth, seniors, residents, merchants, faith organizations, people of color, and more.</p> <p>Prop L funds would be used to implement recommendations from the Visitacion Valley & Portola CBTP. In all, the plan recommendations represent over \$25 million of potential projects in Visitacion Valley & Portola. The top Visitacion Valley projects identified in the plan include the following: 1) San Bruno Ave bike lanes and traffic safety, 2) Mansell St Streetscape, 3) Connect Visitacion Valley Greenway, 4) Sunnyday transit access and Safety. The top Portola projects identified in the plan include the following: 5) Connecting to Alemany Farmer's Market, 6) Lighting & safety, and 7) Traffic calming near McLaren Park. SFMTA is submitting a request for a federal grant for planning and design of the Mansell Street Streetscape project. If successful, SFMTA may request a portion of the Prop L funds as the local match to the federal grant. SFMTA will also be seeking other grant funds to implement recommendations from the CBTP.</p> <p>Specific improvements will include traffic calming and pedestrian safety devices, and potential locations were identified through CBTP's outreach efforts, and in consultation with the District 9 and District 10 Supervisor's offices. The goal of projects proposed for the Vis Valley & Portola community is to improve safety and accessibility by funding top voted projects. Most potential projects focus on pedestrian improvements with an emphasis on safety treatments, including but not limited to:</p>		

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



	<p>Pedestrian Bulbs Pedestrian bulbs are an extension of the sidewalk at an intersection expanding space where people may safely pause or wait while crossing a street. They increase pedestrian visibility and safety when crossing the street. Pedestrian bulbs may be expanded to include landscaping. A similar treatment to pedestrian bulbs is a pedestrian safety zone - a painted buffered curb-side space between the sidewalk and moving vehicles. Their footprint resembles a bulb out, helping to emphasize that the space should not be treated as part of the roadway. Painted safety zones are a low-cost, easily implemented treatment that enhance pedestrian safety.</p> <p>Raised Crosswalks Raised crosswalks are roadway crossing where pavement is raised to the level of the sidewalk. This street design channels pedestrians and promotes safety by slowing vehicles as they approach the crossing.</p> <p>Rapid Rectangular Flashing Beacons Rectangular Rapid Flashing Beacons are solar-powered lights at the side of a roadway that flash when activated by a person walking. RRFBs are treatments designed to increase motorist yielding to people walking in crosswalks at key locations.</p> <p>Speed Cushions Speed cushions are a traffic calming measure that is a rounded device across the roadway that causes vehicles to reduce their speed. Speed cushions can be designed to accommodate emergency vehicle access.</p>
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	<p>Attachment 1: Project maps including Top Visitacion Valley Projects and Top Portola Projects</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>	

**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	100%		Q3-Jan- Feb-Mar	2020/21	Q3-Jan- Feb-Mar	2022/23
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. When the project sponsor is prepared to seek Prop L funds for specific projects, the project sponsor will provide project delivery milestones for all relevant project phases.						

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



Project Name: Visitacion Valley & Portola Community Based Transportation Plan Implementation Placeholder

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ 398,000	\$ -	\$ 398,000	actuals
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 1,435,000	\$ 1,000,000	\$ 435,000	Placeholder based on funds available, Other is \$435,000 in Prop K sales tax
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,833,000	\$ 1,000,000	\$ 833,000	
Percent of Total		55%	22%	

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 K		Planning/Conceptual Engineering	Allocated	2020/21	\$ 45,651	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrans Planning Grant		Planning/Conceptual Engineering	Allocated	2020/21	\$ 352,349	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K		Construction	Allocated	2022/23	\$ 435,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop L	26- Equity Priority Transportation Program	TBD	Planned	2024/25	\$ 400,000	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -
Prop L	26- Equity Priority Transportation Program	TBD	Planned	2025/26	\$ 600,000	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -
Total By Fiscal Year					\$ 1,833,000	\$ -	\$ 200,000	\$ 500,000	\$ 300,000	\$ -

Notes

This is a placeholder to implement projects recommended in the subject CBTP. The Transportation Authority will consider amendment of the 5YPP to replace all or part of this placeholder with specific projects. We will evaluate the proposed projects including anticipated leveraging and may suggest changes to programming and cash flow at that time.

In 2023, the Board allocated \$435,000 in District 10 Prop K Neighborhood Program funds for the implementation of recommendations from the Visitacion Valley & Portola Community Based Transportation Plan. The funds were placed on reserve, pending SFMTA Board approval of the CBTP (which happened in 2023) and may be released by the Board following submittal of an Allocation Request Form detailing the proposed scope, schedule, cost, and funding for the proposed recommendations to be implemented with Prop K 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>Visitacion Valley & Portola Community Based Transportation Plan Implementation</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	
Compatability with Land Use, Design Standards, and Planned Growth	
San Francisco Transportation Plan Alignment (SFTP)	

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

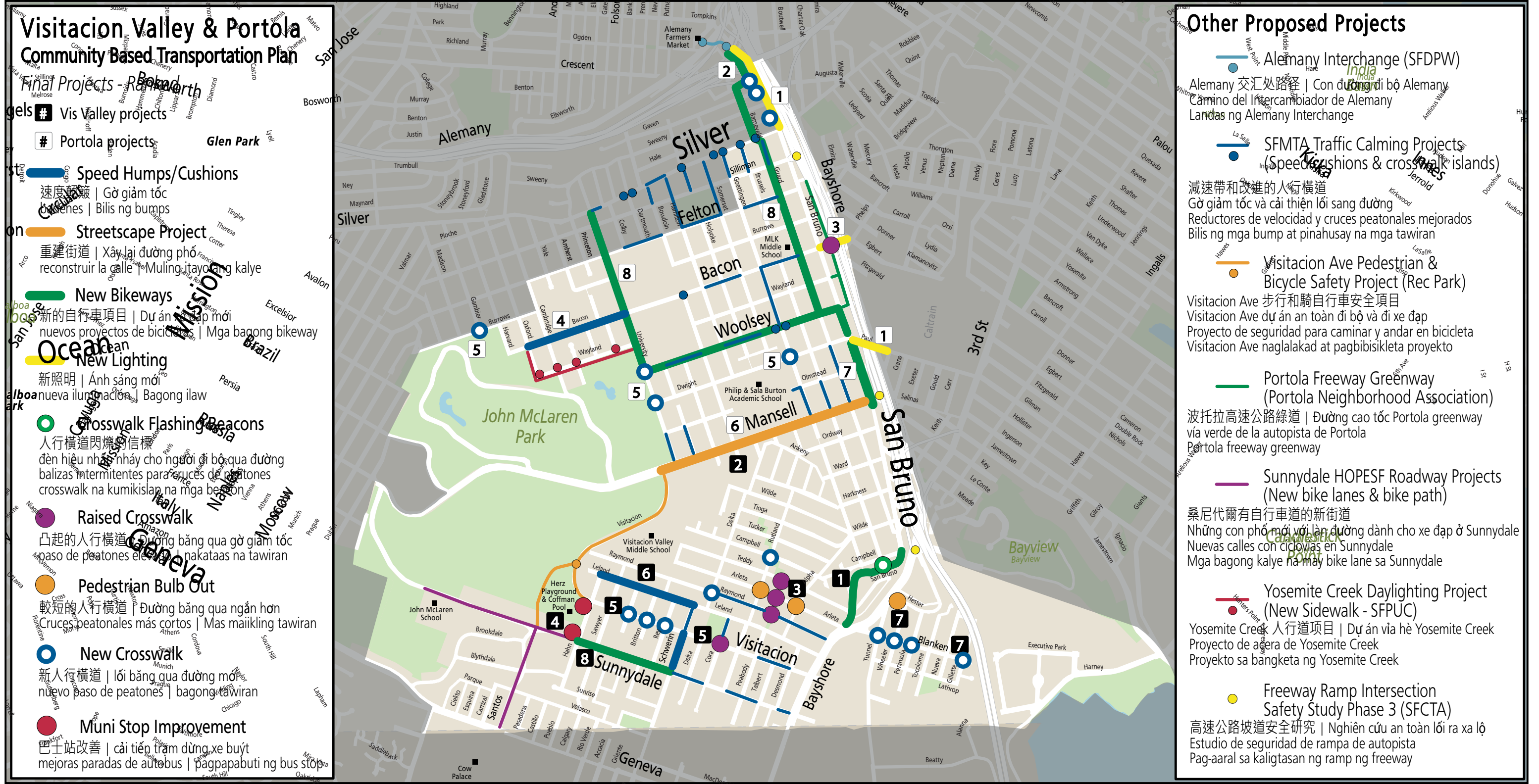


The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.

26- Equity Priority Transportation Program

Safety	
Supports Equitable Access	
Geographic Distribution	
Limited Other Funding Options	
Pilot Program Funding Plan	

All Projects

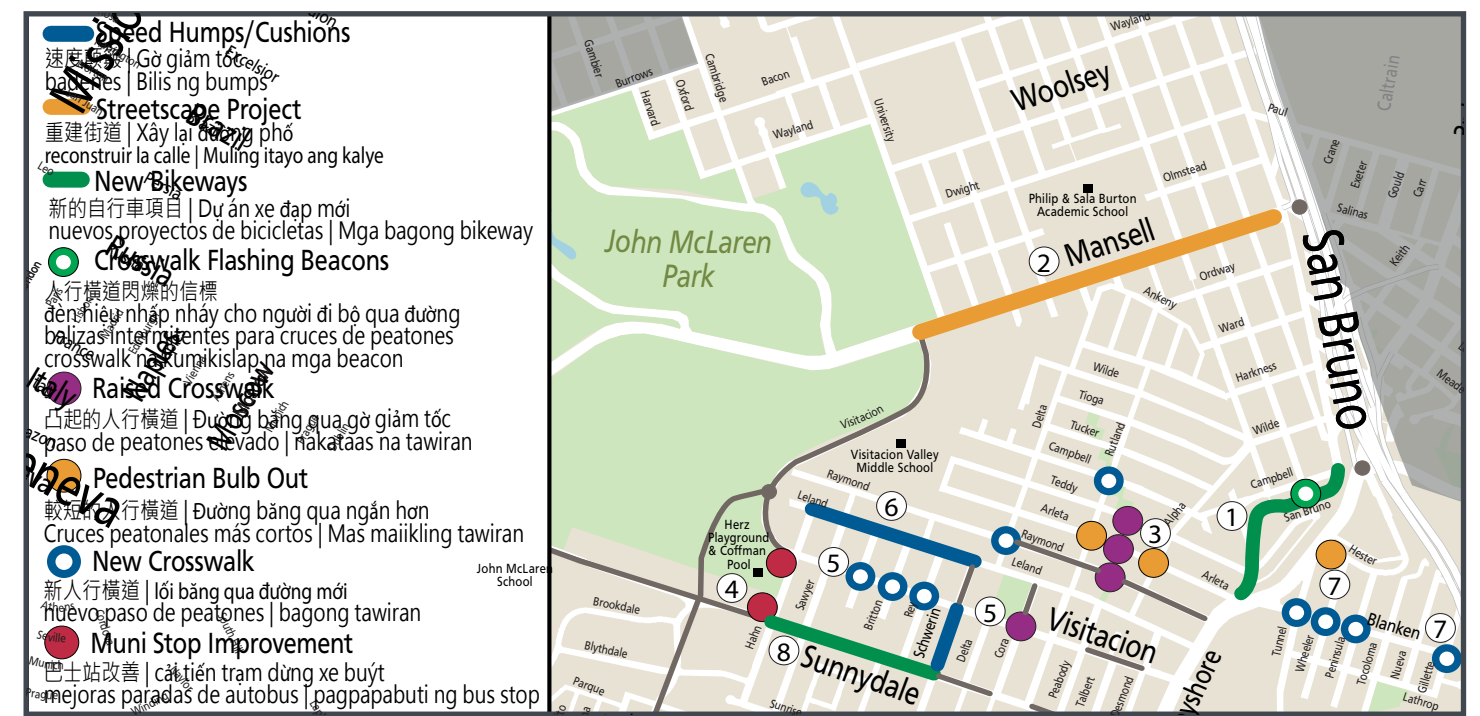


Portola Projects



Rank	Portola Projects	Project	Why
1	Portola Freeway Greenway Connector	Pedestrian-scale lighting on San Bruno Avenue between Silver Avenue and Alemany Boulevard. Upgraded crosswalks at Hale Street, Gaven Street, and Rickard Street.	Create safe and comfortable conditions for people walking to the Alemany Farmer's Market.
2	San Bruno Ave Protected Bike-way	Protected 2-way bikeway on the west side of San Bruno Avenue between Rickard Street and the Alemany Interchange.	Create safe and comfortable bike network connection between the Alemany Farmer's Market and the Girard bikeway.
3	Girard/Woolsey/University Bikeway	Neighborhood bike route along Barnevelde Avenue and Girard Street from Rickard Street in the north to Woolsey Street in the south; neighborhood bike route between San Bruno Avenue and Silver Avenue on Woolsey Street and University Street.	Provide low-volume, low-stress north/south and east/west bike network alternatives to San Bruno Avenue or Silver Avenue that are direct and with few hills. Connects to other proposed bike network projects
4	Bacon Street Traffic Calming	Speed humps on Bacon Street between University Street and Oxford Street.	Reduce neighborhood speeding.
5	Park & Stairway Crosswalks	Crosswalks and curb ramp upgrades at: Gambier Street at Burrows Street; University Street at Woolsey Street; University Street at Dwight Street; Goettingen Street at Dwight Street.	Improve pedestrian visibility and access at park entrances and at public stairways.
6	Undercrossing Improvements	Pedestrian-scale lighting in the Bacon Street and Paul Avenue Hwy 101 underpasses; mid-block raised crosswalk on Bacon Street.	Improve pedestrian visibility and comfort in freeway underpasses; connect the segments of the Portola Freeway Greenway.
7	San Bruno Ave Bike Lanes - Portola	Remove 1 northbound travel lane to install bike lanes between Mansell Street and Paul Avenue.	Connects bike network between Mansell Street, San Bruno Avenue, Paul Avenue, and the proposed Woolsey/University Bikeway and Girard Bikeway.
8	Mansell Streetscape	Protected bikeway, transit bulbs, and landscaped median open space along Mansell Street between San Bruno Avenue and Visitacion Avenue.	Transform Mansell Street median into linear park for the community.

Visitacion Valley Projects



Rank	Vis Valley Projects	Project	Why
1	San Bruno Ave Bike Lanes - Vis Valley	Uphill-only bike lane from Bayshore Boulevard to Campbell Avenue; rapid flashing beacons at existing crosswalk at Beeman Lane Stairway.	Provides separated space for slow-moving bicyclists going uphill without removing street parking; improve pedestrian safety and slow driver speeds.
2	Little Hollywood Projects	Pedestrian bulb out on Hester Avenue at Bayshore Boulevard; crosswalk and curb ramp upgrades on Blanken Avenue at Tunnel Avenue, Wheeler Avenue, Peninsula Avenue, and Gillette Avenue.	Improve pedestrian safety and visibility.
3	Sunnydale Transit Improvements	Transit bulbs, bus shelters, and arrival time signage for bus stops on Hahn Street at Visitacion Avenue and at Sunnydale Avenue.	Improve transit access & comfort for Sunnydale residents & park users.
4	Vis Valley Greenway Connector	Decorative raised crosswalks mid-block on Raymond Avenue, Arleta Avenue and Teddy Avenue; Pedestrian bulb-outs on Arleta Avenue at Alpha Street and at Rutland Street; decorative crosswalk on Rutland Street at Campbell Avenue.	Connect the Vis Valley Greenway in a continuous pedestrian path.
5	Leland Ave Traffic Calming	Speed humps on Leland Avenue between Schwerin Street and Hahn Street.	Slow driver speeds and improve pedestrian safety.
6	Visitacion Ave Traffic Calming	Raised crosswalk on Cora Street at Visitacion Avenue; upgraded crosswalks and curb ramps on Visitacion Avenue at Rey Street, Britton Street, and Loehr Street.	Slow driver speeds and improve pedestrian safety.
7	Sunnydale Avenue Bike Lane	Uphill-only westbound bike lane on Sunnydale Avenue from Schwerin Street to Hahn Street.	Separated space for slow-moving bicyclists going uphill without removing parking; connects to uphill-only bike lane being built on Sunnydale Avenue west of Hahn Street.
8	Mansell Streetscape	Protected bikeway, transit bulbs, and landscaped median open space along Mansell Street between San Bruno Avenue and Visitacion Avenue.	Transform Mansell Street median into linear park for the community.

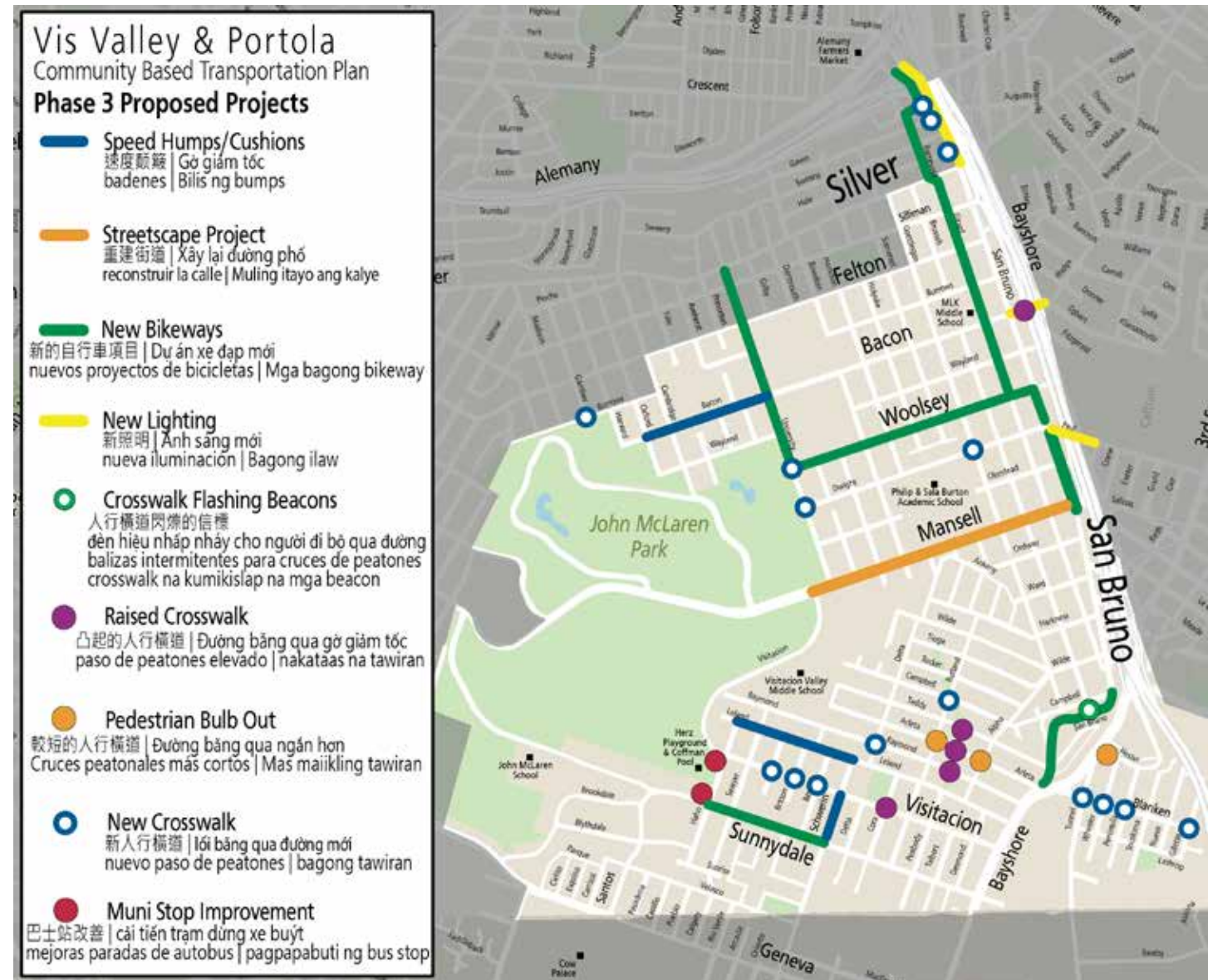
CBTP Projects

The final map for the Vis Valley & Portola Community Based Plan consists of 45 different projects across the plan area.

Proposed projects were designed in collaboration with the community over 3 phases of outreach, and are meant to directly respond to the needs, challenges, and values of residents.

Proposed projects are also meant to coordinate with, and build off of, ongoing transportation projects in the plan area.

In all, this map represents over \$25 million of potential projects in Visitation Valley & Portola.



Mansell Streetscape Concepts

Mansell Street, from San Bruno Avenue in the east to Visitacion Avenue in the west, was identified as a street with a high level of interest from the community and the potential for a transformative project competitive for future grant funding. There have been previous community efforts at beautifying Mansell Street and there is high community interest in supporting this project.

Mansell Street currently has a large, planted median that divides a single westbound travel lane and a single east bound travel lane. It climbs a substantial hill in the westbound direction towards McLaren Park and the median within the divided road has a substantial cross-slope on some blocks. The divided roadway on either side of the median is excessively wide (approximately 42'), with a standard bike lane and a parking lane. The 29 Sunset and 56 Rutland Muni bus lines run on this portion of Mansell Street. To the west of University Street, Mansell Street enters McLaren Park and two-way vehicle traffic is restricted only to the southern half of the divided roadway west of Visitacion Avenue in the park. The northern half of the divided roadway is reserved only for people walking and bicycling within

McLaren Park – dubbed the “Mansell Promenade”.

The project team sought to develop concept designs for Mansell Street that could accomplish the following goals:

- Improve safety for all roadway users
- Better connect the bike network between Bayview-Hunters Point and McLaren Park
- Improve transit service for the 29 Sunset and 56 Rutland Muni lines
- Increase access to the median for surrounding neighbors
- Create opportunities for programed open space and public art within the median

The three streetscape concept designs are show on the following pages. Due to significant cross-slope in sections of the median, a combination or blending of elements of the three concept designs may be required in any eventual project.

As the SFMTA pursues grant funding, additional rounds of public engagement and design, especially focused on the activation of the median open space, will be conducted with partners in the community.



Top Vis Valley Projects:

San Bruno Ave bike lanes & traffic safety

Mansell St Streetscape

Connect Vis Valley Greenway

Sunnydale transit access & safety

Final Project Ranking, Vis Valley

Vis Valley Proposed Projects

- Speed Humps/Cushions
速度颠簸 | Gờ giảm tốc
badenes | Bilis ng bumps
- Streetscape Project
重建街道 | Xây lại đường phố
reconstruir la calle | Muling itayo ang kalye
- New Bikeways
新的自行車項目 | Dự án xe đạp mới
nuevos proyectos de bicicletas | Mga bagong bikeway
- Crosswalk Flashing Beacons
人行橫道閃爍的信標
đèn hiệu nhấp nháy cho người đi bộ qua đường
balizas intermitentes para cruces de peatones
crosswalk na kumikislap na mga beacon
- Raised Crosswalk
凸起的人行橫道 | Đường băng qua gờ giảm tốc
paso de peatones elevado | nakataas na tawiran
- Pedestrian Bulb Out
較短的人行橫道 | Đường băng qua ngắn hơn
Cruces peatonales más cortos | Mas maikling tawiran
- New Crosswalk
新人行橫道 | lối băng qua đường mới
nuevo paso de peatones | bagong tawiran
- Muni Stop Improvement
巴士站改善 | cải tiến trạm dừng xe buýt
mejoras paradas de autobus | pagpapabuti ng bus stop

- Other City Projects
市政府其他項目 | Các dự án thành phố khác
Otros proyectos de la ciudad
Iba pang mga Proyekto ng Lungsod



Final Project Ranking, Portola

Top Portola Projects:

Connecting to
Alemany Farmer's
Market


Lighting & safety

Traffic calming near
McLaren Park

Portola Proposed Projects

-  Speed Humps/Cushions
速度顛簸 | Gò giảm tốc
badenes | Bilis ng bumps
-  Streetscape Project
重建街道 | Xây lại đường phố
reconstruir la calle | Muling itayo ang kalye
-  New Bikeways
新的自行車項目 | Dự án xe đạp mới
nuevos proyectos de bicicletas | Mga bagong bikeway
-  New Lighting
新照明 | Ánh sáng mới
nueva iluminación | Bagong ilaw
-  Raised Crosswalk
凸起的人行橫道 | Đường băng qua giảm tốc
paso de peatones elevado | nakataas na tawiran
-  New Crosswalk
新人行橫道 | lối băng qua đường mới
nuevo paso de peatones | bagong tawiran

Other City Projects

-  市政府其他項目 | Các dự án thành phố khác
Otros proyectos de la ciudad
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