

2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

TRANSPORTATION AND LAND USE COORDINATION

Pending Board Approval: November 27, 2018

Prepared for the San Francisco County Transportation Authority

By San Francisco County Transportation Authority

In Coordination with Bay Area Rapid Transit (BART), Department of Public Works,
Peninsula Corridor Joint Powers Board (PCJPB or Caltrain), Planning Department, and
San Francisco Municipal Transportation Agency (SFMTA)



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Eligibility

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

“Transportation and Land Use Coordination: Transportation studies and planning to support transit oriented development and neighborhood transportation planning. Local match for San Francisco and regional Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) grant programs that support transit oriented development and fund related improvements for transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, SFPW, MUNI, Planning, SFCTA, BART, PCJPB. The first \$17.6M is Priority 1 and the remainder is Priority 2. Total Funding: \$33.6M; Prop K: \$20.0M.”

DPT stands for Department of Parking and Traffic, and MUNI for San Francisco Municipal Railway. DPT and MUNI are now under the San Francisco Municipal Transportation Agency (SFMTA). DPW, now referred to as SFPW, stands for Department of Public Works, Planning for the Planning Department, SFCTA for the San Francisco County Transportation Authority, BART for Bay Area Rapid Transit, and PCJPB for Peninsula Corridor Joint Powers Board (Caltrain).

Prioritization Criteria

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

scoring table that could apply to all 5YPPs, and that the scoring prioritize safety and community input highly. For the 2019 5YPP update, we updated the subcategories to reflect the evolution of fund programs leveraged with Prop K from this category.

Table 3 shows the new Prioritization Criteria and Scoring Table. In the One Bay Area Grant (OBAG) / Housing Incentive Program (HIP) Match subcategory, each project can receive a maximum of 20 points, with 10 points allocated for programwide criteria and 10 points allocated for category specific criteria. While in the Neighborhood Transportation Planning/Transit Oriented Development (TOD) Planning subcategory, each project can receive a maximum of 19 points, with 10 points allocated for programwide criteria and 9 points allocated for category specific criteria.

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. The Transportation and Land Use Coordination category is the primary source of Prop K funds for planning grants from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP), which was created in 2014 in response to the San Francisco Transportation Plan's call for addressing equity issues and improving mobility in neighborhoods citywide. Over the 2019 5YPP period, each supervisorial district will have \$100,000 in Prop K funds (intended to leverage other funds) to use for district-identified community-based planning needs and \$600,000 for NTIP capital projects.

This category also helps to provide local match for various capital and planning grants, such as OBAG, Caltrans Planning Grants, and Priority Development Area Planning Grants. Given limited Prop K funds in this highly competitive Prop K category, the category-specific prioritization criteria generally give weight to projects with limited or no other opportunities to secure the needed local match, and to projects that benefit Communities of Concern.

Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the Transportation and Land Use Coordination category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$0.68 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2019 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Transportation and Land Use Coordination	40%	96.4%

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

Performance Measures

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

The performance measures that will be applied to this category are:

- 1) The number of plans that led to implementation of recommendations (e.g. capital projects, operational strategies).
- 2) For the OBAG/Housing Incentive Program subcategory, when projects seek allocation of Prop K funds, we would establish relevant performance measures depending on the type of project, referencing other relevant Prop K 5YPPs such as Traffic Calming, Bicycle Circulation/Safety, and Pedestrian Circulation/Safety.

**Table 2. Project Delivery Snapshot
Transportation/Land Use Coordination**

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Total Allocated	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$ 2,467,000	\$ 1,456,742	15%
2009 5YPP (FY 2009/10-2013/14)	\$ 3,225,721	\$ 2,856,329	30%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 7,254,980	\$ 5,223,699	55%
Total		\$ 9,536,771	

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

Tables show allocations and percent complete through June 30, 2018, based on project sponsors' progress reports.
All Projects/Project Phases (sorted by allocation year, then sponsor, then project name)

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFPW	2004/05	Broadway Streetscape Improvement - Phase II	Design	\$ 29,000	100%
SFPW	2004/05	San Jose/Guerrero Livable Streets Plan	Planning	\$ 8,990	100%
BART	2005/06	24th Street Community Plan Update	Planning	\$ 25,000	100%
SFCTA	2005/06	Land Use Model Allocation Tool	Planning	\$ 25,000	100%
SFCTA	2005/06	Mission South of Chavez Plan	Planning	\$ 50,000	100%
SFCTA	2005/06	Streetscape Master Plan	Planning	\$ 90,000	100%
SFCTA	2005/06	Tenderloin/Little Saigon Neighborhood Transportation Plan	Planning	\$ 40,000	100%
SFCTA	2006/07	Columbus Avenue Revitalization Master Plan	Planning	\$ 12,000	100%
SFPW	2006/07	Broadway Streetscape Phase II	Construction	\$ 231,000	100%
SFPW	2007/08	Broadway Streetscape Improvements - Phase II	Construction	\$ 250,415	100%
SFPW	2007/08	Leland Avenue Streetscape Improvements	Design	\$ 53,120	100%
SFCTA	2008/09	Bayview Hunters Pt Neighborhood Transportation Plan	Planning	\$ 11,000	100%
SFCTA	2008/09	Central Freeway/Octavia Boulevard Circulation Study	Planning	\$ 90,000	100%
SFCTA	2008/09	Eastern Neighborhoods Travel Behavior Survey - Phase 2	Planning	\$ 50,000	100%
SFCTA	2008/09	Tenderloin Traffic Calming and Circulation Improvements	Planning	\$ 15,000	100%
SFCTA	2008/09	Western SoMa Neighborhood Transportation	Planning	\$ 40,000	100%
SFPW	2008/09	Leland Avenue Streetscape Improvements	Construction	\$ 119,881	100%

**Table 2. Project Delivery Snapshot
Transportation/Land Use Coordination**

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFPW	2008/09	Renewed Valencia Streetscape	Construction	\$ 316,336	100%
DCP	2010/11	Cesar Chavez East Community Design Plan	Planning	\$ 22,729	100%
SFCTA	2010/11	Bayview Hunters Point Mobility Solutions Study	Planning	\$ 20,000	100%
SFCTA	2010/11	Cesar Chavez East Community Design Plan	Planning	\$ 5,162	100%
SFPW	2010/11	Broadway Streetscape Improvements Phase III	Design	\$ 26,316	100%
SFPW	2010/11	Folsom Street Streetscape Improvements	Construction	\$ 218,751	100%
SFPW	2010/11	Second Street Streetscape Improvements	Design	\$ 3,200	100%
BART	2011/12	24th Street Mission BART Plaza and Pedestrian Improvements	Design	\$ 303,047	100%
SFCTA	2011/12	19th Avenue Transit Corridor Investment Study	Planning	\$ 101,400	100%
SFCTA	2011/12	Balboa Park Station Area Circulation Study	Planning	\$ 65,600	100%
SFPW	2011/12	24th Street Mission BART Plaza Bus Bulb	Construction	\$ 179,000	100%
SFPW	2011/12	Broadway Streetscape Improvements - Phase III	Construction	\$ 245,000	100%
SFPW	2011/12	Marina Green Bicycle Trail	Construction	\$ 113,625	100%
BART	2012/13	24th Street Mission BART SW Plaza and Pedestrian Improvements	Construction	\$ 17,203	100%
SFPW	2012/13	24th Street Mission BART Sidewalk, Curb, and Landscaping	Construction	\$ 28,000	100%
SFPW	2012/13	Broadway Streetscape Improvements Phase III	Construction	\$ 140,800	100%
SFCTA	2013/14	Balboa Park Station Area Circulation Study	Planning	\$ 36,522	100%
SFCTA	2013/14	Broadway Chinatown Neighborhood Transportation Plan	Planning, Right of Way	\$ 119,059	100%
SFCTA	2013/14	Central Subway Phase 3	Planning	\$ 90,972	100%
SFMTA	2013/14	19th Avenue/M-Ocean View	Planning	\$ 306,000	100%
SFMTA	2013/14	Central Subway Phase 3	Planning	\$ 69,902	100%
SFMTA	2013/14	Mansell Corridor Improvement	Design	\$ 312,685	100%
SFMTA	2013/14	Market and Haight Street Transit and Pedestrian Improvements	Construction	\$ 209,000	100%
SFPW	2013/14	ER Taylor Elementary School Safe Routes to School	Design	\$ 10,524	100%
SFPW	2013/14	ER Taylor Elementary School Safe Routes to School	Environmental	\$ 915	100%
SFPW	2013/14	Longfellow Elementary School Safe Routes to School	Environmental	\$ 915	100%
SFPW	2013/14	Longfellow School Safe Routes to School	Design	\$ 14,221	100%

**Table 2. Project Delivery Snapshot
Transportation/Land Use Coordination**

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete
SFPW	2013/14	Second Street Improvement	Design	\$ 170,543	100%
SFPW	2013/14	Second Street Improvement	Environmental	\$ 2,299	100%
SFCTA	2014/15	Geneva-Harney BRT Feasibility/Pre-Environmental Study	Planning	\$ 22,878	100%
SFCTA	2014/15	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	Planning	\$ 89,976	100%
SFCTA	2014/15	NTIP Predevelopment/Program Support	Planning	\$ 75,000	100%
SFMTA	2014/15	District 1 NTIP [NTIP Planning]	Planning	\$ 98,212	100%
SFMTA	2014/15	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	Planning	\$ 10,000	100%
SFMTA	2014/15	Mansell Corridor Improvement	Construction	\$ 572,754	100%
SFMTA	2014/15	NTIP Predevelopment/Program Support	Planning	\$ 75,000	100%
SFMTA	2014/15	Persia Triangle Transit Improvements	Construction	\$ 200,685	100%
SFMTA	2014/15	Western Addition Community-Based Transportation Plan [NTIP Planning]	Planning	\$ 240,000	100%
SFPW	2014/15	Chinatown Broadway Phase IV	Construction	\$ 701,886	100%
SFPW	2014/15	ER Taylor Elementary School Safe Routes to School	Construction	\$ 47,140	100%
SFPW	2014/15	Longfellow Elementary School Safe Routes to School	Construction	\$ 61,865	100%
DCP	2015/16	Balboa Area TDM Study [NTIP Planning]	Planning	\$ 100,000	100%
SFCTA	2015/16	Alemany Interchange Improvement Study [NTIP Planning]	Planning	\$ 87,400	100%
SFCTA	2015/16	NTIP Program Support	Planning	\$ 75,000	100%
SFCTA	2015/16	Pedestrian Safety in SOMA Youth and Family Zone - Part 2 [NTIP Planning]	Planning	\$ 52,000	100%
SFMTA	2015/16	Alemany Interchange Improvement Study [NTIP Planning]	Planning	\$ 12,600	100%
SFMTA	2015/16	Ensuring Transit Service Equity through Community Engagement	Planning	\$ 38,868	100%
SFCTA	2016/17	NTIP Program Support	Planning	\$ 75,000	100%
SFMTA	2016/17	66-Quintara Repurposing Study [NTIP Planning]	Planning	\$ 100,000	100%
SFMTA	2016/17	NTIP Program Support	Planning	\$ 75,000	100%
SFCTA	2017/18	NTIP Program Support	Planning	\$ 75,000	100%

**Table 2. Project Delivery Snapshot
Transportation/Land Use Coordination**

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)						
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated	% Complete	
PCJPB	2013/14	Caltrain North Terminal Study	Planning	\$ 22,940	80%	
SFMTA	2015/16	Kearny Street Multimodal Implementation Plan [NTIP Planning]	Planning	\$ 100,000	0%	
SFMTA	2015/16	NTIP Program Support	Planning	\$ 75,000	70%	
SFMTA	2015/16	Pedestrian Safety in SOMA Youth and Family Zone - Part 1 [NTIP Planning]	Planning	\$ 48,000	70%	
SFMTA	2015/16	Taylor Street Safety	Planning	\$ 80,000	90%	
SFCTA	2016/17	Vision Zero Ramp Intersection Study Phase 2	Planning	\$ 100,000	40%	
SFMTA	2016/17	District 11 Neighborhood Greenways	Planning	\$ 100,000	70%	
SFMTA	2016/17	Geneva-San Jose Intersection Study [NTIP Planning]	Planning	\$ 100,000	50%	
SFPW	2016/17	Second Street Improvement	Construction	\$ 1,439,584	65%	
SFCTA	2017/18	District 10 Mobility Management Study [NTIP Planning]	Planning	\$ 100,000	60%	
SFMTA	2017/18	Bayview Community Based Transportation Plan	Planning	\$ 57,851	0%	
SFCTA	2018/19	NTIP Program Support	Planning	\$ 87,000	50%	
SFMTA	2018/19	NTIP Program Support	Planning	\$ 50,000	70%	

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

Table 3 - Prioritization Criteria and Scoring Table
Transportation/Land Use Coordination (EP 44)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Limited Local Match Options	Benefits Community of Concern	
<i>Total Possible Score</i>	4	3	3	4	3	3	20
One Bay Area Grant (OBAG) / Housing Incentive Program (HIP) Match							
Better Market Street (OBAG 2 Match)	3	3	1	4	0	3	14
OBAG Local Match (Cycle 3) Housing Incentive Pool Match	Locations will be scored at the time of allocation. See text and Project Information Forms for more details.						
<i>Total Possible Score</i>	4	3	3	3	3	3	19
Neighborhood Transportation Planning/Transit Oriented Development (TOD) Planning							
NTIP Program Support	N/A						
NTIP Planning Placeholder	Locations will be scored at the time of allocation. See text and Project Information Forms for more details.						
NTIP Placeholder	Locations will be scored at the time of allocation. See text and Project Information Forms for more details.						
Planning Grant Match (e.g. Caltrans Planning Grants)	Locations will be scored at the time of allocation. See text and Project Information Forms for more details.						
Priority Development Area Planning Match	Locations will be scored at the time of allocation. See text and Project Information Forms for more details.						

Prioritization Criteria Definitions:

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

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

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

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

Limited Local Match Options: Project has no or limited other options (including other Prop K categories and non-Prop K funds) to provide match to an external grant.
Benefits a Community of Concern (CoC): Project is located within a CoC as defined by MTC (one point); will directly benefit the identified needs of a CoC (two points) or will generally benefit the needs of a CoC (one point).

One Bay Area Grant (OBAG) / Housing Incentive Program (HIP) Match

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

Neighborhood Transportation Planning/Transit Oriented Development (TOD) Planning

Safety: One point for each: Project addresses demonstrated safety issue; reduces potential conflicts between modes; benefits users of multiple modes.

2019 Prop K 5-Year Prioritization Program - Program of Projects
 Transportation/Land Use Coordination Category (EP 44)
 Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
One Bay Area Grant (OBAG) / Housing Incentive Program (HIP) Match									
SFPW, SFMTA	Better Market Street (OBAG 2 Match)	Any	Planned	\$1,250,000					\$1,250,000
Any Eligible	OBAG Local Match (Cycle 3 Match)	Any	Planned				\$1,250,000		\$1,250,000
Any Eligible	Housing Incentive Pool Local Match	Any	Planned				\$550,000		\$550,000
Neighborhood Transportation Planning/Transit Oriented Development (TOD) Planning									
SFMTA/SFCTA	NTIP Program Support	PLAN/ CER	Planned	\$150,000					\$150,000
SFMTA/SFCTA	NTIP Program Support	PLAN/ CER	Planned		\$150,000				\$150,000
SFMTA/SFCTA	NTIP Program Support	PLAN/ CER	Planned			\$150,000			\$150,000
SFMTA/SFCTA	NTIP Program Support	PLAN/ CER	Planned				\$100,000		\$100,000
SFMTA/SFCTA	NTIP Program Support	PLAN/ CER	Planned					\$100,000	\$100,000
Any Eligible	NTIP Planning Placeholder	PLAN/ CER	Planned	\$1,100,000					\$1,100,000
Any Eligible	NTIP Placeholder	PS&E, CON	Planned	\$900,000					\$900,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER	Planned	\$150,000					\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER	Planned		\$150,000				\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER	Planned			\$150,000			\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER	Planned				\$150,000		\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER	Planned					\$150,000	\$150,000
Any Eligible	Regional Priority Areas Planning Local Match (e.g. PDA Planning)	PLAN/ CER	Planned		\$150,000				\$150,000
Any Eligible	Regional Priority Areas Planning Local Match (e.g. PDA Planning)	PLAN/ CER	Planned				\$200,000		\$200,000
Funds Requested in 2019 5YPP				\$3,550,000	\$450,000	\$300,000	\$2,250,000	\$250,000	\$6,800,000
Funds Programmed in 2019 Strategic Plan Baseline				\$457,347	\$461,116	\$492,922	\$524,934	\$559,154	\$2,495,473
Cumulative Remaining Programming Capacity				(\$3,092,653)	(\$3,081,538)	(\$2,888,615)	(\$4,613,682)	(\$4,304,527)	(\$4,304,527)

2019 Prop K 5-Year Prioritization Program - Program of Projects
 Transportation/Land Use Coordination Category (EP 44)
 Cash Flow (Maximum Annual Reimbursement)

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
One Bay Area Grant (OBAG) / Housing Incentive Program (HIP) Match							
Better Market Street (OBAG 2 Match)	Any	\$625,000	\$625,000				\$1,250,000
OBAG Local Match (Cycle 3 Match)	Any				\$625,000	\$625,000	\$1,250,000
Housing Incentive Pool Local Match	Any				\$275,000	\$275,000	\$550,000
Neighborhood Transportation Planning/Transit Oriented Development (TOD) Planning							
NTIP Program Support	PLAN/ CER	\$150,000					\$150,000
NTIP Program Support	PLAN/ CER		\$150,000				\$150,000
NTIP Program Support	PLAN/ CER			\$150,000			\$150,000
NTIP Program Support	PLAN/ CER				\$100,000		\$100,000
NTIP Program Support	PLAN/ CER					\$100,000	\$100,000
NTIP Planning Placcholder	PLAN/ CER	\$550,000	\$550,000				\$1,100,000
NTIP Placcholder	PS&E, CON	\$450,000	\$450,000				\$900,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER	\$75,000	\$75,000				\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER		\$75,000	\$75,000			\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER			\$75,000	\$75,000		\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER				\$75,000	\$75,000	\$150,000
Regional Priority Areas Planning Local Match (e.g. PDA Planning)	PLAN/ CER		\$75,000	\$75,000			\$150,000
Regional Priority Areas Planning Local Match (e.g. PDA Planning)	PLAN/ CER				\$100,000	\$100,000	\$200,000
Cash Flow Requested in 2019 5YPP							
		\$1,850,000	\$2,000,000	\$375,000	\$1,250,000	\$1,250,000	\$6,800,000
Cash Flow in 2019 Strategic Plan Baseline		\$457,347	\$461,116	\$492,922	\$524,934	\$559,154	\$2,495,473
Cumulative Remaining Cash Flow Capacity		(\$1,392,653)	(\$2,931,538)	(\$2,813,615)	(\$3,538,682)	(\$4,229,527)	(\$4,304,527)

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

Prop K Project Information Form	
Project Name:	Better Market Street
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	22U-Guideways - Discretionary
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Market Street between Steuart Street to Octavia Boulevard
Supervisory District(s):	District 03, District 05, District 06
Project Manager:	Cristina Calderon Olea
Phone Number:	(415) 437-7050
Email:	cristina.c.olea@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	The Better Market Street project, extending from Steuart to Octavia Boulevard, will include major transportation streetscape and safety improvements for transit passengers, bicyclists and pedestrians along 2.2 miles of the city's premier boulevard and most important transit corridor. Scope elements include but are not limited to extending Muni only lanes, constructing larger boarding islands, providing a new continuous protected bikeway and state of good repair work. The first phase of the project to be constructed is anticipated to be from 6th to 8th streets.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Market Street is in need of a makeover – and not just a revitalization of the streetscape design. Market Street’s aging infrastructure, including streetlights, traffic signals, streetcar tracks, overhead wires and underground utilities, must be replaced and upgraded to accommodate the needs of a growing, 21st-century city. The project proposes to improve the speed and reliability of surface Muni service by extending Muni-only lanes, constructing larger boarding islands and providing a new continuous protected bikeway to minimize conflicts between bicyclists and transit. Additionally, the Better Market Street plan will ensure that all transit stops, curb ramps and paving meet current Americans with Disabilities Act (ADA) standards.</p> <p>Prop K would help fund design of the entire corridor, extending from Steuart Street to Octavia Boulevard. The first phase of the project to be constructed is anticipated to be from 6th to 8th streets.</p> <p>Please see attached for more details on the project scope, benefits and public participation.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Please see attached.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p align="center">Yes</p> <p>Attachment 1 - Detailed scope Attachment 2 - Project Component Cost Breakdown Attachment 3 - Funding Plan Attachment 4 - Major Line Item Budget</p>



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	50%	In-house	Q3-Jan-Feb-Mar	2010/11	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	45%	In-house and Contracted	Q3-Jan-Feb-Mar	2014/15	Q4-Apr-May-Jun	2018/19
Right of Way						
Design Engineering (PS&E)	15%	In-house	Q3-Jan-Feb-Mar	2016/17	Q2-Oct-Nov-Dec	2019/20
Advertise Construction (Phase 1)	0%	In-house	Q2-Oct-Nov-Dec	2019/20		
Start Construction (i.e. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2019/20		
Operations (i.e. paratransit)						
Open for Use (Phase 1)	0%	Contracted			Q2-Oct-Nov-Dec	2022/23
Project Completion (means last eligible expenditure)	0%	Contracted			Q2-Oct-Nov-Dec	2023/24

Comments/Concerns

SFPW anticipates completing 30% design of the full corridor in July 2019 and final design of Phase 1 (6th to 8th streets) by December 2019. This would allow Phase 1 construction to start in July 2020. Schedule for the remainder of the corridor is TBD and is contingent upon funding availability.

As of September 2018, design for the overall project is 15% complete.



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

Project Name: Better Market Street

Project Cost Estimate	Funding Source		
	Phase	Prop K	Other
Planning/Conceptual Engineering	\$ 15,287,000	-	\$ 15,287,000
Environmental Studies (PA&EID)	\$ 11,355,000	-	\$ 11,355,000
Right of Way	-	-	-
Design Engineering (PS&E)	\$ 42,039,000	\$ 17,230,000	\$ 24,809,000
Construction	\$ 535,039,000	-	\$ 535,039,000
Operations (i.e. paratransit)	-	-	-
Total Project Cost	\$ 603,720,000	\$ 17,230,000	\$ 586,490,000
Percent of Total		3%	97%

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)										
		Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23
General Fund			Planning/Conceptual Engineering	Allocated	Previous	\$ 2,480,000						
Prop A GO Bond			Planning/Conceptual Engineering	Allocated	Previous	\$ 12,807,000						
General Fund			Environmental Studies (PA&EID)	Allocated	Previous	\$ 2,620,000						
Octavia Land Sales			Environmental Studies (PA&EID)	Allocated	Previous	\$ 3,050,000						
Market Octavia Impact Fees			Environmental Studies (PA&EID)	Allocated	Previous	\$ 1,000,000						
Prop A GO Bond			Environmental Studies (PA&EID)	Allocated	Previous	\$ 4,685,000						
Prop K OBAG 2 Exchange with Central Subway- Proposed		22U-Guideways - Discretionary	Design Engineering (PS&E)	Programmed	2019/20	\$ 15,980,000		\$ 7,990,000	\$ 7,990,000			
Transit Center Impact Fees			Design Engineering (PS&E)	Programmed	2019/20	\$ 2,000,000						
Prop A GO Bond			Design Engineering (PS&E)	Programmed	2019/20	\$ 22,809,000						
Prop K		44-Transportation/Land Use Coordination	Design Engineering (PS&E)	Planned	2019/20	\$ 1,250,000		\$ 625,000	\$ 625,000			
Prop A GO Bond - Phase 1 Construction			Construction	Programmed	2019/20	\$ 66,665,000						
TBD - Phase 1 Construction			Construction	Planned	2019/20	\$ 4,872,000						
TBD - Construction for remainder of corridor			Construction	Planned	2019/20	\$ 463,502,000						
Total By Fiscal Year							\$ 603,720,000	\$ -	\$ 8,615,000	\$ 8,615,000	\$ -	\$ -



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

Comments

For Phase 1, anticipated to be from 6th to 8th streets, the funding plan as submitted for the federal BUILD program includes \$50.221 million in Prop A General Obligation Bond funds, \$15 million in planned BUILD funds, and \$6.3 million in SF PUC funds, leaving a \$4.8 million funding gap if SFPW receives the requested BUILD funds (not a guarantee as this is a highly competitive national program). Additional funding sources for Phase 1 construction and for the rest of the corridor may include federal, state, regional, or local funds such as bond revenues, SFMTA General Fund set-aside, FTA state of good repair funds, or other sources as they become available. TBD sources include:

- Federal Sources: BUILD; FTA 5309 (Core Capacity); FTA 5337 Fixed Guideway; OBAG 3 [FYs 2022/23-2026-27]
- State Sources: Senate Bill 1 Programs, Cap and Trade (e.g. ATP, LPP)
- Regional Source: Regional Measure 3 (Bridge tolls)
- Local Sources: SFMTA Prop B General Fund set-aside; New Funding (vehicle license fee, bonds, sales tax, TNC tax); Transit Center Impact Fees

Proposed Prop K/OBAG 2 fund exchange with Central Subway. In order to help meet cash flow needs for the SFMTA's Central Subway project, Transportation Authority staff, working in collaboration with staff from the Metropolitan Transportation Commission, has proposed a dollar-for-dollar fund exchange of \$15.98 million in Better Market Street (BMS) OBAG funds with Prop K funds from the discretionary guideways category. The Board approved the funds for the BMS project's final design phase as part of OBAG Cycle 2. The BMS project would be held harmless by the fund exchange and SFPW would be able to expend Prop K funds as soon as July 1, 2019, following Board allocation of the funds. The fund exchange will let the Transportation Authority program the OBAG funds to the Central Subway project to help backfill the outstanding \$61 million in Regional Transportation Improvement Program (RTIP) funds that the Transportation Authority owes the project. The Transportation Authority plans to bring the proposed fund exchange to the Board for approval in November 2018 along with approval of the 2019 Prop K 5-Year Prioritization Program for the guideways-discretionary category. The fund exchange reduces the Transportation Authority's RTIP commitment to the Central Subway by an equivalent amount.

Better Market Street Project Scope and Benefits

San Francisco's vision for a Better Market Street (BMS) is a comprehensive program that will reconstruct 2.2 miles of the city's premier boulevard and most important transit corridor from Steuart Street to Octavia Boulevard. The project will include major roadway rehabilitation and construction of new facilities to increase capacity, improve mobility, and enhance safety. Construction will include improvements to bike and pedestrian safety and mobility as well as transit facilities. Public Works is leading project implementation and will coordinate design drawings and bid construction contracts.

The program goals are to:

1. Increase transit capacity along Market Street in order to accommodate growth from new housing development, transit service, and transit connections;
2. Accommodate growing bicycle traffic, increase safety, and decrease conflicts of bicyclists with transit and pedestrians; and
3. Revitalize Market Street as the city's premier pedestrian boulevard through streetscape and safety improvements.

The BMS program is a series of interdependent project scopes: Streetscape Enhancements, Core Capacity Improvements, and State of Good Repair. These scopes will advance several key municipal policies, including Transit First, Vision Zero, the SF Bicycle Plan, and the Better Streets Plan. The program will achieve core objectives by prioritizing transit; providing safe access for street users of all types, ages, and abilities; and building safe bicycle routes, quality public spaces, and streetscapes. Because so many surface transit lines converge on the corridor, including busy lines like the 5/5R, 6/7, 9/9R, and 38/38R, the anticipated transit performance improvements are expected to provide system-wide benefits and allow SFMTA to add service. These planned service increases (25% more service on Market Street) will serve neighborhoods across the city, including the Inner Mission, Visitacion Valley, the Richmond, the Sunset, and Ocean Beach.

The three interdependent elements of the project scope are as follows:

BMS Streetscape Enhancements: will revitalize Market Street as the city's premier pedestrian boulevard by creating major streetscape and safety improvements that include:

Figure 1: Current Accommodation for Bicycles is Inadequate



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- Simplifying north-side intersections to make it easier and safer to cross by:
 - Eliminating two-stage crossings
 - Shortening crossing distances
 - Changing cross streets to right angles
- Extending sidewalks to shorten crossings (e.g. bulb outs)
- Realigning and reconstructing crosswalks
- Adding new curb ramps at all intersection crossings and on transit islands
- Installing Audible Pedestrian Signals and Pedestrian Countdown Signals throughout
- Ensuring minimum 15' wide pedestrian through-way and generous sidewalk widths that prioritize human-scale movement
- Replacing sidewalk bricks with an improved paver system to improve accessibility, providing all users with improved traction and narrower joints that meet current ADA standards
- Modernizing wayfinding systems (bicycle and pedestrian)
- Planting new and replacement trees with improved subsurface conditions to improve overall health of the urban forest on Market Street
- Installing streetscape improvements and furnishings including benches and understory plantings
- Adding public art

BMS Core Capacity Improvements: BMS will increase transit's already high capacity along the corridor by improving the travel times for the 14 surface transit lines that converge on Market Street via cost-effective investments. The project will accommodate anticipated ridership growth from new housing developments, new transit service, and new transit connections as well as make room for growing bicycle traffic, increase safety, and decrease conflicts between transit, bicycles, and pedestrians. Proposed improvements include:

- Wider and longer transit boarding islands for more customer and bus capacity:
 - Consolidated and relocated stops to improve transit efficiency
 - New center boarding islands located only at every BART/Muni Metro Station to improve performance of the 5/5R, F, and 9/9R bus and streetcar lines along the corridor
 - Relocated curbside boarding islands that provide more regularly-spaced local service
 - ADA-accessible curb ramps and streetcar access ramps ("mini-highs") at all F-line streetcar stops
 - Upgraded transit shelters
 - Red Muni-only lanes in the two center lanes
 - New F-Line track loop at McAllister and Charles J Brenham Streets to allow additional streetcar service between Powell and Fisherman's Wharf
 - New concrete bus pads at bus stop locations
 - New traffic signals on Market at 11th and Steuart Streets
-

- Transit signal priority
- New CCTV cameras at intersections and center boarding islands
- Private vehicular restrictions to reduce conflicts with Muni and speed bus service
- Protected cycling facility along length of the corridor to attract bicyclists of all ages
- New striping to clearly define bicycle circulation including jug-handles and intersection markings
- Clearly marked pedestrian crossings
- Traction power upgrades to provide power for increased transit service on surface routes and in the Muni Metro

BMS State of Good Repair: components will renew aging transit and utility infrastructure with in-kind assets that include:

- Repave roadway including base repair and standard curb ramps
- Replace and upgrade of traffic signals including provision of larger, more visible signal heads and bicycle signals where needed
- Replace streetcar tracks and install integral color concrete trackway
- Replace and upgrade Overhead Contact System (OCS) poles and wires to support changed geometries and increased service
- Replace the sewer under the street and abandon century old existing brick sewer
- Replace aging water distribution infrastructure
- Replace conduit and wiring for streetlight service
- Add SFPUC Power Enterprises conduit for future electric distribution
- Add conduit for high-speed internet connectivity

Benefits of the project include faster transit travel times and safer conditions for pedestrians, bicyclists and transit riders, while maintaining all other critical uses of the corridor at a level associated with a world-class street. Funding for the construction of the first segment will provide concrete benefits for pedestrians and bicyclists as new infrastructure is constructed. Transit, too, will begin to experience a measurable improvement in travel times, as stops are consolidated in the transit only lanes.

Community and Regional Support

Project leadership has taken the time and effort to seek community and business input on what a “better” Market Street should look like. Many workshops, community events, and Community Advisory Committee meetings have generated a plan for Better Market Street with clear and diverse support from local stakeholders.

Formal public outreach for the Project began in early 2011 as part of Segment I, which involved a public visioning process, and conceptual planning and design. People from the adjacent neighborhoods and throughout the city provided broad input through a series of coordinated workshops, online comments, social media, and other outreach venues. Three rounds of public

E6R-18

outreach workshops and webinars were conducted from May 2011 to July 2013. Public notices for the workshops and webinars were distributed throughout the city. Since the start of Segment I there have been seventy-four (74) activities and events at which the Project sponsor has engaged the general public and stakeholders to present information and solicit feedback on the Project.

The first round of public outreach was conducted in May 2011 and included a series of public workshops and webinars, as well as public participation surveys. These activities focused on building momentum for the Project, soliciting input on perceptions of Market Street, and discussing the vision and goals and how the public can effectively engage in the development process. Public Works published two reports in December 2011: Better Market Street Existing Conditions and Best Practices Report, and the related Integrated Findings and Design Drivers Report. The existing conditions and best practices report established the existing conditions on Market Street, and identified challenges and opportunities for improvement of various elements of the corridor while taking into consideration best practices used in other cities around the world. Building from the existing conditions and best practices report, the integrated findings report established design drivers that are necessary to improve mobility, enhance access and the public realm experience, reduce conflict and friction between travel modes, establish a unique identity, and integrate actions with form, street, and function. These design drivers formed the basis for the project's conceptual designs.

A second round of public workshops and webinars were held in July 2012 to showcase the proposed improvements along Market Street and collect public feedback. The purpose of the second round of workshops and webinars was to continue to engage the public, present updated information, present improvements suggested for the design options, and outline specific impacts and trade-offs for themes. Major themes included concepts for bicycle facilities, public space, and efficient management of public and private transportation. Major concerns included safety along Market Street for pedestrians and bicyclists and an overall sense of security along the corridor.

The first two rounds resulted in the identification of seventeen (17) potential Project corridor design concepts to address the design priorities and design drivers, such as improving pedestrian and bicyclist mobility and safety, and improving transit speed, reliability, and capacity. The 17 design concepts were evaluated by Public Works, MTA, Planning Department, SFCTA, and PUC based on their consistency with the Project goals and compatibility with community-identified design priorities. Three of the 17 design concepts were selected to move forward in the design process. The remaining 14 design concepts substantially conflicted with the Project goals and design priorities and were removed from further consideration.

Eventually, elements of each of the three alternatives proved to be either fatally flawed or no longer consistent with City planning goals. As a result, a single alternative has been developed, which incorporates many of the viable elements of the previous alternatives into the only alternative to effectively meet the projects various purposes in a way that maximizes safety and

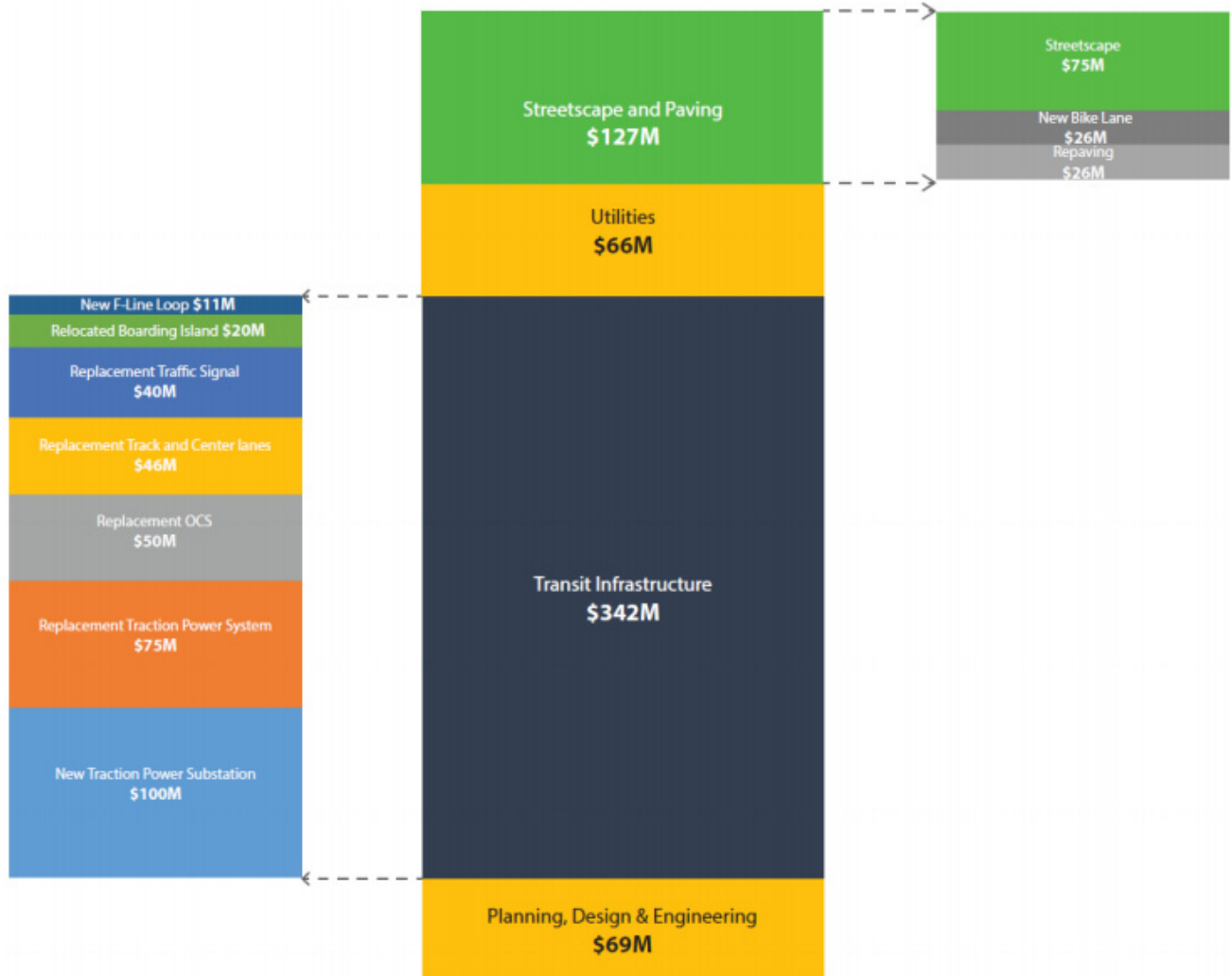
accessibility for all users and modes. City staff are now in the process of starting the next round of outreach, with a series of Open Houses about the project planned for Spring 2018.

In recent grant applications, BMS has received nineteen letters in support of the project. For this application, the project has received written support from the following organizations:

- Associated General Contractors of America, California Office
- Building Owners & Managers Association
- Central Market Community Benefit District
- Civic Center Community Benefit District
- Hotel Council of San Francisco
- San Francisco Department of Homelessness and Supportive Housing
- Market Street Association
- Illuminate
- Tenderloin Community Benefit District
- United Contractors

The project has the support of merchant groups and key businesses who are looking forward to the improvements that the project will bring. Advocacy organizations representing multiple transportation modes, including walking, bicycling, and public transportation, have participated in our planning process and are on board. Project leadership has forged partnerships with contractor associations that support the project and the jobs it will bring to the city. The project also incorporates input, ideas, and support from Community Benefit Districts and Business Improvement Districts. Environmental and arts organizations recognize their role in improving San Francisco's premier corridor and back the project. Workforce development and affordable housing organizations also support the plan and understand how improving Market Street will benefit San Francisco's less fortunate populations.

Attachment 2: Project Component Cost Breakdown Based on 10% design



\$604M Cost Estimate

Attachment 3: Better Market Street Project Funding Plan

All amounts in \$1,000's of \$

2014 10% COST ESTIMATE ¹ (\$1000's of \$)	Project Phases					Total by Segment
Phase	PLAN	ENV	PS&E	ROW	CON	
Planning/Conceptual Engineering	15,287					
Environmental Studies		11,355				
Design Engineering			42,039			
Phase 1 Construction (6 th to 8 th streets)					71,537	
Construction for Remainder of the Corridor					463,502	
Project Total	15,287	11,355	42,039	0	535,039	603,720

¹As shown in the OBAG 2 grant application.

SECURED FUNDING (\$1000's of \$)		Project Phases					Total by Fund Source
Fund Source	Status	PLAN	ENV	PS&E	ROW	CON	
General Fund	Allocated	2,480	2,620				5,100
Octavia Land Sales	Allocated		3,050				3,050
Market Octavia Impact Fees	Allocated		1,000				1,000
Transit Center Impact Fees	Programmed			2,000			2,000
Prop A GO Bond	Programmed	12,807	4,685	22,809		66,665	96,746
OBAG 2 or Prop K Central Subway Fund Exchange ¹	Programmed			15,980			15,980
Prop K	Programmed			1,250			1,250
Total Identified Funding by Phase		15,287	11,355	42,039	0	66,665	125,126
Total Unfunded							478,594
Project Total							603,720

¹See text for details on proposed OBAG 2 Prop K fund exchange.

OTHER POTENTIAL FUND SOURCES (\$1000's of \$)		Funding Requested
Fund Source		
Federal	BUILD	15,000
Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal	FTA 5337 Fixed Guideway	
Federal	OBAG 3 [FYs 2022/23-2026-27]	
State	Senate Bill 1 Programs, Cap and Trade (e.g. ATP, LPP)	
Regional	Regional Measure 3 (bridge tolls)	
Local	SFMTA Prop B General Fund set-aside	
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local	Transit Center Impact Fees	60,000

San Francisco OBAG 2 Application
Major Line Item Budget

	Trade Costs	Design Contingency	Escalation (to 2023 Midpoint Const)	Subtotal Contracts	Project Cost (Rolled-Up)
		30%	52%		140%
Environmental Review*	9,473,894			9,473,894	
Conceptual Engineering**	12,754,324			12,754,324	
Detailed Design***	35,074,391			35,074,391	
Planning, Design and Project Management	57,302,609			57,302,609	
Sewer Replacement	11,562,763	3,468,829	7,845,286	22,876,878	32,027,629
Track Replacement	13,080,000	3,924,000	8,874,725	25,878,725	36,230,214
Water Replacement	1,547,000	464,100	1,049,633	3,060,733	4,285,026
State of Good Repair	26,189,763	7,856,929	17,769,643	51,816,335	72,542,869
Roadways	9,505,748	2,851,724	6,449,610	18,807,083	26,329,916
Center Transit Lanes	3,706,810	1,112,043	2,515,055	7,333,908	10,267,472
New Boarding Islands and Shelters	7,567,870	2,270,361	5,134,768	14,973,000	20,962,200
Traffic Signal Upgrade	14,490,000	4,347,000	9,831,404	28,668,404	40,135,765
Bicycle Facility	9,613,002	2,883,901	6,522,381	19,019,284	26,626,997
Overhead Contact System	18,297,050	5,489,115	12,414,471	36,200,636	50,680,890
New Traction Power Plant	31,318,000	9,395,400	21,249,130	61,962,530	86,747,542
Path of Gold Lighting	9,689,368	2,906,810	6,574,195	19,170,373	26,838,522
F Line Loop (McAllister-Charles J Brenham)	3,795,100	1,138,530	2,574,959	7,508,589	10,512,025
Core Capacity Improvements	107,982,949	32,394,885	73,265,973	213,643,806	299,101,329
Site Furnishings	2,760,000	828,000	1,872,648	5,460,648	7,644,908
Crosswalk Treatment	2,388,750	716,625	1,620,757	4,726,132	6,616,584
Curb Ramps	918,000	275,400	622,859	1,816,259	2,542,763
Tree Planting & Irrigation	6,786,479	2,035,944	4,604,597	13,427,020	18,797,828
Sub-Sidewalk Basement Allowance	3,500,000	1,050,000	2,374,735	6,924,735	9,694,629
Sidewalk Paving	9,291,010	2,787,303	6,303,911	18,382,224	25,735,113
Wayfinding Signage	344,929	103,479	234,033	682,440	955,416
Public Art	1,000,000	300,000	678,496	1,978,496	2,769,894
Streetscape Enhancements	26,989,168	8,096,750	18,312,036	53,397,955	74,757,136
TOTAL CONSTRUCTION	161,161,880	48,348,564	109,347,652	318,858,096	446,401,335
Construction Management	12%			38,262,972	
Construction Administration (Engineering)	3%			9,565,743	
Construction Contingency	10%			31,885,810	
Traffic Control	5%			15,942,905	
Transit Operations during Construction	7%			22,320,067	
Mobilization	3%			9,565,743	
CONSTRUCTION PHASE TOTAL				446,401,335	
TOTAL PROJECT BUDGET				503,703,943	

Notes:

*Environmental Review = 3% of trades and design contingency + 1% for project management

**Conceptual Engineering = 3% of subtotal contracts + 1% for project management

***Detailed Design = 10% of subtotal contracts + 1% for project management

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

Prop K Project Information Form	
Project Name:	OBAG Local Match (Cycle 3)
Implementing Agency:	
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	2022/23
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	This funding provides local match to One Bay Area Grant (OBAG) Cycle 3 funds. MTC created OBAG to better integrate the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and Plan Bay Area, the region's first Sustainable Communities Strategy. OBAG rewards communities and neighborhoods that have a track record of and/or plans in place to support transit-oriented development, particularly in areas that are slated for accepting growth in housing and/or employment (i.e., Priority Development Areas).
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This placeholder will provide local match for the third cycle of the OBAG program, which supports multi-modal travel, livable communities and transit-oriented development, particularly in Communities of Concern and/or areas that are slated for accepting growth in housing and/or employment (i.e., Priority Development Areas). For more information, visit the Transportation Authority's OBAG web page <http://www.sfcta.org/funding-opportunities/one-bay-area-grant-san-francisco-home>.</p> <p>As the Congestion Management Agency for San Francisco, the Transportation Authority is responsible for prioritizing San Francisco's share of OBAG funds consistent with the Metropolitan Transportation Commission's OBAG guidelines. Priority for limited Prop K OBAG local match funds will be given to projects that have no or limited alternate sources of matching funds (including other Prop K categories and non-Prop K funds).</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	OBAG prioritizes projects with clear and diverse community support, with a priority given to projects identified in adopted community-based transportation plans.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



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

Comments/Concerns

This is a placeholder. Schedule will be determined when projects are identified. Sufficient detail will be required when the allocation request is submitted.



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

Project Name: OBAG Local Match (Cycle 3)

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
	Right of Way	\$ -	\$ -	\$ -	
	Design Engineering (PS&E)	\$ -	\$ -	\$ -	
	Construction	\$ 1,250,000	\$ 1,250,000	\$ -	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
	Total Project Cost	\$ 1,250,000	\$ 1,250,000	\$ -	TBD
	Percent of Total		100%		

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	44-Transportation/Land Use Coordination	Any	Planned	2022/23	\$ 1,250,000					\$ 625,000	\$ 625,000
				Total By Fiscal Year	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 625,000	\$ 625,000

Comments

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



Prop K Project Information Form	
Project Name:	Housing Incentive Pool Local Match
Implementing Agency:	
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	2022/23
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	This placeholder will provide local matching funds to the MTC's Housing Incentive Pool (HIP) grant program. The purpose of HIP is to reward jurisdictions that permit or preserve the most housing units at the very low, low, and moderate income housing units from 2015 through 2020, based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-23.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This placeholder will provide local matching funds to the MTC's HIP grant program. The HIP program was adopted as a part of MTC's One Bay Area Grant (OBAG) program, Cycle 2. The purpose of HIP is to reward jurisdictions that permit or preserve the most housing units at the very low, low, and moderate income housing units from 2015 through 2020, based on the housing unit needs identified through the RHNA for 2015-23. The target for the grant period is approximately 80,000 units. At the end of the challenge cycle, MTC will distribute transportation funding to the jurisdictions that contribute the most toward reaching the regional production target. Based on initial data, we expect San Francisco will do very well for this program, thus we are recommending funding for a placeholder for local matching funds. Priority for limited Prop K HIP local match funds will be given to projects that have no or limited alternate sources of matching funds (including other Prop K categories and non-Prop K funds).
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	TBD
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

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

Comments/Concerns

This is a placeholder. Schedule will be determined when projects are identified. Sufficient detail will be required when the allocation request is submitted.



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

Project Name: Housing Incentive Pool Local Match

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
	Right of Way	\$ -	\$ -	\$ -	
	Design Engineering (PS&E)	\$ -	\$ -	\$ -	
	Construction	\$ 550,000	\$ 550,000	\$ -	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
	Total Project Cost	\$ 550,000	\$ 550,000	\$ -	TBD
	Percent of Total		100%		

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	44-Transportation/Land Use Coordination	Construction	Planned	2022/23	\$ 550,000					\$ 275,000	\$ 275,000
				Total By Fiscal Year	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 275,000

Comments
 The Housing Incentive Pool Program guidelines including amount for San Francisco and match requirements were still in flux at the time this PIF was finalized. The \$550,000 match amount assumes a 12% program match (as per usual federal funding requirements) on 40% of funds (CMAQ) with assumption of 15% of total pool coming to SF, with HIP awards expected in 2022.
 From MTC: Housing Incentive Pool = \$76 million total, \$46M STIP/RTIP (eligibility requirements per CTC), \$30M CMAQ or STP, likely CMAQ; award expected in 2022.

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

Prop K Project Information Form	
Project Name:	NTIP Program Support
Implementing Agency:	San Francisco County Transportation Authority, San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisory District(s):	Citywide
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This funding enables SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, develop an implementation approach, and provide project delivery support.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The Transportation Authority's NTIP funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This funding enables SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, develop an implementation approach, and provide project delivery support.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	NTIP capital funds are intended to fund projects that have been identified through community-based transportation planning efforts.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA), San Francisco County Transportation Authority (SFCTA)
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



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

Comments/Concerns



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

Project Name: NTP Program Support

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 650,000	\$ 650,000	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 650,000	\$ 650,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2019/20	\$ 150,000		\$ 150,000				
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2020/21	\$ 150,000		\$ 150,000				
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2021/22	\$ 150,000			\$ 150,000			
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2022/23	\$ 100,000				\$ 100,000		
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2023/24	\$ 100,000					\$ 100,000	
Total By Fiscal Year					\$ 650,000	\$ -	\$ 150,000	\$ 150,000	\$ 150,000	\$ 100,000	\$ 100,000

Comments

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



Prop K Project Information Form	
Project Name:	NTIP Planning Placeholder
Implementing Agency:	TBD
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	TBD
Supervisorial District(s):	Citywide
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for planning funds.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The NTIP program came out of the San Francisco Transportation Plan's needs assessment that identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives. The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district (\$100,000 for each district over the next 5 years); and a capital component to provide local matching funds for about two neighborhood-scale projects in each district (\$600,000 for each district over the next 5 years). Examples of NTIP planning projects include: traditional neighborhood transportation plans; corridor plans; and project-level plans. This is the second cycle of the NTIP program.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	NTIP planning projects are expected to involve robust community outreach.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

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

Comments/Concerns

This is a placeholder. Schedule will be determined once a specific NTIP planning project is identified by the district supervisor.



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

Project Name: NITP Planning Placeholder

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
Planning/Conceptual Engineering	\$	1,100,000	\$	1,100,000	\$
Environmental Studies (PA&ED)	\$	-	\$	-	\$
Right of Way	\$	-	\$	-	\$
Design Engineering (PS&E)	\$	-	\$	-	\$
Construction	\$	-	\$	-	\$
Operations (i.e. paratransit)	\$	-	\$	-	\$
Total Project Cost	\$	1,100,000	\$	1,100,000	\$
Percent of Total				100%	0%

Funding Plan - All Phases							Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24		
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2019/20	\$ 1,100,000	\$	\$ 550,000	\$ 550,000					
				Total By Fiscal Year	\$ 1,100,000	\$	\$ 550,000	\$ 550,000	\$	\$	\$		

Comments
 When NITP planning projects are identified, they are expected to include appropriate leveraging.

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

Prop K Project Information Form	
Project Name:	N'TIP Placeholder
Implementing Agency:	
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	30, 39, 40, 43, 44
Fiscal Year of Allocation:	
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	The Transportation Authority's Neighborhood Transportation Improvement Program (N'TIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The N'TIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The Transportation Authority's Neighborhood Transportation Improvement Program (N'TIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The N'TIP program came out of the San Francisco Transportation Plan's needs assessment that identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives. The N'TIP has two components: a planning component to fund community-based planning efforts in each Supervisory district (\$100,000 for each district over the next 5 years); and a capital component (\$600,000 for each district over the next 5 years) to provide local matching funds for about two neighborhood-scale projects in each district in the next five years. This is the second cycle of the N'TIP program. This placeholder is for capital funds.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N'TIP program is specifically designed to be community-based, with priority given to projects in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities).
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns
This is a placeholder. Schedule will be determined once a specific N'TIP plan proposal is developed. Sufficient detail will be required when the allocation request is submitted.



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

Project Name: N/TIP Placeholder

Project Cost Estimate	Funding Source		
	Phase	Cost	Prop K Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ 6,600,000	\$ 6,600,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 6,600,000	\$ 6,600,000	TBD
Percent of Total			100%

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	30-Other Upgrades to Major Arterials	Any	Planned	2019/20	\$ 250,000		\$ 125,000	\$ 125,000			
Prop K	38-Traffic Calming	Any	Planned	2019/20	\$ 2,850,000		\$ 1,425,000	\$ 1,425,000			
Prop K	39-Bicycle Circulation/Safety	Any	Planned	2019/20	\$ 1,000,000		\$ 500,000	\$ 500,000			
Prop K	40-Pedestrian Circulation/Safety	Any	Planned	2019/20	\$ 1,100,000		\$ 550,000	\$ 550,000			
Prop K	43-Transportation Demand Mgmt	Any	Planned	2019/20	\$ 500,000		\$ 250,000	\$ 250,000			
Prop K	44-Transportation/Land Use Coordination	Any	Planned	2019/20	\$ 900,000		\$ 450,000	\$ 450,000			
Total By Fiscal Year					\$ 6,600,000	\$ -	\$ 3,300,000	\$ 3,300,000	\$ -	\$ -	\$ -

Comments
The N/TIP includes \$600,000 for each supervisory district over the next 5 years to implement capital projects. When N/TIP capital projects are identified, they are expected to include appropriate leveraging.

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

Prop K Project Information Form	
Project Name:	Planning Grant Match (e.g. Caltrans Planning Grants)
Implementing Agency:	TBD
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	This placeholder will provide the local match to planning grants for transportation studies and planning to support transit oriented development and neighborhood transportation planning.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This placeholder will provide the local match to discretionary planning grants for transportation studies and planning to support transit oriented development and neighborhood transportation planning. Priority will be given to projects that have no or limited alternate sources of matching funds and whether it would benefit a community of concern.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Projects should include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation issues.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



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

Comments/Concerns

This is a placeholder. Schedule will be determined when projects are identified. Sufficient detail will be required when the allocation request is submitted.



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

Project Name: Planning Grant Match (e.g. Caltrans Planning Grants)

Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	750,000 \$	750,000	
Environmental Studies (PA&ED)	-	-	-
Right of Way	-	-	-
Design Engineering (PS&E)	-	-	-
Construction	-	-	-
Operations (i.e. paratransit)	-	-	-
Total Project Cost	750,000 \$	750,000	TBD
Percent of Total		100%	

Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)												
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2019/20	\$ 150,000		\$ 75,000	\$ 75,000				
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2020/21	\$ 150,000			\$ 75,000	\$ 75,000			
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2021/22	\$ 150,000				\$ 75,000	\$ 75,000		
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2022/23	\$ 150,000					\$ 75,000	\$ 75,000	
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2023/24	\$ 150,000						\$ 75,000	\$ 75,000
Total By Fiscal Year					\$ 750,000	\$ -	\$ 75,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 75,000

Funding Plan - All Phases

Comments
 Appropriate leveraging will be expected at time of allocation.

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



Prop K Project Information Form	
Project Name:	Regional Priority Areas Planning Local Match (e.g. PDA Planning)
Implementing Agency:	
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21, 2022/23
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	These funds provide local match to the MTC's Priority Development Area (PDA) planning grant program. Key goals of the PDA Planning program are to increase both housing (including affordable housing) and jobs; increase transit ridership; promote multimodal connections; and locate key services and retail within the PDAs. To be eligible for matching funds from this category, projects must support transit-oriented development and neighborhood transportation planning. Priority will be given to projects benefiting Communities of Concern that make improvements to transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This placeholder will provide local match for the MTC's PDA Planning program to support comprehensive planning in PDAs that will result in intensified land uses around public transit hubs and corridors. MTC's regionwide competitive Regional PDA Planning program prioritizes projects based on the following criteria: location within Community of Concerns, project impact (e.g. potential to increase housing, employment, transit ridership, and multi-modal transportation options), existing policies demonstrating commitment to increase housing and transportation policies, planning process to address the planning elements, and local commitment and capacity for implementation. For more information, please visit MTC's PDA Planning page <https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas>.</p> <p>Priority will be given to projects that have no or limited alternate sources of matching funds. Further additional priority will go toward projects that benefit Communities of Concern.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Prioritization criteria for PDA planning programs include plans for outreach and community support.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

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

Comments/Concerns

This is a placeholder. Schedule will be determined when projects are identified.



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

Project Name: Regional Priority Areas Planning Local Match (e.g. PDA Planning)

Project Cost Estimate	Funding Source		
	Phase	Cost	Prop K Other
Planning/Conceptual Engineering	\$ 350,000	\$ 350,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 350,000	\$ 350,000	TBD
Percent of Total		100%	

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2020/21	\$ 150,000			\$ 75,000	\$ 75,000		
Prop K	44-Transportation/Land Use Coordination	Planning/Conceptual Engineering	Planned	2022/23	\$ 200,000					\$ 100,000	\$ 100,000
Total By Fiscal Year					\$ 350,000	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 100,000	\$ 100,000

Comments

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)

Programming

Approved July 22, 2014

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
OneBay Area Grant (OBAG) Match								
DPW	Broadway Streetscape Improvement Phase IV	CON	Programmed	\$701,886				\$701,886
DPW	Longfellow Elementary School Safe Routes to School	CON	Programmed	\$61,865				\$61,865
DPW	ER Taylor Elementary School Safe Routes to School	CON	Programmed	\$47,140				\$47,140
SFMTA	Mansell Corridor Improvement	CON	Programmed	\$558,063				\$558,063
DPW	Second Street Streetscape Improvement	CON	Programmed		\$1,439,584			\$1,439,584
Any Eligible	OBAG Local Match (Cycle 2)	Any	Programmed			\$1,250,000		\$1,250,000
SFMTA	Persia Triangle Transit Improvements	CON	Programmed	\$200,685				\$200,685
Neighborhood Transportation Improvement Planning (NTIP)/Corridor Planning								
Any Eligible	Lombard Street Transit and Pedestrian Treatments [NTIP]	PLAN/CER	Programmed	\$100,000				\$100,000
Any Eligible	Western Addition Community Based Transportation Plan (NTIP)	PLAN/CER	Programmed	\$240,000				\$240,000
Any Eligible	NTIP Planning	PLAN/CER	Programmed	\$300,000				\$300,000
Any Eligible	NTIP Planning	PLAN/CER	Programmed		\$600,000			\$600,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed	\$150,000				\$150,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed		\$150,000			\$150,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed			\$150,000		\$150,000
SFMTA/SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed				\$100,000	\$100,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed		\$150,000			\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed			\$150,000		\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed				\$150,000	\$150,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed				\$150,000	\$150,000
Regional Priority Areas Planning Match								
Any Eligible	Priority Development Area Planning Match	PLAN/CER	Programmed			\$400,000		\$400,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19) Transportation/Land Use Coordination (EP 44)

Programming

Approved July 22, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total	
				2014/15	2015/16	2016/17	2017/18	2018/19		
Any Eligible	Priority Development Area Planning Match	PLAN/CER	Programmed						\$100,000	\$100,000
Total Programmed in 5YPP				\$2,359,639	\$2,339,584	\$1,950,000	\$250,000	\$350,000	\$7,249,223	
Total Programmed in 2014 Strategic Plan				\$1,951,153	\$522,500	\$546,013	\$570,583	\$596,259	\$4,186,508	
Cumulative Remaining Programming Capacity				(\$96,362)	(\$1,913,446)	(\$3,317,433)	(\$2,996,850)	(\$2,750,591)	(\$3,062,715)	

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)
Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
One Bay Area Grant (OBAG) Match							
Broadway Streetscape Improvement Phase IV	CON	\$350,943	\$350,943				\$701,886
Longfellow Elementary School Safe Routes to School	CON	\$61,865					\$61,865
ER Taylor Elementary School Safe Routes to School	CON	\$47,140					\$47,140
Mansell Corridor Improvement	CON		\$558,063				\$558,063
Second Street Streetscape Improvement	CON		\$719,792	\$719,792			\$1,439,584
OBAG Local Match (Cycle 2)	Any			\$250,000	\$500,000		\$1,250,000
Persia Triangle Transit Improvements	CON	\$200,685					\$200,685
Neighborhood Transportation Improvement Planning (NTIP)/Corridor Planning							
Lombard Street Transit and Pedestrian Treatments [NTIP]	PLAN/CER	\$100,000					\$100,000
Western Addition Community Based Transportation Plan (NTIP)	PLAN/CER	\$120,000	\$120,000				\$240,000
NTIP Planning	PLAN/CER	\$300,000					\$300,000
NTIP Planning	PLAN/CER		\$600,000				\$600,000
NTIP Pre-Development/Program Support	PLAN/CER	\$150,000					\$150,000
NTIP Pre-Development/Program Support	PLAN/CER		\$150,000				\$150,000
NTIP Pre-Development/Program Support	PLAN/CER			\$150,000			\$150,000
NTIP Pre-Development/Program Support	PLAN/CER				\$100,000		\$100,000
NTIP Pre-Development/Program Support	PLAN/CER					\$100,000	\$100,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER		\$150,000				\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER			\$150,000			\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER				\$150,000		\$150,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER					\$150,000	\$150,000
Regional Priority Areas Planning Match							
Priority Development Area Planning Match	PLAN/CER			\$200,000	\$200,000		\$400,000

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
 Transportation/Land Use Coordination (EP 44)
 Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year							Total	
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20			
Priority Development Area Planning Match	PLAN/CER							\$50,000	\$50,000	\$100,000
Total Cash Flow in 5YPP		\$1,330,633	\$2,648,798	\$1,469,792	\$950,000	\$800,000	\$50,000	\$7,249,223		
Total Cash Flow in 2014 Strategic Plan		\$1,330,633	\$2,648,798	\$1,469,792	\$950,000	\$800,000	\$50,000	\$7,249,223		
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0		

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)
Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
OneBay/Area Grant (OBAG) Match									
DPW	Chinatown Broadway Phase IV	CON	Allocated	\$701,886					\$701,886
DPW	Longfellow Elementary School Safe Routes to School	CON	Allocated	\$61,865					\$61,865
DPW	ER Taylor Elementary School Safe Routes to School	CON	Allocated	\$47,140					\$47,140
SFMTA	Mansell Corridor Improvement	CON	Allocated	\$572,754					\$572,754
DPW	Second Street Improvement	CON	Allocated			\$1,439,584			\$1,439,584
Any Eligible	OBAG Local Match (Cycle 2)	Any	Programmed			\$0	\$0		\$0
SFMTA	Persia Triangle Transit Improvements	CON	Allocated	\$200,685					\$200,685
Neighborhood Transportation Improvement Planning (NTIP)/Corridor Planning									
SFCTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	PLAN/CER	Allocated	\$90,000					\$90,000
SFCTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	PLAN/CER	Deobligated	(\$24)					(\$24)
SFMTA	Managing Access to the "Crooked Street" (1000 Block of Lombard Street) [NTIP Planning]	PLAN/ CER	Allocated	\$10,000					\$10,000
SFMTA	Western Addition Community Based Transportation Plan [NTIP Planning]	PLAN/CER	Allocated	\$240,000					\$240,000
Any Eligible	NTIP Planning	PLAN/CER	Programmed	\$0					\$0
SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	PLAN/CER	Allocated		\$100,000				\$100,000
SFCTA	Alemany Interchange Improvement Study [NTIP Planning]	PLAN/CER	Allocated		\$87,400				\$87,400
SFMTA	Alemany Interchange Improvement Study [NTIP Planning]	PLAN/CER	Allocated		\$12,600				\$12,600

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)
Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year						Total
				2014/15	2015/16	2016/17	2017/18	2018/19		
SFMTA	District 1 NTIP Planning [NTIP]	PLAN/CER	Allocated	\$100,000						\$100,000
SFMTA	District 1 NTIP Planning [NTIP]	PLAN/CER	Deobligated	(\$1,788)						(\$1,788)
Any Eligible	NTIP Planning	PLAN/CER	Programmed					\$88,000		\$88,000
SFMTA	Geneva San Jose Intersection Study [NTIP Planning]	PLAN/ CER	Allocated		\$100,000					\$100,000
SFMTA	66-Quintara Repurposing Study [NTIP Planning]	PLAN/CER	Allocated		\$100,000					\$100,000
SFCTA	District 10 Mobility Management Study [NTIP Planning]	PLAN/ CER	Appropriated				\$100,000			\$100,000
Planning	Balboa Area TDM Study [NTIP Planning]	PLAN/CER	Allocated		\$100,000					\$100,000
SFMTA	Pedestrian Safety in SOMA Youth and Family Zone [NTIP Planning] - Part 1	PLAN/ CER	Allocated		\$48,000					\$48,000
SFCTA	Pedestrian Safety in SOMA Youth and Family Zone [NTIP Planning] - Part 2	PLAN/ CER	Appropriated		\$52,000					\$52,000
SFMTA	NTIP Pre-Development/Program Support	PLAN/CER	Allocated	\$75,000						\$75,000
SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Appropriated	\$75,000						\$75,000
SFCTA	NTIP Program Support	PLAN/ CER	Allocated		\$75,000					\$75,000
SFMTA	NTIP Program Support	PLAN/ CER	Allocated		\$75,000					\$75,000
SFMTA/ SFCTA	NTIP Program Support-SFMTA	PLAN/ CER	Allocated			\$75,000				\$75,000
SFMTA/ SFCTA	NTIP Program Support-SFCTA	PLAN/ CER	Allocated			\$75,000				\$75,000
SFMTA/ SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Programmed				\$0			\$0
SFCTA	NTIP Pre-Development/Program Support	PLAN/CER	Allocated				\$75,000			\$75,000
SFMTA	NTIP Program Support	PLAN/CER	Allocated					\$50,000		\$50,000
SFCTA	NTIP Program Support	PLAN/CER	Allocated					\$87,000		\$87,000
SFMTA	Ensuring Transit Service Equity through Community Engagement	PLAN/ CER	Allocated		\$38,868					\$38,868

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)
Programming and Allocations to Date

Pending November 27, 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed		\$0				\$0
SFMTA	Taylor Street Safety Project - Match	PLAN/CER	Allocated		\$80,000				\$80,000
SFCTA	Vision Zero Ramp Intersection Study Phase II	PLAN/CER	Allocated			\$100,000			\$100,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/ CER	Programmed			\$0			\$0
SFMTA	District 11 Neighborhood Greenways	PLAN/CER	Allocated			\$100,000			\$100,000
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed				\$0		\$0
Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER	Programmed					\$0	\$0
SFCTA	Geneva-Hamey Bus Rapid Transit	PLAN/ CER	Allocated	\$22,878					\$22,878
SFMTA	Bayview Community Based Transportation Plan	PLAN/ CER	Allocated				\$57,851		\$57,851
Regional Priority Areas Planning Match									
Any Eligible	Priority Development Area Planning Match	PLAN/CER	Programmed			\$0			\$0
Any Eligible	Priority Development Area Planning Match	PLAN/CER	Programmed					\$0	\$0
SFMTA	San Francisco Transit Corridors Study	PLAN/ CER	Pending					\$320,000	\$320,000
SFCTA	San Francisco Transit Corridors Study - Outreach	PLAN/ CER	Pending					\$100,000	\$100,000
SF Planning	22nd Street Station Study	PLAN/ CER	Pending					\$160,000	\$160,000
				Total Programmed in 5YPP					
				\$2,195,396	\$668,868	\$1,989,584	\$232,851	\$805,000	\$5,891,699
				Total Programmed in 2014 Strategic Plan					
				\$2,359,639	\$2,339,584	\$1,950,000	\$250,000	\$350,000	\$7,249,223
				Cumulative Remaining Programming Capacity					
				\$476,367	\$2,147,083	\$2,107,499	\$2,124,648	\$1,669,648	\$1,669,648

Programmed
Pending Allocation/ Appropriation
Board Approved Allocation/ Appropriation

FOOTNOTES:

Comprehensive 2014 5YPP Amendment concurrent with 2019 5YPP adoption (Reso XX, approved YYYY).

OBAG Local Match (Cycle 2): Reduced from \$1.25 million in FYs 16/17 and 17/18. Funds will be programmed to the Better Market Street project as OBAG local match in the 2019 5YPP.

NTIP Placeholder: Moved \$88,000 from FY 15/16 to FY 18/19, with corresponding cash flow adjustment.

Priority Development Area Planning Match: Reduced from \$113,281 to \$0. Placeholder will be programmed in the 2019 5YPP.

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending November 27, 2018 Board

Project Name	Phase	Fiscal Year									Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21			
District 1 NTIP Planning [NTIP]	PLAN/CER	\$60,000	\$40,000								\$100,000
District 1 NTIP Planning [NTIP]	PLAN/CER		(\$1,788)								(\$1,788)
NTIP Planning	PLAN/CER					\$44,000				\$44,000	\$88,000
Geneva San Jose Intersection Study [NTIP Planning]	PLAN/CER			\$100,000							\$100,000
66-Quintara Repurposing Study [NTIP Planning]	PLAN/CER			\$90,000	\$10,000						\$100,000
District 10 Mobility Management Study [NTIP Planning]	PLAN/CER				\$80,000	\$20,000					\$100,000
Balboa Area TDM Study [NTIP Planning]	PLAN/CER		\$100,000								\$100,000
Pedestrian Safety in SOMA Youth and Family Zone [NTIP Planning] - Part 1	PLAN/ CER		\$15,000	\$28,000	\$5,000						\$48,000
Pedestrian Safety in SOMA Youth and Family Zone [NTIP Planning] - Part 2	PLAN/ CER		\$7,000	\$40,000	\$5,000						\$52,000
NTIP Pre-Development/Program Support	PLAN/CER	\$75,000									\$75,000
NTIP Pre-Development/Program Support		\$75,000									\$75,000
NTIP Program Support	PLAN/ CER		\$75,000								\$75,000
NTIP Program Support	PLAN/ CER		\$75,000								\$75,000
NTIP Program Support-SFMTA	PLAN/ CER			\$75,000							\$75,000
NTIP Program Support- SFCTA	PLAN/ CER			\$75,000							\$75,000
NTIP Pre-Development/Program Support	PLAN/CER				\$0						\$0
NTIP Pre-Development/Program Support	PLAN/CER				\$75,000						\$75,000
NTIP Program Support	PLAN/CER					\$50,000					\$50,000
NTIP Program Support	PLAN/CER					\$87,000					\$87,000
Ensuring Transit Service Equity through Community Engagement	PLAN/CER		\$9,830	\$13,156	\$15,882						\$38,868

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Transportation/Land Use Coordination (EP 44)
Cash Flow (\$) Maximum Annual Reimbursement
 Pending November 27, 2018 Board

Project Name	Phase	Fiscal Year								Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21		
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER		\$0							\$0
Taylor Street Safety Project - Match	PLAN/CER		\$30,000	\$20,000	\$30,000	\$20,000				\$80,000
Vision Zero Ramp Intersection Study Phase II	PLAN/CER		\$25,000	\$25,000	\$50,000	\$25,000				\$100,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER		\$0							\$0
District 11 Neighborhood Greenways	PLAN/CER		\$25,000	\$75,000	\$25,000					\$100,000
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER			\$0						\$0
Planning Grant Match (e.g. Caltrans Planning Grants)	PLAN/CER					\$0				\$0
Geneva-Harney Bus Rapid Transit ²	PLAN/ CER	\$22,878								\$22,878
Bayview Community Based Transportation Plan	PLAN/ CER				\$3,120	\$45,616	\$9,115			\$57,851
Regional Priority Areas Planning Match										
Priority Development Area Planning Match	PLAN/CER		\$0		\$0					\$0
Priority Development Area Planning Match	PLAN/CER					\$0	\$0			\$0
San Francisco Transit Corridors Study	PLAN/ CER					\$40,000	\$200,000	\$80,000		\$320,000
San Francisco Transit Corridors Study - Outreach						\$50,000	\$50,000			\$100,000
22nd Street Station Study	PLAN/ CER					\$80,000	\$80,000			\$160,000
Total Cash Flow in 5YPP		\$654,692	\$1,944,534	\$985,684	\$1,382,058	\$461,616	\$383,115	\$80,000		\$5,891,699
Total Cash Flow in 2014 Strategic Plan		\$1,197,628	\$2,733,803	\$1,517,792	\$950,000	\$800,000	\$50,000			\$7,249,223
Cumulative Remaining Cash Flow Capacity		\$855,061	\$1,644,329	\$2,176,437	\$1,744,379	\$2,082,763	\$1,749,648			\$1,669,648

Programmed
 Pending Allocation/Appropriation
 Board Approved Allocation/Appropriation