

## NEW AND UPGRADED STREETS

Pending Board Approval: November 27, 2018

Prepared by the San Francisco County Transportation Authority

In cooperation with

California Department of Transportation,  
San Francisco Department of Public Works,  
Peninsula Corridor Joint Powers Board (Caltrain),  
Port of San Francisco, and  
San Francisco Municipal Transportation Agency



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## Eligibility

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

“Upgrading and extension of streets and other vehicular facilities to bring them up to current standards; addition of Transit Preferential Streets (TPS) treatments to transit corridors and construction of major bicycle and pedestrian facilities. The first \$24.2 M is Priority 1; and the remainder is Priority 2. Total Funding: \$119.7 M; Prop K: \$27.5 M.

- Bernal Heights Street System Upgrading (Priority 1). This is a grandfathered project. Construction of streets in Bernal Heights where existing streets are unimproved or below city standards to ensure adequate emergency vehicle response times. Includes project development and capital costs. Sponsoring Agency: DPW. Total Funding: \$1.415M; Prop K: \$1.415M.
- Great Highway Erosion Repair, including bicycle path development. (Priority 1) Includes project development and capital costs. Sponsoring Agency: DPW. Total Funding: \$15.0M; Prop K: \$2.03M.
- Visitacion Valley Watershed: San Francisco share of San Francisco/San Mateo Bi-County Study projects such as the extension of Geneva Avenue across US 101 to improve multi-modal access, including a possible light rail extension to Candlestick Point, or other transportation improvements as identified or refined through a community planning process. (Priority 1). Includes planning, project development and capital costs. Sponsoring Agencies: DPW, MUNI, SFCTA, PCJPB, Caltrans. Total Funding: \$46.3M; Prop K: \$15M.

- A new Illinois Street Bridge including multimodal (vehicle, rail, bicycle, and pedestrian) access across Islais Creek (Priority 1). Includes project development and capital costs. Sponsoring Agency: Port of San Francisco. Total Funding: \$15.0M; Prop K: \$2.0M.
- A study to identify ways to reduce the traffic impacts of State Route 1 on Golden Gate Park (Priority 1). Includes planning and project development costs. Sponsoring Agency: DPT, Caltrans. Total Funding: \$2M; Prop K: \$0.2M.
- Other upgrades to major arterials such as 19th Avenue, to complement traffic calming on adjacent neighborhood streets, including pedestrian and bicycle safety improvements, intersection reconfiguration, transit preferential improvements and landscaping. Includes planning, project development and capital costs. Sponsoring agencies: DPW, DPT, MUNI, Caltrans, SFCTA. Total Funding: \$40M; Prop K: \$6.9M.”

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

The Bernal Heights Streets System Upgrading project and the Illinois Street Bridge (part of the Third Street Light Rail Project Phase 1) are both completed projects and have already received all their designated Prop K funds. No funds are currently proposed for advancing the State Route 1 project as it is not a high priority at this time. Thus, the project is not discussed further in the 5YPP.

### 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 this 2019 5YPP update, no changes were proposed to the prioritization criteria.

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

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco’s neighborhoods. Five of the six Expenditure Plan line items in the New and Upgraded Streets category are



designated for specific projects (e.g. Great Highway Erosion Repair) or improvements in a defined geographic area (e.g. Visitacion Valley Watershed). The geographic equity criterion only applies to the line item for Other Upgrades to Major Arterials. To date, the Transportation Authority has allocated Prop K funds from this line item to 19<sup>th</sup> Avenue improvements, and supported priorities of various Districts through the Neighborhood Transportation Improvement Program (NTIP) for Alemany interchange improvements, Lombard Street US-101 corridor, and the Sloat/Skyline intersection.

### 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 New and Upgraded Streets category, the Prop K Expenditure Plan assumes that every \$1 of sales tax revenue spent would leverage about \$4 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2019 5-year project lists.

**Table 1. Prop K Leveraging<sup>1</sup>**

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Great Highway Erosion Repair	86%	87%
Visitacion Valley Watershed	68%	91%
Other Upgrades to Major Arterials	83%	66%

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

The proposed leveraging for the Visitacion Valley Watershed funds reflects the defined projects included in the project list. The projects to be identified for the Bi-County Project Development placeholder will need to leverage funds consistent with the intent of the Bi-County Transportation Study.

The Other Upgrades to Major Arterials category includes a placeholder for NTIP projects that is not reflected in the proposed leveraging calculation. The actual leveraging will be known once NTIP projects are identified and prioritized for these funds.

Prop K funding for both the Great Highway Erosion Repair and the Other Upgrades to Major Arterials categories are expected to run out in the 2019 5YPP period.

### Performance Measures

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being

used cost effectively, and to inform allocation of Prop K funds and programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

This program includes a wide range of projects, presenting a challenge for developing category-wide applicable performance measures; thus, project sponsors will develop performance measures on a project-by-project basis, tailored to evaluate the benefits of the particular project. Some measures that may be applied to several of the proposed projects include: collisions (both total collisions and those involving pedestrians and bicyclists), bus service reliability, and overall pedestrian accessibility (including average crossing distance and level of pedestrian amenities provided, such as additional landscaping).

**Table 2. Project Delivery Snapshot  
New and Upgraded Streets (EP 26-30)**

5-Year Prioritization Program (5YPP) Period *		Programmed (Available for Allocation)	Allocated (as of July 2018)	% Allocated
	2005 5YPP (FY 2004/05-2008/09)	\$ 2,450,960	\$ 2,450,960	100%
	2009 5YPP (FY 2009/10-2013/14)	\$ 7,830,000	\$ 697,463	9%
	2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 9,459,250	\$ 3,940,346	42%
	<b>Total</b>		\$ 7,088,769	

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

Tables show allocations and percent complete as reported by project sponsors in July 2018.

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete
PortSF	2004/05	Construct Illinois Street Inter-Modal Bridge over Islais Creek	Design	\$ 2,000,000	100%
SFCTA	2005/06	19th Av Transportation Plan	Planning	\$ 73,000	100%
SFPW	2005/06	Leland Bayshore Streetscape	Planning	\$ 50,000	100%
SFCTA	2006/07	San Francisco/San Mateo Bi-county Study Update	Planning	\$ 100,000	100%
SFCTA	2008/09	Bi-County Area Planning and Design Study	Planning	\$ 45,000	100%
SFMTA	2008/09	19th Avenue Edge Line Striping	Design	\$ 159,692	100%
SFMTA	2008/09	Prop K Mission & Geneva Ped Improvements	Environmental	\$ 23,268	100%
SFPW	2009/10	Great Highway Emergency Stabilization	Construction	\$ -	100%
SFCTA	2010/11	US101 Candlestick Interchange Re-Configuration Project Study Report	Planning	\$ 24,080	100%
SFPW	2011/12	19th Avenue Median Improvements	Design	\$ 100,761	100%
SFPW	2011/12	19th Avenue Median Improvements	Construction	\$ 205,472	100%
SFCTA	2012/13	Geneva-Harney Bus Rapid Transit Feasibility Study	Planning	\$ 200,000	100%
SFPW	2013/14	Great Highway Reroute Project (Permanent Restoration)	Planning	\$ 49,382	100%
SFCTA	2014/15	Bayshore Multimodal Facility Location Study - SFCTA	Planning	\$ 14,415	100%
SFCTA	2014/15	Geneva-Harney BRT Feasibility/Pre-Environmental Study (EP 27)	Planning	\$ 30,920	100%
SFMTA	2014/15	Bayshore Multimodal Facility Location Study - SFMTA	Planning	\$ 14,415	100%
SFMTA	2014/15	Geneva-Harney BRT Feasibility Study	Planning	\$ 76,500	100%
SFMTA	2014/15	Geneva-Harney BRT Pre-Environmental Study	Planning	\$ 123,000	100%
SFCTA	2015/16	Geneva-Harney BRT Feasibility Study	Planning	\$ 13,050	100%
SFMTA	2015/16	Geneva-Harney BRT Pre-Environmental Study Supplement	Planning	\$ 135,000	100%
SFMTA	2016/17	Geneva-Harney BRT planning - EP 27	Planning	\$ 152,992	100%

**Table 2. Project Delivery Snapshot  
New and Upgraded Streets (EP 26-30)**

Projects/Project Phases Underway (sorted by allocation year, then sponsor, then project name)						
Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Allocated (as of July 2018)	% Complete	
SFPW	2014/15	Great Highway & Skyline Roundabout - Environmental	Environmental	\$ 69,178	35%	
SFPW	2014/15	Great Highway & Skyline Roundabout - Planning	Planning	\$ 138,357	35%	
SFPW	2014/15	Great Highway Reroute (Permanent Restoration) - Environmental	Environmental	\$ 10,552	95%	
SFPW	2014/15	Great Highway Reroute (Permanent Restoration) - Planning	Planning, Design	\$ 47,715	95%	
SFCTA	2015/16	19th Avenue Combined City Project	Design	\$ 75,000	97%	
SFCTA	2015/16	Lombard Street US-101 Corridor [NTIP Capital] - Appropriation	Design	\$ 75,000	99%	
SFMTA	2015/16	Lombard Street US-101 Corridor [NTIP Capital] - Design (EP30)	Design	\$ 400,000	75%	
SFMTA	2016/17	Alemanly Interchange Improvement Phase 1 [NTIP Capital] - Construction	Construction	\$ 205,103	15%	
SFMTA	2016/17	Alemanly Interchange Improvement Phase 1 [NTIP Capital] - Design	Design	\$ 71,500	15%	
SFMTA	2016/17	Geneva-Harney BRT environmental - EP 27	Environmental	\$ 1,662,008	30%	
SFMTA	2016/17	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] (EP-30)	Planning	\$ 248,397	6%	
SFPW	2016/17	Great Highway Reroute (Permanent Restoration) - Design	Design	\$ 64,734	95%	
SFPW	2016/17	South Ocean Beach Multi-Use Trail	Design	\$ 5,278	35%	
SFMTA	2017/18	19th Avenue Complete Streets	Construction	\$ 425,000	0%	

Table 3 - Prioritization Criteria and Scoring Table  
New and Upgraded Streets (EP 26-30)

PROP K PROGRAM-WIDE CRITERIA		CATEGORY SPECIFIC CRITERIA				Total
Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Provides Benefits to Multiple Users	Total
<b>EP 26- Great Highway Erosion Repair</b>						
<i>Total Possible Score</i>						
4	3	3	4	3	3	20
3	0	2	2	3	3	13
Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Consistent with Bi-County Transportation Plan	Total
4	3	3	4	3	3	20
<b>EP 27- Visitacion Valley Watershed</b>						
0	3	1	1	0	3	8
0	3	1	2	0	3	9
Scores will be updated once specific projects are identified.						
Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Provides Benefits to Multiple Users	Total
4	3	3	4	3	3	20
<b>EP 30- Other Upgrades to Major Arterials</b>						
2	1	1	4	1	3	12
<b>Prioritization Criteria Definitions:</b>						

**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.

Table 3 - Prioritization Criteria and Scoring Table  
New and Upgraded Streets (EP 26-30)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Provides Benefits to Multiple Users	

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

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

**Leveraging:** Project leverages non-Prop K funds.

**Provides Benefits to Multiple Users:** Project provides multi-modal benefits (e.g. safety improvements for people on bikes) in addition to improvements in motorist safety. Project receives one point each for addressing the needs of pedestrians, bicyclists and/or transit users.

**Consistent with Bi-County Transportation Plan:** Project is consistent with plan, including cost-sharing framework.

**2019 Prop K 5-Year Prioritization Program - Program of Projects  
New and Upgraded Streets Categories (EPs 26-30)  
Programming**

Agency	Project Name	Phase	Status	Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
<b>Great Highway Restoration (EP 26)</b>									
SFPW	South Ocean Beach Multi-Use Trail	CON	Planned	\$259,119					\$259,119
			<b>Funds Requested in 2019 5YPP</b>	\$259,119	\$0	\$0	\$0	\$0	\$259,119
			<b>Funds Programmed in 2019 Strategic Plan Baseline</b>	\$32,429	\$18,195	\$22,704	\$27,351	\$32,563	\$133,242
			<b>Cumulative Remaining Programming Capacity</b>	<b>(\$226,690)</b>	<b>(\$208,495)</b>	<b>(\$185,791)</b>	<b>(\$158,440)</b>	<b>(\$125,877)</b>	<b>(\$125,877)</b>
<b>Visitation Valley Watershed (EP 27)</b>									
SFMTA	Bayshore Caltrain Pedestrian Connection	CON	Planned					\$2,000,000	\$2,000,000
Any	Bi-County - Project Development Placeholder	Any Phase	Planned			\$2,000,000			\$2,000,000
SFMTA	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	PS&E	Planned			\$4,035,272			\$4,035,272
			<b>Funds Requested in 2019 5YPP</b>	\$0	\$0	\$6,035,272	\$0	\$2,000,000	\$8,035,272
			<b>Funds Programmed in 2019 Strategic Plan Baseline</b>	\$2,600,000	\$573,266	\$598,020	\$620,581	\$643,405	\$5,035,272
			<b>Cumulative Remaining Programming Capacity</b>	<b>\$2,600,000</b>	<b>\$3,173,266</b>	<b>(\$2,263,986)</b>	<b>(\$1,643,405)</b>	<b>(\$3,000,000)</b>	<b>(\$3,000,000)</b>
<b>Other Upgrades to Major Arterials (EP 30)</b>									
SFMTA	Sloat Skyline Intersection Improvements	CON	Planned		\$250,000				\$250,000
Any	NTIP Placeholder	Any Phase	Planned	\$250,000					\$250,000
			<b>Funds Requested in 2019 5YPP</b>	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000
			<b>Funds Programmed in 2019 Strategic Plan Baseline</b>	\$45,203	\$47,915	\$50,790	\$56,749	\$65,541	\$266,198
			<b>Cumulative Remaining Programming Capacity</b>	<b>(\$204,797)</b>	<b>(\$406,882)</b>	<b>(\$356,092)</b>	<b>(\$299,343)</b>	<b>(\$233,802)</b>	<b>(\$233,802)</b>

**2019 Prop K 5-Year Prioritization Program - Program of Projects  
New and Upgraded Streets Categories (EPs 26-30)  
Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total
		<b>Great Highway Restoration (EP 26)</b>								
South Ocean Beach Multi-Use Trail	CON	\$129,559	\$129,560							\$259,119
<b>Cash Flow Requested in 2019 5YPP</b>		\$129,559	\$129,560	\$0	\$0	\$0	\$0	\$0	\$0	\$259,119
<b>Cash Flow in 2019 Strategic Plan Baseline<sup>1</sup></b>		\$32,429	\$18,195	\$22,704	\$27,351	\$32,563	\$0	\$0	\$0	\$133,242
<b>Cumulative Remaining Cash Flow Capacity</b>		<b>(\$97,130)</b>	<b>(\$208,495)</b>	<b>(\$185,791)</b>	<b>(\$158,440)</b>	<b>(\$125,877)</b>	<b>(\$125,877)</b>	<b>(\$125,877)</b>	<b>(\$125,877)</b>	<b>(\$125,877)</b>

<b>Visitacion Valley Watershed (EP 27)</b>										
Bayshore Caltrain Pedestrian Connection	CON						\$500,000	\$750,000	\$750,000	\$2,000,000
Bi-County - Project Development Placeholder	Any Phase			\$1,000,000	\$1,000,000					\$2,000,000
Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	PS&E			\$ 1,345,091	\$ 1,345,091	\$ 1,345,090				\$4,035,272
<b>Cash Flow Requested in 2019 5YPP</b>		\$0	\$0	\$2,345,091	\$2,345,091	\$1,345,090	\$500,000	\$750,000	\$750,000	\$8,035,272
<b>Cash Flow in 2019 Strategic Plan Baseline<sup>1</sup></b>		\$2,600,000	\$573,266	\$598,020	\$620,581	\$643,405	\$0	\$0	\$0	\$5,035,272
<b>Cumulative Remaining Cash Flow Capacity</b>		\$2,600,000	\$3,173,266	\$1,426,195	<b>(\$298,315)</b>	<b>(\$1,000,000)</b>	<b>(\$1,500,000)</b>	<b>(\$2,250,000)</b>	<b>(\$3,000,000)</b>	<b>(\$3,000,000)</b>

<b>Other Upgrades to Major Arterials (EP 30)</b>										
Sloat Skyline Intersection Improvements	Planned		\$250,000							\$250,000
NTIP Placeholder	Planned	\$250,000								\$250,000
<b>Cash Flow Requested in 2019 5YPP</b>		\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
<b>Cash Flow in 2019 Strategic Plan Baseline<sup>1</sup></b>		\$45,203	\$47,915	\$50,790	\$56,749	\$65,541	\$0	\$0	\$0	\$266,198
<b>Cumulative Remaining Cash Flow Capacity</b>		<b>(\$204,797)</b>	<b>(\$406,882)</b>	<b>(\$356,092)</b>	<b>(\$299,343)</b>	<b>(\$233,802)</b>	<b>(\$233,802)</b>	<b>(\$233,802)</b>	<b>(\$233,802)</b>	<b>(\$233,802)</b>



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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	South Ocean Beach Multi-Use Trail
<b>Implementing Agency:</b>	Department of Public Works
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	i. Major Capital Projects (Streets)
<b>EP Line (Primary):</b>	26-Great Highway Erosion Repair
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2019/20
<b>Project Information</b>	
<b>Project Location:</b>	Great Highway between Sloat Blvd and Skyline Blvd.
<b>Supervisory District(s):</b>	District 07
<b>Project Manager:</b>	Brian Stokle
<b>Phone Number:</b>	415-575-5606
<b>Email:</b>	brian.stokle@sfgov.org
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Create a multi-use trail along the Great Highway, between Sloat Blvd and Skyline Blvd. The trail will be located on the southbound lanes of the Great Highway, which have been affected by coastal erosion and which is being reconfigured as part of the Great Highway Permanent Restoration project. The project will create a 12 to 18-foot shared-use path, and a 19,500 square foot parking lot to provide access to coastal areas.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The South Ocean Beach Trail project is located on the southbound lanes of the Great Highway from Sloat Boulevard to Skyline Boulevard. Currently the existing pavement width varies from 32 feet to 64 feet. Approximately 0.55 miles of the southbound direction has been reduced from two to one lane due to coastal erosion encroaching onto the roadway. The Project proposes to remove all of the asphalt (~160,700 square feet) from the existing southbound pavement, except for an 18-foot section to create a new shared-use path, and for the development of a ~30-40-space parking lot of ~19,500 square feet in size.</p> <p>This project will provide a clear, protected pathway for pedestrians and bicyclists, and clarify vehicular access points and locations of potential intermodal conflict. Safety improvements include separating the bicycle and pedestrian traffic from the roadway, removing the informal parking along the southbound lanes, and providing a designated parking spaces with access to trails and the shared-use path. It will be completed in conjunction with related projects to reconfigure parking away from eroding bluffs, formalize parking locations and access, and narrow the roadway, reducing traffic speeds. The majority of funding is coming from the Federal Land Access Program (FLAP) Grant administered by the Federal Highway Administration. Project delivery will be provided by the Central Federal Lands Highway Division (CFLHD), who provides Project Management, Project Development, technical services, construction management, and program administration. This project will be delivered together with the Great Highway Terminus Narrowing project, also partially funded by Prop K.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans)	The project is identified in the Ocean Beach Master Plan (OBMP), a long -range interagency adaptation plan that presents a vision for protecting threatened infrastructure, improving coastal access, and restoring ecological function. It was developed through a broad-based public outreach process and in close coordination with agency and community stakeholders. The South Ocean Beach Trail Project is an essential component of a broader "managed retreat" strategy for addressing erosion at South Ocean Beach.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW: David Froelich GGNRA: Trevor Rice FHWA: Matt Ambroziak
<b>Type of Environmental Clearance Required:</b>	TBD
<b>Attachments:</b> 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	100%	Contracted	Q4-Apr-May-Jun	2014/15	Q2-Oct-Nov-Dec	2015/16
Environmental Studies (PA&ED)	25%	Contracted	Q4-Apr-May-Jun	2015/16	Q3-Jan-Feb-Mar	2016/17
Right of Way	0%					
Design Engineering (PS&E)	50%	Contracted	Q4-Apr-May-Jun	2015/16	Q2-Oct-Nov-Dec	2019/20
Advertise Construction	0%		Q2-Oct-Nov-Dec	2019/20		
Start Construction (i.e. Award Contract)	0%		Q3-Jan-Feb-Mar	2019/20		
Operations (i.e. paratransit)	0%					
Open for Use	0%				Q2-Oct-Nov-Dec	2020/21
Project Completion (means last eligible expenditure)	0%				Q4-Apr-May-Jun	2020/21

**Comments/Concerns**



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

**Project Name:** South Ocean Beach Multi-Use Trail

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	Other
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Right of Way	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 326,810	\$ 5,278	\$ 321,532	321,532
	Construction	\$ 1,674,976	\$ 259,119	\$ 1,415,857	1,415,857
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
	<b>Total Project Cost</b>	<b>\$ 2,001,786</b>	<b>\$ 264,397</b>	<b>\$ 1,737,389</b>	
	<b>Percent of Total</b>		<b>13%</b>		<b>87%</b>

Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					Cash Flow Total
							Previous	2019/20	2020/21	2021/22	2022/23	
	Prop K	26-Great Highway Erosion Repair	Design Engineering (PS&E)	Allocated	Previous	\$ 5,278	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ 5,278
	FHWA FLAP Grant		Design Engineering (PS&E)	Allocated	Previous	\$ 274,722	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SPUR		Design Engineering (PS&E)	Allocated	Previous	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	RPD in-kind		Design Engineering (PS&E)	Allocated	Previous	\$ 1,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	FHWA FLAP Grant		Construction	Programmed	2019/20	\$ 1,415,857	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Prop K	26-Great Highway Erosion Repair	Construction	Planned	2019/20	\$ 259,119	\$ -	\$ 129,559	\$ 129,560	\$ -	\$ -	\$ 259,119
					<b>Total By Fiscal Year</b>	<b>\$ 2,001,786</b>	<b>\$ 5,278</b>	<b>\$ 129,559</b>	<b>\$ 129,560</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 264,397</b>

**Comments**  
 Allocation of \$5,278 in FY2016/17 included a commitment to allocate \$259,119 to the construction phase of this project once design is complete and project is ready to proceed (Resolution 17-02).

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



<b>Prop K Project Information Form</b>			
<b>Project Name:</b>	Bayshore Caltrain Pedestrian Connection		
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency		
<b>Prop K Expenditure Plan Information</b>			
<b>Category:</b>	C. Street & Traffic Safety		
<b>Subcategory:</b>	i. Major Capital Projects (Streets)		
<b>EP Line (Primary):</b>	27-Visitacion Valley Watershed		
<b>Other EP Line Number/s:</b>			
<b>Fiscal Year of Allocation:</b>	2023/24		
<b>Project Information</b>			
<b>Project Location:</b>	Pathway through the Schlage Lock development site connecting Bayshore Blvd with the Bayshore Caltrain Station. See attached map.		
<b>Supervisory District(s):</b>	District 10		
<b>Project Manager:</b>	Forrest Chamberlain		
<b>Phone Number:</b>	415.646.2898		
<b>Email:</b>	Forrest.Chamberlain@sfmta.com		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	New pedestrian connection to the existing Bayshore Caltrain Station from Bayshore Boulevard through the Schlage Lock site. The project was identified in the 2013 Bi-County Study as an interim solution to support planned growth in the area and as a neighborhood priority. Prop K funds, committed to this project in June 2014 (Resolution 14-85), will be used to reimburse a portion of the Schlage Lock developer expenditures spent on the connection as it will be a part of the development project's internal street network.		
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The project would create a new pedestrian connection to the existing Bayshore Caltrain Station from Bayshore Blvd through the Schlage Lock site, closing the physical gap between the station and surrounding land uses and transit connections. The Schlage Lock development project will transform 20 acres of vacant land into a mixed-use community with a new network of streets and open spaces over an approximate 15 year timeframe.</p> <p>The project will establish an east-west pedestrian connection through the site, connecting existing neighborhoods, including Visitacion Valley, to the Caltrain Station. Currently, the only way to access the Caltrain station from the west side of the tracks is a roundabout route going north on Bayshore Boulevard, east on Blanken Avenue, and south again on Tunnel Avenue. Pedestrian access through the site was identified as a measure to improve connectivity to the Bayshore Caltrain Station in the 2012 SFCTA Bayshore Intermodal Access Study and as a community priority in the 2013 Bi-County Transportation Study. All portions of this pedestrian network must be consistent with the Schlage Lock Open Space and Streetscape Master Plan and comply with applicable City standards. The streetscape design promotes pedestrian safety with features intended to calm traffic, such as raised crosswalks, curb bulbouts, and narrow traffic lane widths.</p> <p>In June 2014 the Transportation Authority Board committed \$2 million in Prop K funds to the project (Resolution 14-85) in advance of the Development Agreement between the City and the developer, Visitacion Development LLC.</p>		
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	<p>Due to the site's central location in the Visitacion Valley neighborhood and its adjacency to transit stops, the Schlage Lock Project improvements have been the focus of community interest and support for many years. The Bi-County Study and Bayshore Station Access Study conducted extensive outreach during the planning process from 2009 to 2012, including public meetings and presentations to community groups, during which time this connection was identified as a community priority. Extensive community outreach on the Schlage Lock Project, facilitated by the former Redevelopment Agency (now the Office of Community Investment &amp; Infrastructure), the Planning Department, and the Office of Economic and Workforce Development between 2001 and 2013, resulted in a site plan and design controls, including an Open Space and Streetscape Masterplan that reflect the community's priorities. Community engagement has continued after the Schlage Lock Project was approved by the Board of Supervisors in 2014.</p> <p>Additional community engagement was conducted as part of the Planning Department's Bayshore Multi-Modal Facility Study, including two open houses where alternative concepts for the facility were discussed. There is widespread community support for the development project in general and for pedestrian realm and connectivity improvements that it will provide.</p>		
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Caltrain (no staff identified yet) Office of Economic and Workforce Development; Robin Havens, 415.554.5395 San Francisco Planning Department; John M. Francis, 415.557.9147		
<b>Type of Environmental Clearance Required:</b>	EIR/EIS		
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Yes</td> <td>Bayshore Pedestrian Connection Map</td> </tr> </table>	Yes	Bayshore Pedestrian Connection Map
Yes	Bayshore Pedestrian Connection Map		

**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	100%	In-house and Contracted	Q1-Jul-Aug-Sep	2010/11	Q1-Jul-Aug-Sep	2014/15
Environmental Studies (PA&ED)	100%	In-house and Contracted	Q3-Jan-Feb-Mar	2006/07	Q1-Jul-Aug-Sep	2014/15
Right of Way	90%	In-house	Q4-Apr-May-Jun	2007/08	Q1-Jul-Aug-Sep	2014/15
Design Engineering (PS&E)	90%	Contracted	Q1-Jul-Aug-Sep	2014/15	Q1-Jul-Aug-Sep	2020/21
Advertise Construction		Contracted	Q4-Apr-May-Jun	2022/23		
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2023/24	Q1-Jul-Aug-Sep	2025/26
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2025/26
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2025/26

**Comments/Concerns**

1) Design Engineering start date is based on approximate start date of horizontal infrastructure design, and end date is based on one year prior to anticipated completion of Phase 1 (revised Phase 1 Application states the connection will be designed during Phase 1).  
 2) Construction start/end date is based on revised Phase 1 Application that states the pedestrian connection is expected to be completed in the first 2-4 years of this phase at the latest.



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

**Project Name:** Bayshore Caltrain Pedestrian Connection

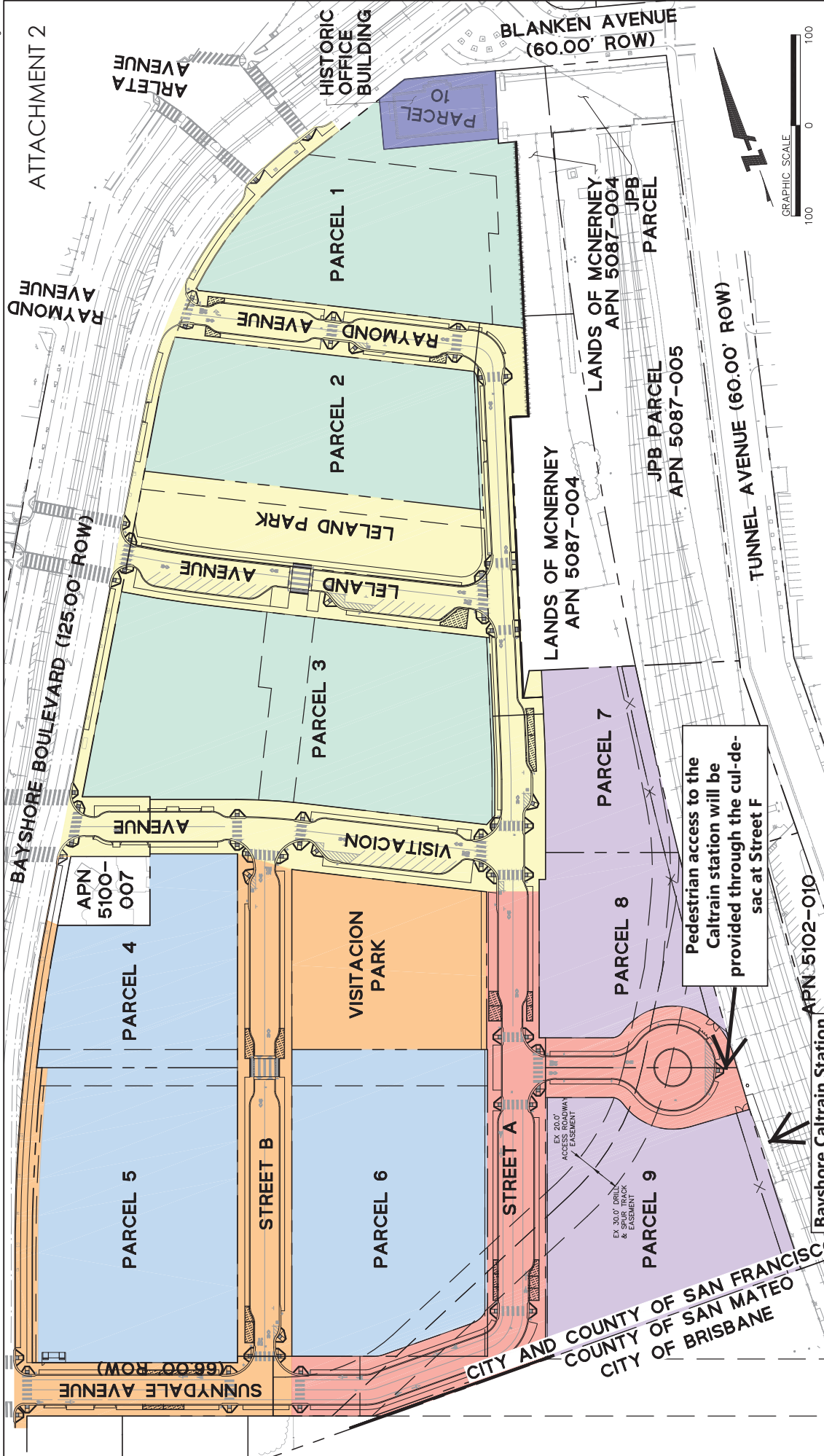
Project Cost Estimate Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 300,000	\$ -	\$ 300,000	
Environmental Studies (PA&ED)	\$ 150,000	\$ -	\$ 150,000	
Right of Way	\$ 3,050,000	\$ -	\$ 3,050,000	
Design Engineering (PS&E)	\$ 500,000	\$ -	\$ 500,000	
Construction	\$ 9,400,000	\$ 2,000,000	\$ 7,400,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 13,400,000</b>	<b>\$ 2,000,000</b>	<b>\$ 11,400,000</b>	
<b>Percent of Total</b>		<b>15%</b>		<b>85%</b>

Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)										Cash Flow Total		
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27				
Developer Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 300,000													
Developer Funds		Environmental Studies (PA&ED)	Allocated	Previous	\$ 150,000													
Developer Funds		Right of Way	Allocated	Previous	\$ 3,050,000													
Developer Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 500,000													
Prop K	27-Visitation Valley Watershed	Construction	Planned	2023/24	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA 5337 - Fixed Guideway		Construction	Planned	2023/24	\$ 500,000						\$ 500,000							
MITC AB664 Bridge-Toll Funds		Construction	Planned	2023/24	\$ 500,000													
TBD		Construction	Planned	2023/24	\$ 500,000													
Developer Funds		Construction	Programmed	Previous	\$ 5,900,000													
<b>Total By Fiscal Year</b>					<b>\$ 13,400,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>

**Comments**

- The developer is responsible for funding remaining project costs per Section 7.5 of the Development Agreement and SICTA Resolution R 14-85. Developer Funds shown here are estimates.
- Section 7.5 of Development Agreement includes terms for \$2 million in Prop K funding, that will be used to reimburse eligible developer expenses when construction is substantially complete. The timing of the cash flow is roughly based on the timing of completion of construction, starting at one fiscal year after programming date.
- TBD funding source could include MTA controlled fund sources (e.g. Prop B General Fund).

ATTACHMENT 2



**VISITACION VALLEY REDEVELOPMENT  
PHASE APPLICATION  
ATTACHMENT 2  
PROJECT SITE PLAN**

**E6L-17**

**VISITACION DEVELOPMENT LLC**  
150 EXECUTIVE PARK BLVD, STE 3800  
SAN FRANCISCO, CA 94134  
415/488-6678 (FAX)  
**ENGINEERS / SURVEYORS / PLANNERS**  
150 CALIFORNIA STREET, STE 600  
SAN FRANCISCO, CA 94111  
415/350-7900 (FAX)



DATE: 7.27.2018  
SCALE: 1"=100'  
DESIGN: JW  
DRAWN BY: JW  
APPROVED BY: MAO  
JOB NO: 20140086

PRIVATE DEVELOPMENT PHASE 1  
PRIVATE DEVELOPMENT PHASE 2  
PRIVATE DEVELOPMENT PHASE 3  
HISTORIC OFFICE BUILDING RENOVATION BY  
DELIVERY OF UNIT 1,200  
\*ALL UNDERGROUND IMPROVEMENTS WILL BE  
COMPLETED DURING PHASE 1

LOT BOUNDARY  
PUBLIC IMPROVEMENTS PHASE 1  
PUBLIC IMPROVEMENTS PHASE 2\*  
PUBLIC IMPROVEMENTS PHASE 2\* TO BE  
DEDICATED TO CITY PENDING VACATION OF  
CONFLICTING EASEMENTS

Pedestrian access to the  
Caltrain station will be  
provided through the cul-de-  
sac at Street F





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

Prop K Project Information Form	
<b>Project Name:</b>	Bi-County - Project Development Placeholder
<b>Implementing Agency:</b>	
Prop K Expenditure Plan Information	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	i. Major Capital Projects (Streets)
<b>EP Line (Primary):</b>	27-Visitacion Valley Watershed
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2021/22
Project Information	
<b>Project Location:</b>	San Francisco/San Mateo County border
<b>Supervisory District(s):</b>	District 10
<b>Project Manager:</b>	TBD
<b>Phone Number:</b>	
<b>Email:</b>	
<b>Brief Project Description for MyStreetSF (80 words max):</b>	This is a placeholder to support project development for priorities identified in the Transportation Authority's Bi-County Transportation Study.
<b>Detailed Scope (may attach Word document):</b> 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 Bi-County Study identified seven priority projects to support planned growth in the Bi-County area: US 101 Candlestick Interchange Re-Configuration, Geneva Avenue Extension, Geneva-Harney Bus Rapid Transit (BRT) Line, T-Third Light Rail Extension (Segment "S"), Bayshore Station Re-Configuration, Bicycle-Pedestrian Connection Project, and an Area-Wide Traffic Calming Program. Of these, the BRT project has been advanced to the environmental phase and therefore has been described as a stand-alone project rather than included in this project. Other projects will also become stand-alone projects as they are advanced further. Area-wide traffic calming could include advancing safety upgrades that help meet the City's 2024 Vision Zero goal while minimizing potential issues related to additional traffic generated by planned Bi-County development. Prop K funding is a placeholder for phase TBD for project development, with specific projects to be identified through a coordinated effort between the Transportation Authority and SFMTA.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans.	The Bi-County Study had a modest level of community engagement and additional community outreach has occurred as part of further planning for the BRT and Bayshore Station projects. As other projects move forward, appropriate community outreach will occur.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Depending on the project, agencies involved could include San Francisco city agencies (Transportation Authority, SFMTA, SF Planning, SF Public Works), San Mateo County agencies (Brisbane, Daly City, CCAG), Caltrain, and/or Caltrans.
<b>Type of Environmental Clearance Required:</b>	TBD
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

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**  
 Prop K funding is a placeholder for phase TBD. Schedule and delivery milestones will be updated once specific project is identified.





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

Project Name: Bi-County - Project Development 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	\$ 2,000,000	\$ 2,000,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
<b>Total Project Cost</b>	\$ 2,000,000	\$ 2,000,000	TBD
<b>Percent of Total</b>		100%	

Funding Plan - All Phases											
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
						Previous	2019/20	2020/21	2021/22	2022/23	Cash Flow Total
Prop K	27-Visitation Valley	Any	Planned	2021/22	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
				<b>Total By Fiscal Year</b>	<b>\$ 2,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ 2,000,000</b>

**Comments**

Prop K funding is a placeholder for phase TBD. Cost and funding plan information will be updated once projects are identified. Projects to be identified for the Bi-County Project Development placeholder will need to leverage funds consistent with the intent of the Bi-County Transportation Study.

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



<b>Prop K Project Information Form</b>			
<b>Project Name:</b>	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)		
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency		
<b>Prop K Expenditure Plan Information</b>			
<b>Category:</b>	C. Street & Traffic Safety		
<b>Subcategory:</b>	i. Major Capital Projects (Streets)		
<b>EP Line (Primary):</b>	27-Visitacion Valley Watershed		
<b>Other EP Line Number/s:</b>			
<b>Fiscal Year of Allocation:</b>	2021/22		
<b>Project Information</b>			
<b>Project Location:</b>	Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard		
<b>Supervisory District(s):</b>	District 10		
<b>Project Manager:</b>	Kansai Uchida		
<b>Phone Number:</b>	415-646-2632		
<b>Email:</b>	kansai.uchida@sfgov.org		
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Design of dedicated transit lanes and pedestrian/bicycle facilities primarily along Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that links Priority Development Areas into the Muni Rapid Network and strengthens transit connections between existing neighborhoods and major employment and activity centers.		
<b>Detailed Scope (may attach Word document):</b> 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>Proposed Prop K funds are for design of dedicated transit lanes and pedestrian/bicycle facilities primarily along Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard. Prop K funds were previously provided for planning and environmental clearance of the Geneva Harney Bus Rapid Transit (BRT) project. The proposed project prioritizes the eastern portion of Geneva Harney BRT. The western portion will be further evaluated through the ConnectSF Transit Corridor Study.</p> <p>This capital project is coordinated with improvements being planned and constructed through the 8 Bayshore Muni Forward project and those being constructed by the Candlestick/Hunters Point Shipyard developer. Much of the capital project is centered on providing dedicated transit right-of-way and pedestrian/bicycle access across US-101 in the vicinity of Alana Way, as this is a key connection between Priority Development Areas and major transit services such as Caltrain and Muni downtown routes. Updates will also be made to the transit service plan associated with the Candlestick Point-Hunters Point Shipyard development, to help maximize the transportation benefits gained from the physical infrastructure improvements.</p>		
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The prior Feasibility Study completed by the Transportation Authority in 2015 included public outreach activities, such as community meetings and a community advisory committee. Since then, SFMTA has met with property owners and other stakeholders throughout 2017 and 2018 using one-on-one meetings, attending community events, and presenting at regularly-scheduled meetings of community organizations. Activities include project updates, in-person questionnaires (in conjunction with the Muni Equity Strategy), and Muni rider surveys delivered via e-mail and text message. Examples of events attended include: Sunnydale and Hunters Point Backpack Giveaways, Shipyard HOA meetings, Wu Yee Childcare Appreciation Day, Resilient Bayview, Bayview National Night Out, Bayview CAC, Shipyard CAC, and others. Outreach in Summer 2018 has been done in conjunction with the Bayview Community Based Transportation Plan and the TA's D10 Mobility Study, with all three projects attending the same community meetings. SFMTA held an update with D10 Supervisor's office staff about the project in June 2018. Further community meetings will be held through Fall 2018.		
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFCTA: Colin Dentel-Post and Rachel Hiatt OCII: Lila Hussain City of Brisbane: Randy Breault		
<b>Type of Environmental Clearance Required:</b>	TBD		
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td style="text-align: center;">Yes</td> <td>Current Community Outreach presentation boards and fact sheet are attached, both of which include maps.</td> </tr> </table>	Yes	Current Community Outreach presentation boards and fact sheet are attached, both of which include maps.
Yes	Current Community Outreach presentation boards and fact sheet are attached, both of which include maps.		

**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	100%		Q2-Oct-Nov-Dec	2013/14	Q3-Jan-Feb-Mar	2016/17
Environmental Studies (PA&ED)	30%		Q4-Apr-May-Jun	2016/17	Q4-Apr-May-Jun	2020/21
Right of Way						
Design Engineering (PS&E)	0%		Q1-Jul-Aug-Sep	2021/22	Q2-Oct-Nov-Dec	2023/24
Advertise Construction						
Start Construction (i.e. Award Contract)	0%		Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2026/27

**Comments/Concerns**



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

**Project Name:** Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)

Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 941,438	\$ 875,000	\$ 66,438	
Environmental Studies (PA&ED)	\$ 4,404,612	\$ 3,798,174	\$ 606,438	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 10,197,360	\$ 4,035,272	\$ 6,162,088	
Construction	\$ 87,000,000	\$ -	\$ 87,000,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 102,543,410</b>	<b>\$ 8,708,446</b>	<b>\$ 93,834,964</b>	
<b>Percent of Total</b>		<b>8%</b>		<b>92%</b>

Fund Source	Prop K Expenditure Line	Phase	Funding Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						Cash Flow Total
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24	
Prop K	1-Rapid Bus Network	Planning/Conceptual Engineering	Allocated	Previous	\$ 540,000	\$ 540,000						\$ 540,000
Prop K	27-Visitacion Valley Watershed	Planning/Conceptual Engineering	Allocated	Previous	\$ 335,000	\$ 335,000						\$ 335,000
Prop K	16-Other Transit Enhancements	Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,983,174	\$ 1,983,174						\$ 1,983,174
Prop K	27-Visitacion Valley Watershed	Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,815,000	\$ 1,815,000						\$ 1,815,000
Prop K	27-Visitacion Valley Watershed	Design Engineering (PS&E)	Planned	2021/22	\$ 4,035,272			\$ 1,345,091	\$ 1,345,091			\$ 4,035,272
Prop B General Fund		Planning/Conceptual Engineering	Programmed	2019/20	\$ 66,438							\$ -
Transportation Sustainability Fee (TSF)		Design Engineering (PS&E)	Programmed	Previous	\$ 219,000							\$ -
Transportation Sustainability Fee (TSF)		Environmental Studies (PA&ED)	Programmed	2019/20	\$ 606,438							\$ -
Transportation Sustainability Fee (TSF)		Design Engineering (PS&E)	Programmed	2019/20	\$ 393,562							\$ -
Transportation Sustainability Fee (TSF)		Design Engineering (PS&E)	Programmed	2020/21	\$ 2,000,000							\$ -
TBD		Design Engineering (PS&E)	Planned	2023/24	\$ 3,549,526							\$ -
TBD		Construction	Planned	2024/25	\$ 87,000,000							\$ -
<b>Total By Fiscal Year</b>					<b>\$ 102,543,410</b>	<b>\$ 4,673,174</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,345,091</b>	<b>\$ 1,345,091</b>	<b>\$ 1,345,090</b>	<b>\$ 8,708,446</b>

**Comments**

TBD sources could include: Developer Fees, FTA grants, FHWA grant/loan programs, and other local revenues.



# Southeast Muni Expansion


**SFMTA**


Southeast Muni Expansion includes new Muni bus routes, route extensions and reroutes, and more frequent service on existing Muni bus routes in San Francisco's southeastern neighborhoods – Bayview, Hunters Point, and Visitacion Valley. Coupled with the near-term transit service improvements being made as part of the Muni Equity Strategy, Southeast Muni Expansion will provide faster and more frequent bus service to downtown San Francisco and other destinations throughout the City. The Southeast Muni Expansion is expected to be implemented in phases beginning in 2021 as the communities in southeastern San Francisco grow, while helping to meet the travel needs of existing neighborhoods.

The Southeast Muni Expansion will include neighbors, businesses and community organizations in shaping the Muni bus service improvements that will be implemented as development moves forward. This project is one component of the SFMTA's commitment to improve transit for all San Francisco residents.



## Stay Informed

To learn more about the project and sign up to receive updates, please visit [sfmta.com/SEMuniExpansion](https://sfmta.com/SEMuniExpansion).

If you have questions or want to provide feedback about the project contact [SEMuniExpansion@sfmta.com](mailto:SEMuniExpansion@sfmta.com) or 415.646.2050







*Southeast Muni Expansion includes new Muni bus routes, route extensions and reroutes, and more frequent service on existing Muni bus routes in Bayview, Hunters Point and Visitacion Valley.*

## Background

The largest development project in the area, the Candlestick Point-Hunters Point Shipyard, includes plans for several new Muni bus routes and extensions. Major components of the current transit plan include new downtown express bus routes and the Geneva Harney Bus Rapid Transit project, a high-capacity bus route proposed to run from the Balboa Park BART Station to the new development. Over the years, development plans and travel patterns have changed. To ensure that the plan provides meaningful benefits to both existing and future communities, the transit improvements will need to be updated. Southeast Muni Expansion will include revisions to the Candlestick Point-Hunters Point Shipyard transit service plan to ensure that the future Muni bus service improvements meet the needs of all neighborhoods in southeastern San Francisco.

## Next Steps

The SFMTA has developed several concepts for future Muni bus service improvements. Now SFMTA staff is gathering community feedback to inform decisions about which bus service improvements will move forward as part of the Southeast Muni Expansion. Current outreach efforts are anticipated continue through Fall 2018. SFMTA staff will analyze the feedback received, incorporate it into the Southeast Muni Expansion plans, and host additional community events to share the revised plans.

To provide a connected vision, the Southeast Muni Expansion team is also partnering with the Bayview Community Based Transportation Plan and the San Francisco County Transportation Authority's District 10 Mobility Study.

Implementation of the first phases of the Southeast Muni Expansion is expected to begin in 2021.



*Southeast Muni Expansion will include revisions to the Candlestick Point-Hunters Point Shipyard transit service plan to ensure that it meet the needs of all neighborhoods in southeastern San Francisco.*

# Welcome

## Help us develop a better transit plan.

### Project Goals:

- Improve transit service in San Francisco's southeast neighborhoods — Bayview-Hunters Point and Visitacion Valley
- Provide Muni access to new development
- Leverage the transportation resources being provided by new development to meet the needs of existing communities

### At this meeting, you can:

- Learn about the existing Candlestick Point-Hunters Point Shipyard transit plan
- Discuss changing transportation needs in Southeast San Francisco
- Weigh in on potential changes, or suggest your own

### The SFMTA will:

- Use your feedback to focus on the most promising transit plan changes
- Continue having conversations with neighborhood organizations and interested residents and businesses
- Keep you informed about our work as we move forward: Sign in to receive notifications



# Project History

## Candlestick Point-Hunters Point Shipyard Transit Plan

The Candlestick Point-Hunters Point Shipyard development project will add upwards of 12,000 residential units and 5 million square feet of office space in an area with little Muni service. Other large developments are also planned or underway, such as Executive Park, Schlage Lock, and Sunnydale HOPE SF.

The developer, FivePoint, is providing resources to expand and improve and improve Muni service.

The Candlestick Point-Hunters Point Shipyard Transit Plan will add new Muni routes and extend existing ones to serve the development site. More frequent buses will be also be added on several existing Muni routes.

Southeast Muni Expansion will include revisions to the Candlestick Point-Hunters Point Shipyard transit service plan to ensure that the future Muni bus service improvements meet the needs of all neighborhoods in southeastern San Francisco.

## Geneva-Harney Bus Rapid Transit

Geneva-Harney Bus Rapid Transit (Geneva-Harney BRT) is the largest component of the existing Transit Plan, and would add frequent, high-capacity bus service between the Candlestick Point-Hunters Point Shipyard site and Balboa Park BART via Geneva Avenue.



## Changing Needs in Southeast San Francisco

Modifications should be considered to better align the transit plan with rider destinations. The timelines for future development have changed, and there will not be as much new development along Geneva Avenue in the immediate future as previously expected.

### Community Outreach Tactics and Outcomes

- In fall 2017, the SFMTA surveyed Muni riders through multiple ways such as community events and online surveys .
- We asked customers where they are going on Muni including additional travel destinations.
- We also reviewed the Candlestick Point-Hunters Point Shipyard transportation study to see where future occupants would travel on Muni.
- The survey results show that the existing transit plan does not reflect Muni riders' destinations.



Fall 2017 Survey Results

Candlestick Point-Hunters Point Shipyard Forecasted Transit Trips

Current Approved Plan Downtown Service





# Two Projects Moving Forward

## Southeast Muni Expansion

- Help us change the Candlestick Point-Hunters Point Shipyard Transit Plan so that Muni can get you to your destinations quicker and easier
- Based on the survey results from Fall 2017, we've developed some initial ideas about how to change the existing transit plan, and we're seeking feedback from neighbors
- The Transit Plan will be implemented in phases, concurrent with the completion of the major phases of the Candlestick Point-Hunters Point Shipyard development

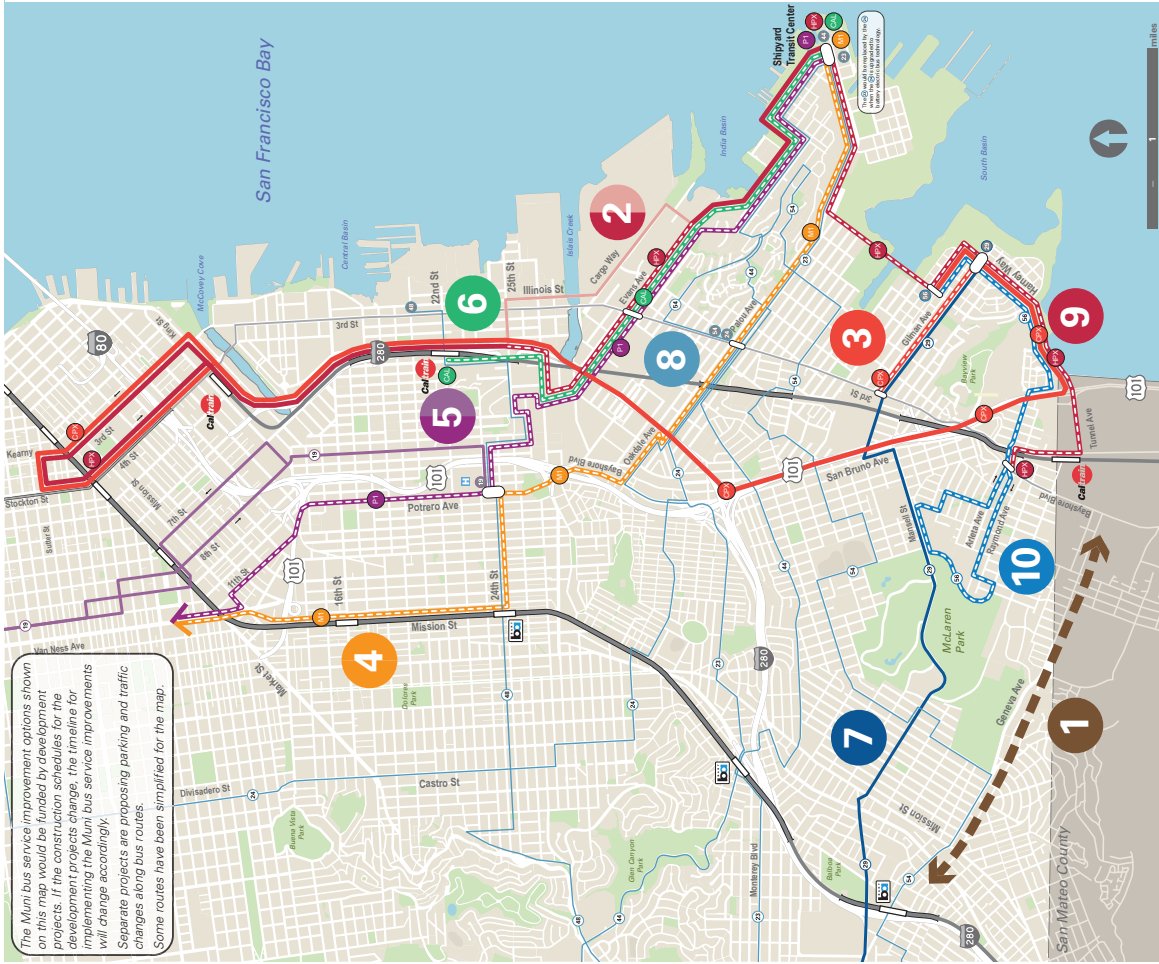


## Harney-101 Transit Crossing

- Some of the new Muni routes in the Candlestick Point-Hunters Point Shipyard Transit Plan will need to cross US-101 near Executive Park
- The current underpass is narrow, and lacks room for sidewalks, bike lanes, and transit-only lanes
- Traffic through the underpass is relatively light right now, but will grow in the future when the new housing and commercial developments open
- Adding sidewalks, bike lanes, and transit-only lanes across US-101 is critical to providing safe and effective access to this quickly growing area of the City
- Community outreach events later this year: Sign in to receive notifications



# Bus Route Options



Based on input from Muni customers, the SFMTA has developed some ideas for Southeast Muni Expansion. Please review the following ideas and answer the questions. Mark whether you like or dislike each idea and circle your 3 favorite ideas.

The current transit plan calls for implementation of Geneva-Harney Bus Rapid Transit, a new high-capacity, frequent east-west bus service from Candlestick Point-Hunters Point Shipyard to Balboa Park. Given that only 10 percent of Muni customer destinations from the southeast neighborhoods are located to the west, the SFMTA proposes to instead use the buses and resources to add more service headed north, while still adding a smaller amount of new service headed west.

1. SFMTA is exploring adding more Muni routes headed to the north to the Mission, Downtown and San Francisco General Hospital, while still adding some buses to Muni routes headed to the west to City College, Balboa Park and San Francisco State University. If travel patterns to the west increase in the future, the SFMTA could implement Geneva-Harney Bus Rapid Transit at that time.

**Faster, More Reliable Muni Service to Downtown San Francisco**

SFMTA is exploring two new freeway express bus routes to Downtown:

- 2. **Hunter's Point Express (HPX) Muni Bus Route to Downtown:**
  - 2a) Should the HPX travel on  Evans Ave or  Carpo Way (check one)?
  - 2b) Should a regular traffic lane be removed on city streets so that the HPX can travel in a bus-only lane, or should it travel in a regular traffic lane?  Bus-only lane  Regular traffic lane (check one)
- 3. **Candlestick Point Express (CPX) Muni Bus Route to Downtown**  
The current transit plan has the CPX terminating at Candlestick Point. Should the CPX be extended to Gilman & Third?  Yes  No (check one)

**Better Connections to Key Destinations**

- 4. A better connection between the Bayview and the Mission is needed, including San Francisco General Hospital. **New M1 route proposed from Hunters Point Shipyard to the Mission via Palou Ave and Baysshore Blvd**
- 5. The SFMTA has heard from 19 Polk riders that travel times are too long to the Mid-Market area. In this scenario, a new, faster P1 route would replace the 19 Polk between Hunters Point Shipyard and Van Ness & Market via Innes Ave and Potrero Ave. The existing 19 Polk would have its southern terminal moved to San Francisco General Hospital.

6. Rush hour shuttle from Hunter's Point to 22nd Street Caltrain Station

7. Investments in the 29 Sunset Muni route between Third St and Balboa Park to improve travel time to BART, City College, and San Francisco State University

8. Routing changes for the 44 O'Shaughnessy and 54 Felton Muni routes retain BART access while providing Muni bus service into the Hunters Point Shipyard development site

**Providing Transit Connections Between Existing and Future Neighborhoods**

Muni customers have an interest in Muni connections from Visitacion Valley to the Candlestick Point-Hunters Point Shipyard development site, which will include new housing and commercial office/retail space.

- 9. Extending the HPX Muni bus route through the Candlestick Point-Hunters Point Shipyard development site to Baysshore Caltrain and Baysshore & Arleta
- 10. Extending the 56 Rutland eastward to Candlestick Point, and northward to Mansell Street to connect to the 29 Sunset

11. If you could add one more Muni bus route or extension to the map, what would it be? (Draw on map)

12. Circle the 3 improvements you think are most important

13a) Please provide closest cross streets to where you live: \_\_\_\_\_

13b) Please provide closest cross streets to where you work: \_\_\_\_\_



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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	N'TIP Placeholder
<b>Implementing Agency:</b>	
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iv. Bicycle and Pedestrian Improvements
<b>EP Line (Primary):</b>	38-Traffic Calming
<b>Other EP Line Number/s:</b>	30, 39, 40, 43, 44
<b>Fiscal Year of Allocation:</b>	
<b>Project Information</b>	
<b>Project Location:</b>	TBD
<b>Supervisorial District(s):</b>	TBD
<b>Project Manager:</b>	
<b>Phone Number:</b>	
<b>Email:</b>	
<b>Brief Project Description for MyStreetSF (80 words max):</b>	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 Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for capital funds.
<b>Detailed Scope (may attach Word document):</b> 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 Supervisorial 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.
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	TBD
<b>Type of Environmental Clearance Required:</b>	TBD
<b>Attachments:</b> 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

<b>Project Name:</b>	NTIP Placeholder
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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	\$ 6,600,000	6,600,000	\$ -	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
	<b>Total Project Cost</b>	<b>\$ 6,600,000</b>	<b>\$ 6,600,000</b>	<b>\$ -</b>	TBD
	<b>Percent of Total</b>		<b>100%</b>		

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			
<b>Total By Fiscal Year</b>					<b>\$ 6,600,000</b>	<b>\$ -</b>	<b>\$ 3,300,000</b>	<b>\$ 3,300,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

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



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

<b>Prop K Project Information Form</b>		
<b>Project Name:</b>	Sloat Skyline Intersection Improvements	
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency	
<b>Prop K Expenditure Plan Information</b>		
<b>Category:</b>	C. Street & Traffic Safety	
<b>Subcategory:</b>	i. Major Capital Projects (Streets)	
<b>EP Line (Primary):</b>	30-Other Upgrades to Major Arterials	
<b>Other EP Line Number/s:</b>	38-Traffic Calming	
<b>Fiscal Year of Allocation:</b>	2018/19, 2019/20, 2020/21	
<b>Project Information</b>		
<b>Project Location:</b>	Sloat Boulevard and Skyline Boulevard	
<b>Supervisorial District(s):</b>	District 04, District 07	
<b>Project Manager:</b>	TBD	
<b>Phone Number:</b>	TBD	
<b>Email:</b>	TBD	
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Redesign the intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities. Preferred alternative is being identified and may include signalizing the intersection, construction of a modern roundabout, or a low-build option that maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities.	
<b>Detailed Scope (may attach Word document):</b> 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).	Redesign of intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities which integrate with the existing facilities on Sloat including bike lanes and sharrows. Configuration to be determined pending engineering feasibility study but may include signalizing the intersection, constructing a modern roundabout, or a low-build option which maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities. The project area includes the intersection and sections of the approaching roadways (Sloat, Skyline, and 39th Ave) as significant realignment of the intersection may be required, including possible encroachment into the overflow parking lot of San Francisco Zoo. This project originated in the Ocean Beach Master Plan and will allow traffic to be redirected from the southern Great Highway once closed. Construction for this project would be coordinated with Vision Zero safety enhancements for western Sloat Boulevard and other changes coordinated with the Ocean Beach Master Plan.	
<b>Prior Community Engagement/Support (may attach Word document):</b> 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).	Since 2010, SPUR has led an extensive interagency and public process to develop the Ocean Beach Master Plan, a comprehensive vision to address sea level rise, protect infrastructure, restore coastal ecosystems and improve public access. The Ocean Beach Master Plan includes Key Move 1, which is rerouting the Great Highway via Sloat and Skyline Boulevards. This move calls for reconfiguring Sloat and key intersections to create a safer, more efficient Sloat Avenue.	
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFPW - Suzanne Suskind; Caltrans	
<b>Type of Environmental Clearance Required:</b>	TBD	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	Project fact sheet



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

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	5%	In-house and Contracted	Q1-Jul-Aug-Sep	2017/18	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2018/19	Q2-Oct-Nov-Dec	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2019/20	Q2-Oct-Nov-Dec	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2021/22
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2022/23

**Comments/Concerns**



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

Project Name: Sloat Skyline Intersection Improvements

Project Cost Estimate Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ 399,365	\$ 399,365	\$ -	
Environmental Studies (PA&EID)	\$ 379,000	\$ 379,000	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 660,000	\$ 660,000	\$ -	
Construction	\$ 3,475,000	\$ 250,000	\$ 3,225,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 4,913,365</b>	<b>\$ 1,688,365</b>	<b>\$ 3,225,000</b>	
<b>Percent of Total</b>		<b>34%</b>	<b>66%</b>	

Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						Cash Flow Total	
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24		
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Allocated	Previous	\$ 151,298	\$ 151,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,298
Prop K	30-Other Upgrades to Major Arterials	Planning/Conceptual Engineering	Allocated	Previous	\$ 248,397	\$ 248,397	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 248,397
Prop K	38-Traffic Calming	Environmental Studies (PA&EID)	Planned	Previous	\$ 379,000	\$ 75,800	\$ 303,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 379,000
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 660,000	\$ -	\$ 1,320,000	\$ 528,000	\$ -	\$ -	\$ -	\$ -	\$ 660,000
Prop B General Fund	Construction	Construction	Planned	2020/21	\$ 675,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	30-Other Upgrades to Major Arterials	Construction	Planned	2020/21	\$ 250,000	\$ -	\$ 150,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
TBD	Construction	Construction	Planned	2020/21	\$ 2,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 4,913,695</b>	<b>\$ 475,495</b>	<b>\$ 435,200</b>	<b>\$ 678,000</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,688,695</b>

**Comments**

TBD sources could include future ATP, HSIP, or new local revenue sources such as sales tax, general obligation bond funds or transportation network company (TNC) tax.

# E6L-34 Sloat Skyline Intersection Alternatives Analysis

## Fact Sheet

### Project Description

The Sloat Skyline Intersection Alternatives Analysis looks to improve the overall safety where Sloat Blvd/HWY 35 intersects with Skyline Blvd and 39th Ave. Sloat Blvd serves as a major east-west connector from West Portal to Ocean Beach and is the unofficial southern border of the Outer Sunset. Furthermore, with the closure of the Great Highway between Sloat and Skyline beginning in 2024, the intersection will serve as a major north-south connector in San Francisco's west side.

### Project Goals

- Improve safety for all road users
- Increase visibility for people walking and biking through the intersection
- Reduce intersection conflict points
- Improve transit circulation and increase vehicle circulation safety at the intersection
- Consider ways to showcase landscaping improvements, storm water management, or to beautify existing intersection conditions

### Project Timeline

Community Outreach  
Summer-Fall 2017



Alternatives Development  
Spring-Winter 2018



Selection of Preferred  
Alternative Winter 2018

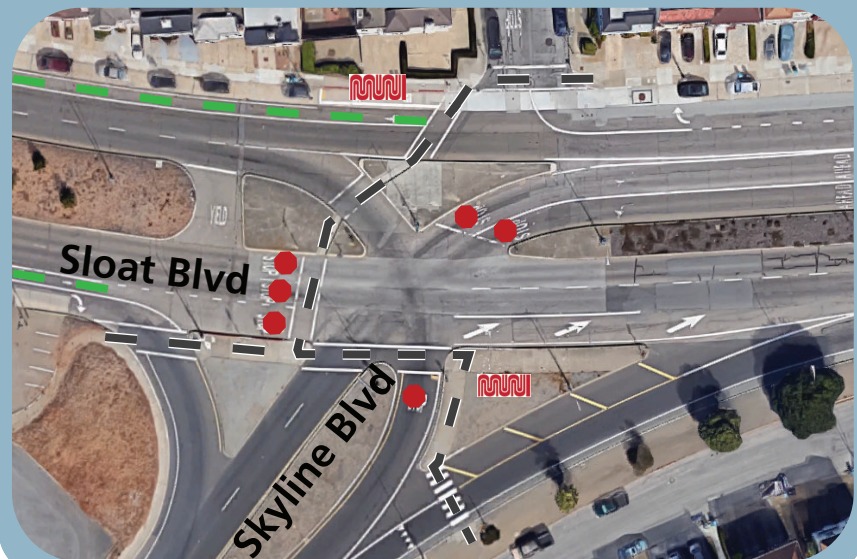
Construction  
Winter 2019

### Community Outreach - What We Heard

- Vehicle travel speed through the intersection is too high
- Lack of traffic controls for some intersection movements is dangerous
- The distance pedestrians need to cross are too great
- Current conditions do not meet accessibility needs for some intersection users
- Visibility of people using the intersection, especially pedestrians and bicyclists, is low
- Clear signage (signs, paint, vertical delineators, etc.) leading up to and at the intersection to facilitate the safe use of the intersection by all road users is needed
- There is a lack of streetscaping at the intersection
- Vehicle congestion on peak days – like on warm weather days or days in which the Great Highway is closed – is not mitigated enough
- General maintenance and upkeep of the intersection is low

### Existing Sloat and Skyline Intersection

- Pedestrian Crossing
- Bicycle Path
- Stop Sign
- Muni Bus Stop

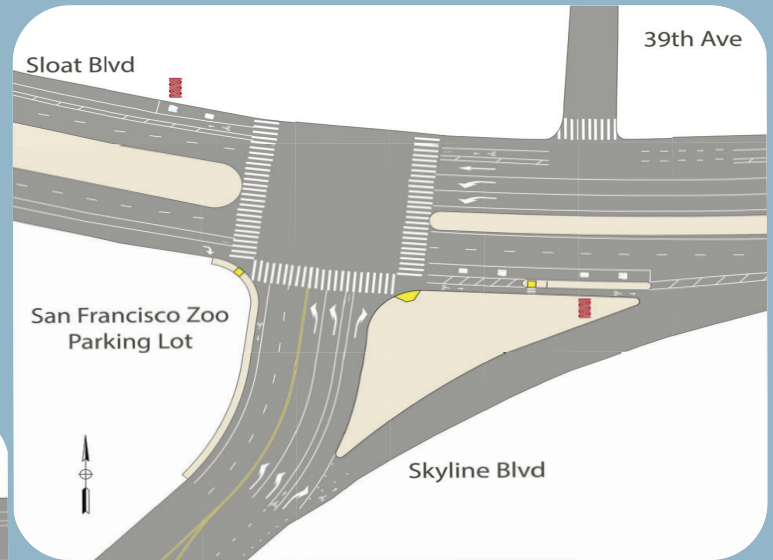
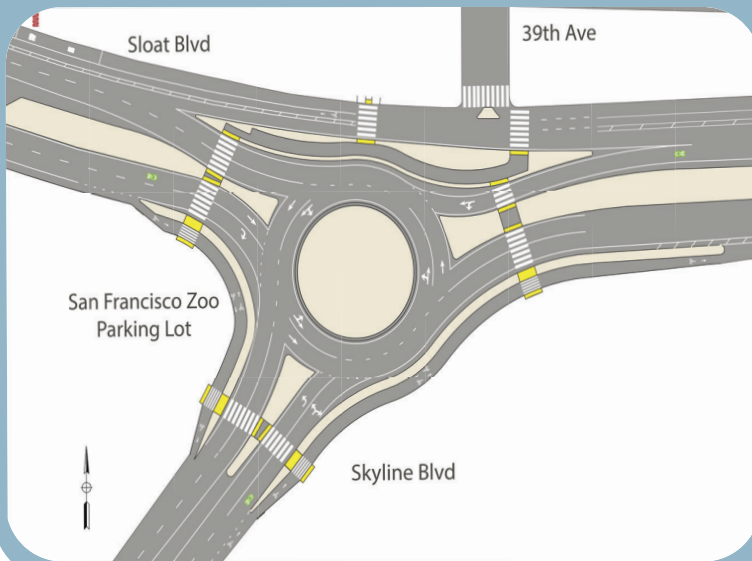




## ALTERNATIVES & TRADEOFFS

### Signalized Alternative

- Low impact on parking
- Moderate maintenance costs
- Improved pedestrian visibility
- Intersection simplified and shifted west
- Dedicated time for each person using the intersection



### Roundabout Alternative

- Low cost of maintenance
- Moderate impact on parking
- Separated pedestrian and bike facilities
- Bus stop relocation from intersection to mid-block
- Free flowing traffic circulation maintained by passive traffic control

### Text to VOTE!

Vote on your preferred alternative!

To vote text SLOAT to (415) 991-8053



OR

Vote online at <http://bit.ly/SloatSkyline>

### Outreach Events



- Popup at the intersection of 45th & Sloat  
Sat. 10/27 10am-12pm



- Coffee chat at Peet's Coffee 1509 Sloat Blvd  
Thurs. 11/1 5:30pm-7pm
- Coffee chat at Peet's Coffee 1509 Sloat Blvd  
Thurs. 11/8 5:30pm-7pm

### Contact Info

Visit the project webpage to learn more about the project and to sign up for project updates:

[sfmta.com/sloatskyline](http://sfmta.com/sloatskyline)

You can also contact the project manager **Fabian Gallardo** at [Fabian.Gallardo@sfmta.com](mailto:Fabian.Gallardo@sfmta.com)

**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
New and Upgraded Streets (EPs 26-30)  
Programming and Allocations as Adopted**

Approved July 22, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Great Highway Erosion Repair (EP 26)</b>									
DPW	Great Highway Restoration	PA&ED	Programmed	\$30,000					\$30,000
DPW	Great Highway Restoration	PS&E	Programmed	\$370,000					\$370,000
DPW	Great Highway Restoration	CON	Programmed		\$1,300,000				\$1,300,000
<b>Total Programmed in 5YPP</b>				\$400,000	\$1,300,000	\$0	\$0	\$0	\$1,700,000
<b>Total Programmed in 2014 Strategic Plan</b>				\$400,000	\$1,300,000	\$0	\$0	\$0	\$1,700,000
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Visitation Valley Watershed (EP 27)</b>									
SFMTA/S FCTA	Bayshore Station Location Study	PLAN/ CER	Programmed	\$28,830					\$28,830
SFMTA/S FCTA	Geneva-Harney Bus Rapid Transit	PLAN/ CER	Programmed	\$200,000					\$200,000
SFMTA	Geneva-Harney Bus Rapid Transit	PLAN/ PA&ED	Programmed		\$1,500,000				\$1,500,000
SFMTA	Bayshore Caltrain Pedestrian Connections	CON	Programmed		\$2,000,000				\$2,000,000
Any eligible	Bi-County - Interim Solutions Placeholder	Any	Programmed			\$500,000			\$500,000
Any eligible	Bi-County - Project Development Placeholder	Any	Programmed					\$1,000,000	\$1,000,000
<b>Total Programmed in 5YPP</b>				\$228,830	\$3,500,000	\$500,000	\$0	\$1,000,000	\$5,228,830
<b>Total Programmed in 2014 Strategic Plan</b>				\$228,830	\$3,500,000	\$500,000	\$0	\$1,000,000	\$5,228,830
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
New and Upgraded Streets (EPs 26-30)  
Programming and Allocations as Adopted**

Approved July 22, 2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Golden Gate Park/SRI Traffic Study (EP 29)									
<i>No Proposed Programming</i>									
<b>Total Programmed in 5YPP</b>									
	<b>Total Programmed in 2014 Strategic Plan</b>			\$0	\$0	\$0	\$0	\$0	\$0
	<b>Cumulative Remaining Programming Capacity</b>			\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Upgrades to Major Arterials (EP 30)</b>									
Any eligible	19th Avenue Complete Streets	PLAN/ CER	Programmed	\$500,000					\$500,000
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$1,000,000				\$1,000,000
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed				\$1,000,000		\$1,000,000
<b>Total Programmed in 5YPP</b>									
	<b>Total Programmed in 2014 Strategic Plan</b>			\$500,000	\$1,000,000	\$0	\$1,000,000	\$0	\$2,500,000
	<b>Cumulative Remaining Programming Capacity</b>			\$0	\$0	\$0	\$0	\$0	\$0
<b>ROLL-UP of EPs 26-30</b>									
<b>Total Programmed in 5YPPs</b>									
	<b>Total Programmed in 2014 Strategic Plan</b>			\$1,128,830	\$5,800,000	\$500,000	\$1,000,000	\$1,000,000	\$9,428,830
	<b>Cumulative Remaining Programming Capacity</b>			\$0	\$0	\$0	\$0	\$0	\$0

**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
New and Upgraded Streets (EPs 26-30)  
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year				Total
		2014/15	2015/16	2016/17	2017/18	
<b>Great Highway Erosion Repair (EP 26)</b>						
Great Highway Restoration	PA&ED	\$30,000				\$30,000
Great Highway Restoration	PS&E	\$185,000	\$185,000			\$370,000
Great Highway Restoration	CON		\$650,000	\$650,000		\$1,300,000
<b>Cash Flow Programmed in 5YPP</b>						
		\$215,000	\$835,000	\$650,000	\$0	\$1,700,000
<b>Cash Flow Programmed in 2014 Strategic Plan</b>						
		\$215,000	\$835,000	\$650,000	\$0	\$1,700,000
<b>Cumulative Remaining Cash Flow Capacity</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Visitation Valley Watershed (EP 27)</b>						
Bayshore Station Location Study	PLAN/ CER	\$28,830				\$28,830
Geneva-Harney Bus Rapid Transit	PLAN/ CER	\$200,000				\$200,000
Geneva-Harney Bus Rapid Transit	PLAN/ PA&ED		\$750,000	\$750,000		\$1,500,000
Bayshore Caltrain Pedestrian Connections	CON		\$1,000,000	\$1,000,000		\$2,000,000
Bi-County - Interim Solutions Placeholder	Any			\$250,000	\$250,000	\$500,000
Bi-County - Project Development Placeholder	Any				\$1,000,000	\$1,000,000
<b>Cash Flow Programmed in 5YPP</b>						
		\$228,830	\$1,750,000	\$2,000,000	\$250,000	\$5,228,830
<b>Cash Flow Programmed in 2014 Strategic Plan</b>						
		\$228,830	\$1,750,000	\$2,000,000	\$250,000	\$5,228,830
<b>Cumulative Remaining Cash Flow Capacity</b>						
		\$0	\$0	\$0	\$0	\$0

**2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
New and Upgraded Streets (EPs 26-30)  
Cash Flow (\$) Maximum Annual Reimbursement**

Project Name	Phase	Fiscal Year				Total
		2014/15	2015/16	2016/17	2017/18	
<b>Golden Gate Park/SR1 Traffic Study (EP 29)</b>						
<i>No Proposed Programming</i>						
<b>Cash Flow Programmed in 5YPP</b>						
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0
<b>Other Upgrades to Major Arterials (EP 30)</b>						
19th Avenue Complete Streets	PLAN/ CER	\$250,000	\$250,000			\$500,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$500,000	\$500,000		\$1,000,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON				\$500,000	\$1,000,000
<b>Cash Flow Programmed in 5YPP</b>						
Cash Flow Programmed in 2014 Strategic Plan		\$250,000	\$750,000	\$500,000	\$500,000	\$2,500,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0
<b>ROLL-UP of EPs 26-30</b>						
<b>Cash Flow Programmed in 5YPP</b>						
Cash Flow Programmed in 2014 Strategic Plan		\$693,830	\$3,335,000	\$3,150,000	\$750,000	\$9,428,830
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

New and Upgraded Streets (EPs 26-30)

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	
<b>Great Highway Erosion Repair (EP 26)</b>									
SFPW	Great Highway Restoration	PA&ED	Programmed	\$0					\$0
SFPW	Great Highway Restoration	PS&E	Programmed	\$0					\$0
SFPW	South Ocean Beach Multi-Use Trail	PS&E	Allocated			\$5,278			\$5,278
SFPW	Great Highway Reroute (Permanent Restoration)	PS&E	Allocated			\$64,734			\$64,734
SFPW	Great Highway Reroute (Permanent Restoration) - Planning	PLAN/CER	Allocated	\$47,715					\$47,715
SFPW	Great Highway Reroute (Permanent Restoration) - Environmental	PA&ED	Allocated	\$10,552					\$10,552
SFPW	Great Highway & Skyline Roundabout - Planning	PLAN/CER	Allocated	\$138,357					\$138,357
SFPW	Great Highway & Skyline Roundabout - Environmental	PA&ED	Allocated	\$69,178					\$69,178
SFPW	Great Highway Restoration	CON	Programmed		\$0				\$0
SFPW	Great Highway Reroute (Permanent Restoration)	CON	Allocated					\$1,105,067	\$1,105,067
SFPW	South Ocean Beach Multi-Use Trail	CON	Programmed			\$0			\$0
SFPW	Great Highway Terminus Narrowing	PS&E	Planned					\$292,243	\$292,243
<b>Total Programmed in 5YPP</b>				\$265,802	\$0	\$70,012	\$0	\$1,397,310	\$1,733,124
<b>Total Programmed in 2014 Strategic Plan</b>				\$400,000	\$1,300,000	\$0	\$0	\$0	\$1,700,000
<b>Cumulative Remaining Programming Capacity</b>				\$134,198	\$1,434,198	\$1,364,186	\$1,364,186	(\$33,124)	(\$33,124)

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

New and Upgraded Streets (EPs 26-30)

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	
<b>Vistacion Valley Watershed (EP 27)</b>									
SFCTA	Bayshore Multimodal Facility Location Study - SFCTA	PLAN/ CER	Allocated	\$14,415					\$14,415
SFMTA	Bayshore Multimodal Facility Location Study - SFMTA	PLAN/ CER	Allocated	\$14,415					\$14,415
SFMTA	Geneva-Harney BRT Feasibility Study	PLAN/ CER	Allocated	\$77,000					\$77,000
SFMTA	Geneva-Harney BRT Pre-Environmental Study	PLAN/ CER	Allocated	\$123,000					\$123,000
SFMTA	Geneva-Harney BRT Feasibility Study	PLAN/ CER	Deobligated	(\$500)					(\$500)
SFCTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	PLAN/ CER	Allocated	\$30,920					\$30,920
SFCTA	Geneva-Harney BRT Feasibility Study	PLAN/ CER	Appropriated		\$50,000				\$50,000
SFMTA	Geneva-Harney BRT Pre-Environmental Study Supplement	PLAN/ CER	Allocated		\$135,000				\$135,000
SFMTA	Geneva-Harney BRT	PLAN/CER , PA&ED	Allocated			\$1,815,000			\$1,815,000
SFMTA	Bayshore Caltrain Pedestrian Connections	CON	Programmed		\$0				\$0
Any eligible	Bi-County - Project Development Placeholder	Any	Programmed					\$0	\$0
<b>Total Programmed in 5YPP</b>				\$259,250	\$185,000	\$1,815,000	\$0	\$0	\$2,259,250
<b>Total Programmed in 2014 Strategic Plan</b>				\$228,830	\$3,500,000	\$500,000	\$0	\$1,000,000	\$5,228,830
<b>Cumulative Remaining Programming Capacity</b>				(\$30,420)	\$3,284,580	\$1,969,580	\$1,969,580	\$2,969,580	\$2,969,580

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

New and Upgraded Streets (EPs 26-30)

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	
<b>Other Upgrades to Major Arterials (EP 30)</b>									
Any eligible	19th Avenue Complete Streets	PLAN/CER	Programmed	\$0					\$0
SFMTA	19th Avenue Complete Streets	CON	Allocated				\$425,000		\$425,000
SFCTA	19th Avenue Combined City Project	PS&E	Appropriated		\$75,000				\$75,000
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$0				\$0
SFMTA	Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] <sup>10</sup>	PLAN/CER	Allocated			\$248,397			\$248,397
SFMTA	Lombard Street US-101 Corridor [NTIP Capital] - Design (EP30)	PS&E	Allocated		\$400,000				\$400,000
SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	PS&E	Appropriated		\$75,000				\$75,000
SFMTA	Alemanly Interchange Improvement Phase 1 [NTIP Capital] - Design	PS&E	Allocated			\$71,500			\$71,500
SFMTA	Alemanly Interchange Improvement Phase 1 [NTIP Capital] - Construction	CON	Allocated			\$205,103			\$205,103
SFMTA	45th and Lincoln Intersection Improvements [NTIP Capital]	CON	Pending					\$100,000	\$100,000
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed					\$900,000	\$900,000
<b>Total Programmed in 5YPP</b>				\$0	\$550,000	\$525,000	\$425,000	\$1,000,000	\$2,500,000
<b>Total Programmed in 2014 Strategic Plan</b>				\$500,000	\$1,000,000	\$0	\$1,000,000	\$0	\$2,500,000
<b>Cumulative Remaining Programming Capacity</b>				\$500,000	\$950,000	\$425,000	\$1,000,000	\$0	\$0



2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

New and Upgraded Streets (EPs 26-30)

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
<b>ROLL-UP of EPs 26-30</b>									
	<b>Total Programmed in 5YPPs</b>			\$525,052	\$735,000	\$2,410,012	\$425,000	\$2,397,310	\$6,492,374
	<b>Total Programmed in 2014 Strategic Plan</b>			\$1,128,830	\$5,800,000	\$500,000	\$1,000,000	\$1,000,000	\$9,428,830
	<b>Cumulative Remaining Programming Capacity</b>			\$603,778	\$5,668,778	\$3,758,766	\$4,333,766	\$2,936,456	\$2,936,456

Programmed
Pending Allocation / Appropriation
Board Approved Allocation / Appropriation

**FOOTNOTES:**

- Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (Resolution XX, approved YYY).
- South Ocean Beach Multi-Use Trail: Reduced from \$259,119 to \$0 in FY 16/17. Project will advance in 2019 5YPP.
- Great Highway Terminus Narrowing: Added project with \$292,243 in FY18/19 for design.
- Bayshore Caltrain Pedestrian Connections: Reduced from \$2,000,000 to \$0 in FY 15/16. Project will advance in 2019 5YPP.
- Bi-County - Project Development Placeholder: Reduced from \$1,000,000 to \$0 in FY 18/19. Project will advance in 2019 5YPP.
- NTTP Placeholder: Moved \$900,000 from FY 17/18 to FY 18/19, with corresponding cash flow adjustment.

## 2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

### New and Upgraded Streets (EPs 26-30)

#### 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			
<b>Great Highway Erosion Repair (EP 26)</b>											
Great Highway Restoration	PA&ED	\$0									\$0
Great Highway Restoration	PS&E	\$0	\$0								\$0
South Ocean Beach Multi-Use Trail	PS&E			\$5,278							\$5,278
Great Highway Reroute (Permanent Restoration) Design Phase <sup>6</sup>	PS&E			\$64,734							\$64,734
Great Highway Reroute (Permanent Restoration) <sup>1</sup>	PLAN/ CER	\$47,715									\$47,715
Great Highway Reroute (Permanent Restoration) <sup>1</sup>	PA&ED		\$10,552								\$10,552
Great Highway & Skyline Roundabout <sup>2</sup>	PLAN/ CER	\$92,238	\$46,119								\$138,357
Great Highway & Skyline Roundabout <sup>2</sup>	PA&ED		\$69,178								\$69,178
Great Highway Restoration	CON		\$0			\$0					\$0
Great Highway Reroute (Permanent Restoration)	CON							\$405,067		\$700,000	\$1,105,067
South Ocean Beach Multi-Use Trail	PS&E				\$0						\$0
Great Highway Terminus Narrowing	PS&E					\$146,121			\$146,122		\$292,243
<b>Cash Flow Programmed in 5YPP</b>											
		\$139,953	\$125,849	\$70,012	\$0	\$551,188	\$846,122	\$0	\$1,733,124		
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$215,000	\$835,000	\$650,000	\$0	\$0	\$0		\$1,700,000		
<b>Cumulative Remaining Cash Flow Capacity</b>		\$75,047	\$784,198	\$1,364,186	\$1,364,186	\$812,998	(\$33,124)	(\$33,124)	(\$33,124)	(\$33,124)	

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

New and Upgraded Streets (EPs 26-30)

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					
Visitacion Valley Watershed (EP 27)													
Bayshore Multimodal Facility Location Study - SFCTA	PLAN/ CER	\$9,665	\$4,750										\$14,415
Bayshore Multimodal Facility Location Study - SFMTA	PLAN/ CER	\$9,665	\$4,750										\$14,415
Geneva-Harney BRT Feasibility Study	PLAN/ CER	\$51,336	\$25,664										\$77,000
Geneva-Harney BRT Pre-Environmental Study	PLAN/ CER	\$61,530	\$61,470										\$123,000
Geneva-Harney BRT Feasibility Study	PLAN/ CER		(\$500)										(\$500)
Geneva-Harney BRT Feasibility/Pre-Environmental Study	PLAN/ CER	\$30,920											\$30,920
Geneva-Harney BRT Feasibility Study	PLAN/ CER		\$50,000										\$50,000
Geneva-Harney BRT Pre-Environmental Study Supplement	PLAN/ CER		\$135,000										\$135,000
Geneva-Harney BRT	PLAN/CER, PA&ED			\$990,000	\$825,000								\$1,815,000
Bayshore Caltrain Pedestrian Connections	CON		\$0	\$0									\$0
Bi-County - Project Development Placeholder	Any							\$0					\$0
<b>Cash Flow Programmed in 5YPP</b>		\$163,116	\$281,134	\$990,000	\$825,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,259,250
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$228,830	\$1,750,000	\$2,000,000	\$250,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$5,228,830
<b>Cumulative Remaining Cash Flow Capacity</b>		\$65,714	\$1,534,580	\$2,544,580	\$1,969,580	\$2,969,580	\$2,969,580	\$2,969,580	\$2,969,580	\$2,969,580	\$2,969,580	\$2,969,580	\$2,969,580

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

New and Upgraded Streets (EPs 26-30)

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				
Other Upgrades to Major Arterials (EP 30)												
19th Avenue Complete Streets	PLAN/ CER		\$0									\$0
19th Avenue Complete Streets	CON					\$170,000				\$170,000	\$85,000	\$425,000
19th Avenue Combined City Project	PS&E		\$75,000									\$75,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$0	\$0								\$0
Sloat/Skyline Intersection Alternatives Analysis [NTIP Capital] 10	PLAN/ CER				\$248,397							\$248,397
Lombard Street US-101 Corridor [NTIP Capital] - Design (EP30)	PS&E		\$300,000	\$100,000								\$400,000
Lombard Street US-101 Corridor [NTIP Capital]	PS&E		\$75,000									\$75,000
Alemany Interchange Improvement Phase 1 [NTIP Capital] - Design	PS&E			\$45,000	\$26,500							\$71,500
Alemany Interchange Improvement Phase 1 [NTIP Capital] - Construction	CON				\$205,103							\$205,103
45th and Lincoln Intersection Improvements [NTIP Capital]	CON					\$100,000						\$100,000
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON					\$180,000				\$720,000		\$900,000
<b>Cash Flow Programmed in 5YPP</b>		\$0	\$450,000	\$145,000	\$480,000	\$450,000	\$890,000	\$85,000				\$2,500,000
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$250,000	\$750,000	\$500,000	\$500,000	\$500,000	\$0	\$0				\$2,500,000
<b>Cumulative Remaining Cash Flow Capacity</b>		\$250,000	\$550,000	\$905,000	\$925,000	\$975,000	\$85,000	\$0				\$0

2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

New and Upgraded Streets (EPs 26-30)

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			
<b>ROLL-UP of EPs 26-30</b>											
Cash Flow Programmed in 5YPP		\$303,069	\$856,983	\$1,205,012	\$1,305,000	\$1,001,188	\$1,736,122	\$85,000			\$6,492,374
Cash Flow Programmed in 2014 Strategic Plan		\$693,830	\$3,335,000	\$3,150,000	\$750,000	\$1,500,000	\$0	\$0			\$9,428,830
Cumulative Remaining Cash Flow Capacity		\$390,761	\$2,868,778	\$4,813,766	\$4,258,766	\$4,757,578	\$3,021,456	\$2,936,456			\$2,936,456

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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



<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Great Highway Terminus Narrowing
<b>Implementing Agency:</b>	Department of Public Works
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	i. Major Capital Projects (Streets)
<b>EP Line (Primary):</b>	26-Great Highway Erosion Repair
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2018/19
<b>Project Information</b>	
<b>Project Location:</b>	Great Highway between Sloat Blvd and Skyline Blvd.
<b>Supervisory District(s):</b>	District 07
<b>Project Manager:</b>	David Froehlich
<b>Phone Number:</b>	415-558-4041
<b>Email:</b>	david.froehlich@sfdpw.org
<b>Brief Project Description for MyStreetSF (80 words max):</b>	This project would complete narrowing of the Great Highway roadway from 4 lanes to 2 lanes approaching the Great Highway and Skyline Blvd intersection. This work will be need to be completed to accomodate the South Ocean Beach Trail and parking lot project, which will include a 12 to 18-foot shared-use path, and a 19,500 square foot parking lot.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Great Highway Terminus Narrowing Project will complete narrowing of the Great Highway from where the Public Works Great Highway Permanent Restoration Project ends to the intersection of the Great Highway and Skyline Blvd. This work will be need to be completed to accomodate the South Ocean Beach Trail and parking lot project, which will include a 12-foot shared-use path, a 6-foot crusher fines path, and a 19,500 square foot parking lot. The Great Highway Terminus Narrowing Project and the South Ocean Beach Trail and parking lot project together will provide a clear, protected pathway for pedestrians and bicyclists, and clarify vehicular access points, eliminating locations of potential intermodal conflict. Safety improvements following the Terminus Narrowing will separate bicycle and pedestrian traffic from the roadway, remove the informal parking along the roadway, and provide designated parking spaces with access to trails and the shared-use path.</p> <p>The South Ocean Beach Trail and parking lot project is being funded primarily through a Federal Lands Access Program grant, from the Federal Highway Administration (FHWA) which is providing project management as well as funding for the projects. The FHWA has agreed to take on project management of the Great Highway Terminus Narrowing project and combine it with the South Ocean Beach Trail project from design through construction, pending the city's identification of funding for the Terminus Narrowing project.</p> <p>The Terminus Narrowing project will be coordinated with other projects in the area as well, including the Caltrans and SFMTA intersection improvements project at Great Highway and Skyline Boulevard, and the SFPUC Lake Merced tunnel strengthening project.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The project is identified in the Ocean Beach Master Plan (OBMP), a long -range interagency adaptation plan that presents a vision for protecting threatened infrastructure, improving coastal access, and restoring ecological function.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	RPD: Brian Stokle SFMTA: Tim Doherty GGNRA: Trevor Rice FHWA: Matt Ambroziak SFPUC: Anna Roche

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

<b>Type of Environmental Clearance Required:</b>	Categorically Exempt	
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Q1-Jul-Aug-Sep	2018/19	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2018/19
Right of Way	0%					
Design Engineering (PS&E)	0%	Contracted	Q2-Oct-Nov-Dec	2018/19	Q1-Jul-Aug-Sep	2019/20
Advertise Construction	0%		Q2-Oct-Nov-Dec	2019/20		
Start Construction (i.e. Award Contract)	0%		Q3-Jan-Feb-Mar	2019/20		
Operations (i.e. paratransit)	0%					
Open for Use	0%				Q2-Oct-Nov-Dec	2020/21
Project Completion (means last eligible expenditure)	0%				Q4-Apr-May-Jun	2020/21

**Comments/Concerns**



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

<b>Project Name:</b>	Great Highway Terminus Narrowing
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Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	-
	Right of Way	\$ -	\$ -	\$ -	-
	Design Engineering (PS&E)	\$ 292,243	\$ 292,243		
	Construction	\$ 2,182,000		\$ 2,182,000	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
	<b>Total Project Cost</b>	<b>\$ 2,474,243</b>	<b>\$ 292,243</b>	<b>\$ 2,182,000</b>	
	<b>Percent of Total</b>		<b>12%</b>		<b>88%</b>

Fund Source	Fund Source Status	Phase	Prop K Expenditure Line	Fiscal Year of Allocation (Programming Year)	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
					Total Funding	2018/19	2019/20	2020/21	2021/22	Cash Flow Total
Prop K	Planned	Design Engineering (PS&E)	26-Great Highway Erosion Repair	2018/19	\$ 292,243	\$ 146,121	\$ 146,122	\$ -	\$ -	\$ 292,243
TBD	Planned	Construction		2019/20	\$ 2,182,000	\$ -	\$ -	\$ -	\$ -	\$ -
				<b>Total By Fiscal Year</b>	<b>\$ 2,474,243</b>	<b>\$ 146,121</b>	<b>\$ 146,122</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 292,243</b>

**Comments**

Discussion with project stakeholders regarding funding options is still ongoing. Current ideas include Fiscal Year 19/20 General Funds and any potential additional Prop K funding capacity. The project team is also exploring cost-saving design options.