

**2019 Prop K Strategic Plan and 5-Year Prioritization Program Update
Draft Project Information Forms (As of August 31, 2018)
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¹ EP stands for Expenditure Plan.



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

Prop K Project Information Form	
Project Name:	Transit Stop Enhancement Program - Signage and Customer Information
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	Sandra Padilla
Phone Number:	415.646.2313
Email:	sandra.padilla@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Program to update and upgrade signage at Muni stops where basic signage and customer information is missing. New signs include information on route, destination, span, and accessibility. Existing poles will be used as much as possible, but program funding will cover new poles where applicable as well as a solar lantern.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>There are roughly 3,600 transit stops in San Francisco, the majority of which lack basic signage and customer information. While this isn't a problem for people who ride the same route every day, it frustrates those who may want to explore Muni for trips outside their daily commute. It also makes communicating service changes challenging. This project addresses this issue by adding basic route information and signage to every Muni stop. Most stops will be upgraded with new transit stop poles, which include distinctive solar-powered lanterns and more legible signage. We plan to complete line by line.</p> <p>Much of the work done to date has involved identifying final design, securing vendors for signage and lanterns, as well as rolling out signage for one line (14R IB). In 2018-2019, we will ramp up to start regularly rolling out signage for new lines and making significant progress. We estimate that this work will take approximately four to five years, or until FY 2023-2024.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Signage was designed with significant input from Accessible Services and the Muni Accessible Advisory Committee (MAAC).
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Department of Public Works
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)			Q1-Jul-Aug-Sep	2015/16	Q1-Jul-Aug-Sep	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2015/16		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2020/21

Comments/Concerns

Design Engineering is ongoing with vendor for each individual sign; construction involves installation of signage once it has been printed and delivered to Muni sign shop.



San Francisco County Transportation Authority

Project Name: Transit Stop Enhancement Program - Signage and Customer Information

Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 206,000	\$ -	\$ 206,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 400,000	\$ 400,000	\$ -	
Construction	\$ 2,240,000	\$ 2,240,000	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 2,846,000	\$ 2,640,000	\$ 206,000	
Percent of Total		93%	7%	

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	2024/25	2025/26	2026/27	Cash Flow Total	
Clear Channel Contract		Planning/Conceptual Engineering	Allocated	Previous	\$ 206,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Planned	2020/21	\$ 440,000	\$ -	\$ -	\$ 140,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 440,000	
Prop K	1-Rapid Bus Network	Construction	Planned	2020/21	\$ 2,200,000	\$ -	\$ -	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ -	\$ -	\$ -	\$ 2,200,000	
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Total By Fiscal Year					\$ 2,846,000	\$ -	\$ -	\$ 690,000	\$ 650,000	\$ 650,000	\$ 650,000	\$ -	\$ -	\$ -	\$ 2,640,000	

Comments

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



Prop K Project Information Form	
Project Name:	Geary Boulevard Improvement Project (Geary BRT Phase 2)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	16-Other Transit Enhancements
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Geary Corridor, Stanyan Street to 34th Avenue
Supervisory District(s):	District 01, District 02, District 03, District 05, District 06
Project Manager:	Mike Fernandez
Phone Number:	415-646-2721
Email:	mike.fernandez@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Geary Boulevard Improvement Project (BRT Phase 2) will enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and begin construction for the Geary BRT project between Stanyan Street and 34th Avenue. The project includes transit improvements like bus-only lanes, signal optimization, upgraded stations, and pedestrian improvements like highly visible crosswalks, sidewalk extensions, median refuges, and lighting.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The core purpose of the Geary Boulevard Improvement Project (BRT Phase 2) is to enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and begin construction for the full Geary BRT project. The project aims to reduce travel time, improve transit reliability, and enhance street safety along this major corridor that connects housing, retail centers and public centers.</p> <p>Improvements:</p> <ul style="list-style-type: none"> -Extension of dedicated bus-only lanes between Stanyan and 34th Avenue, including center-running lanes to 27th/28th Avenue -Traffic signal optimization that improves traffic flow and gives buses the green light as they approach an intersection -Upgraded stations with new amenities -Highly visible crosswalks, sidewalk extensions at intersections to shorten crossing distances -Median refuges that protect people who are walking that may not be able to cross Geary in one traffic signal phase -New lighting, landscaping, and trees to improve the look and feel of the street <p>Project Location</p> <p>The Geary Boulevard Improvement Project would bring long-term transportation improvements between 34th Avenue and Stanyan Street. Plans are also underway for the Geary Rapid Project to bring near-term improvements east of Stanyan to Market Street.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The Geary BRT project had an extensive public outreach and engagement process during the environmental review phase led by the SFCTA in partnership with the SFMTA, culminating in approval of the project and the Locally Preferred Alternative by the SFCTA Board in January 2017 and by the SFMTA Board in July 2017. Outreach has included public meetings, direct mailings, and direct outreach at bus stops and to businesses and is described more fully in the EIR and EIS in the Outreach Chapter. Since transitioning to SFMTA, the project team has set up a webpage www.sfmta.com/improvegeary , assigned a Public Information Officer and Public Relations Officer to the project, and established a Community Advisory Committee (combined with Geary BRT Phase 1/Geary Rapid project) that meets bi-monthly. The project is included in the Regional Transportation Plan and the San Francisco Transportation Plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - Mike Tan, Colin Dentel-Post SFPW - SFPUC -
Type of Environmental Clearance Required:	EIR/EIS



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

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	
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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%		Q3-Jan-Feb-Mar	2013/14	Q2-Oct-Nov-Dec	2016/17
Environmental Studies (PA&ED)	95%	In-house and Contracted	Q2-Oct-Nov-Dec	2016/17	Q1-Jul-Aug-Sep	2018/19
Right of Way						
Design Engineering (PS&E)	10%	In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2020/21
Advertise Construction		In-house	Q4-Apr-May-Jun	2020/21		
Start Construction (i.e. Award Contract)		In-house and Contracted	Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2022/23
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25

Comments/Concerns

FTA Record of Decision (ROD) issued: June 1, 2018



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

Project Name:	Geary Boulevard Improvement Project (Geary BRT Phase 2)
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 780,000	\$ 780,000	\$ -
Environmental Studies (PA&ED)	\$ 9,547,146	\$ 9,547,146	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 35,784,596	\$ 33,719,677	\$ 2,064,919
Construction	\$ 189,232,258	\$ 3,376,185	\$ 185,856,073
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 235,344,000	\$ 47,423,008	\$ 187,920,992
Percent of Total		20%	80%

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	1-Rapid Bus Network	Environmental Studies (PA&ED)	Allocated	Previous	\$ 8,693,146	\$ 8,693,146	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Environmental Studies (PA&ED)	Allocated	Previous	\$ 854,000	\$ 854,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Planning/Conceptual Engineering	Allocated	Previous	\$ 780,000	\$ 780,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Allocated	Previous	\$ 6,319,470	\$ 3,843,302	\$ 2,000,000	\$ 476,168	\$ -	\$ -	\$ -
Prop AA - Transit		Design Engineering (PS&E)	Programmed	Previous	\$ 2,064,919	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Planned	Previous	\$ 27,400,207	\$ -	\$ 10,500,000	\$ 10,900,207	\$ 6,000,000	\$ -	\$ -
Prop K	1-Rapid Bus Network	Construction	Planned	2020/21	\$ 626,185	\$ -	\$ -	\$ -	\$ 626,185	\$ -	\$ -
Prop K	16-Other Transit	Construction	Planned	2020/21	\$ 2,750,000	\$ -	\$ -	\$ -	\$ 2,750,000	\$ -	\$ -
FTA Small Starts		Construction	Planned	2020/21	\$ 100,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2020/21	\$ 85,856,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total By Fiscal Year					\$ 235,344,000	\$ 14,170,448	\$ 12,500,000	\$ 11,376,375	\$ 9,376,185	\$ -	\$ -

Comments

FTA Small Starts: SFMTA plans to apply for entry into the Federal Small Starts program pipeline by June 2019.

TBD funding: Potential sources for the Full BRT package include, but are not limited to MTC Transit Performance Initiative, cap and trade funds, Senate Bill 1 funded programs such as the Local Partnership Program program, other state or federal discretionary funds, Prop A General Obligation Bonds, Prop B General Fund, or a new local revenue measure(s).

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

Prop K Project Information Form	
Project Name:	Transit Performance Improvements Local Match Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Various
Supervisory District(s):	citywide
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	Local match to Transit Performance Improvement funds dedicated to regional investment in supportive infrastructure to achieve performance improvements in major transit corridors.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	To improve the reliability of the transit network.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

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



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

Comments/Concerns

The proposed programming is a placeholder. SFMTA will need to identify specific scopes of work prior to seeking allocation of funds. At that time, the SFMTA will provide specific project schedule information, cost, funding, and project scoring. Allocation of construction funds requires demonstration that design engineering is substantially complete for a specific scope and a full funding plan.



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

Project Name: Transit Performance Improvements Local Match Placeholder

Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 300,000	\$ 300,000	\$ -
Construction	\$ 942,000	\$ 942,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,242,000	\$ 1,242,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Planned	2019/20	\$ 300,000	\$ -	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Construction	Planned	2020/21	\$ 942,000	\$ -	\$ -	\$ 350,000	\$ 592,000	\$ -	\$ -
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Total By Fiscal Year					\$ 1,242,000	\$ -	\$ 200,000	\$ 450,000	\$ 592,000	\$ -	\$ -

Comments
 Prop K funds are placeholders. SFMTA will provide a funding plan specific to the proposed scope of work for projects prior to seeking allocation of funds.

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



Prop K Project Information Form			
Project Name:	Local Capital Match Placeholder		
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	7-Capital Improvement Program		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	TBD		
Supervisory District(s):	District 06, District 10		
Project Manager:	Peter Skinner, Manager of Fund and Grants Programming		
Phone Number:	650-622-7818		
Email:	skinnerp@santrans.com		
Brief Project Description for MyStreetSF (80 words max):	Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing siding, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Projects are designed to improve service levels.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing sidings, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Maintenance and rehabilitation projects designed to improve service levels. Costs reflect San Francisco share only. Includes project development and capital costs.</p> <p>The 5YPP contains placeholders since the 3 JPB member jurisdictions annually negotiate Caltrain's annual capital budget. Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Below is an example of a project that Caltrain may implement during this 5YPP period.</p> <p>Track, Bridge and Structure Rehabilitation This project is part of an ongoing JPB program for bridge and structure rehabilitation along the Caltrain Corridor between the 4th & King Station in San Francisco County and Control Point Lick, at Milepost 51.6, in Santa Clara County. This program includes a wide range of track and civil structure projects to maintain these existing assets in a state of good repair. Civil structure rehabilitation and replacement under this program includes existing bridge and bridge components such as foundations, piers, abutments, girders, stringers, deck structures, railings, walkways and approach structures. Other miscellaneous civil and track work includes repair or replacement of drainage culverts and catch basins, other types of drainage work as necessary to maintain good drainage conditions along the right of way, such as installation of sump drains, pumps, swales, ditches, sub-drains and pump structures, retaining walls to support track structures, erosion control measures, grading of roads and walkways to maintain site access; and replacement of fencing and signage.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>The Caltrain Short Range Transit Plan (SRTP) contains the ten-year Caltrain Capital Improvement Program, which forms the basis of the San Francisco share for the five years covered by this 5YPP. Caltrain adopted its 2015-2024 SRTP on October 1, 2015. The SRTP was presented to the JPB Board of Directors on September 3, 2015 as an informational item and then for adoption at the regularly scheduled Board meeting on October 1, 2015.</p> <p>The JPB's annual capital budget process also helps to further refine the projects listed in the SRTP. For Fiscal Year 2019, Capital Budget was presented to the JPB board on May 3, 2018 and adopted on June 7, 2018. The Fiscal Year 2019 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in the Caltrain Short Range Transit Plan.</p>		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Caltrain 5YPP Prioritization Criteria</td> </tr> </table>	Yes	Caltrain 5YPP Prioritization Criteria
Yes	Caltrain 5YPP Prioritization Criteria		



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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)		In-house and Contracted	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)		In-house and Contracted	Q3-Jan-Feb-Mar	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

This is a placeholder. Schedule will be determined once specific projects are identified and an allocation request is submitted.



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

Project Name: Local Capital Match 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	\$ 4,250,000	\$ 4,250,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 4,250,000	\$ 4,250,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	7-Capital Improvement Program	Any	Planned	2019/20	\$ 2,500,000	\$ -	\$ 1,250,000	\$ 1,250,000	\$ -	\$ -	\$ -
Prop K	7-Capital Improvement Program	Any	Planned	2020/21	\$ 1,750,000	\$ -	\$ -	\$ 875,000	\$ 875,000	\$ -	\$ -
Prop K	7-Capital Improvement Program	Any	Planned	2021/22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	7-Capital Improvement Program	Any	Planned	2022/23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	7-Capital Improvement Program	Any	Planned	2023/24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 4,250,000	\$ -	\$ 1,250,000	\$ 2,125,000	\$ 875,000	\$ -	\$ -

Comments



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

Prop K Project Information Form	
Project Name:	BART Accessibility Improvement Program
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	8-BART Station Access, Safety & Capacity
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	Balboa Park, Embarcadero, 24th St Mission Stations
Supervisory District(s):	District 03, District 06, District 08, District 09, District 11
Project Manager:	Carl Orman
Phone Number:	510-464-6496
Email:	corman@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements will include improvements to handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, and hearing loops at agent booths. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	BART has implemented Universal Design principles in this prioritized plan of accessibility improvements. The system was evaluated and BART reached out to the various impaired communities and special users in order to collect feedback on which improvements are important to these users and used this information to create a prioritized list of improvements. Based upon available funds for the program the accessibility improvements will include improvements to - handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, hearing loops at agent booths. These improvements improve safety, accessibility and station access for all users, especially for seniors; travelers with luggage and small children; and users with impaired vision, impaired cognitive ability, impaired mobility and impaired hearing. The overall systemwide BART Accessibility Improvement Program will be implemented in phases. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The Accessibility Improvement Program Evaluation and Phasing Plan included outreach (via online survey) to the program defined user groups (which were based upon APTA Universal Design Guidelines). These user groups were asked to score improvements based upon level of importance. Scores were tabulated and a priority list of 44 improvements was created. The user groups who participated in the survey included BART Accessibility Task Force, BART Limited English Proficiency Group, Hearing Loss Association of America, and Lighthouse for the Blind, among others. Surveys were received from seniors; travelers with luggage and young children; and users with limited english proficiency, vision impairments, cognitive impairments, height and weight impairments, mobility and hearing impairments and others. Accessibility improvements are capital improvement priorities identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	BART will coordinate with SFMTA.
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house and Contracted	Q3-Jan-Feb-Mar	2016/17	Q3-Jan-Feb-Mar	2018/19
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	Contracted	Q4-Apr-May-Jun	2019/20	Q1-Jul-Aug-Sep	2021/22
Advertise Construction			Q2-Oct-Nov-Dec	2021/22		
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name:	BART Accessibility Improvement Program
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 660,000	\$ -	\$ 660,000
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Right of Way	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 1,500,000	\$ -	\$ 1,500,000
	Construction	\$ 10,700,000	\$ 700,000	\$ 10,000,000
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 12,860,000	\$ 700,000	\$ 12,160,000
	Percent of Total		5%	95%

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
FTA Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 660,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Design Engineering (PS&E)	Programmed	2019/20	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	8-BART Station Access,	Construction	Planned	2021/22	\$ 700,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 300,000	\$ 200,000
BART Funds		Construction	Planned	2021/22	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 12,860,000	\$ -	\$ -	\$ -	\$ 200,000	\$ 300,000	\$ 200,000

Comments

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



Prop K Project Information Form			
Project Name:	BART Station Wayfinding		
Implementing Agency:	Bay Area Rapid Transit District		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	8-BART Station Access, Safety & Capacity		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Glen Park Station		
Supervisory District(s):	District 08, District 09		
Project Manager:	Joe Lipkos		
Phone Number:	510-464-6489		
Email:	jlipkos@bart.gov		
Brief Project Description for MyStreetSF (80 words max):	Project will remove and replace outdated wayfinding signs at street, concourse and platform levels. New LED backlit signs will be installed at the concourse and platform levels and will provide clear and understandable information to transit patrons with use of standard pictograms or icons. Real-time displays and transit information displays will be installed at concourse level. The transit information displays provide station maps, transit stop and transit routes maps with points of interest to help patrons with trip planning. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District, including Glen Park. Prop K funds will be used on Glen Park.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>MTC adopted the Transit Connectivity Plan in 2006 which developed regional transit wayfinding guidelines and standards. BART developed signs according to these standards which could be installed at stations to create a cohesive, integrated wayfinding system to help passengers and residents better navigate the BART system and surrounding areas. BART has implemented this wayfinding program at more than half of the system's BART stations, including several stations in San Francisco. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District. Packaging several stations into one contract will improve implementation efficiencies and reduce costs. The requested Prop K funds would fund implementation of wayfinding signage at the Glen Park Station in San Francisco. Program goals include the following:</p> <ol style="list-style-type: none"> 1) Provide consistent and understandable signage information to better direct BART and bus riders including: a) improved station identification at platforms; b) improved route information to end-destinations, transfer platforms, exits, elevators, escalators, and stairs; c) real-time departure times; d) transit information displays providing direction to other available transit options and points of interest to help patrons with trip planning. 2) Provide timely and accurate departure information. 3) Provide transit information consistent with MTC Regional Transit Wayfinding Guidelines and Standards 		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The MTC Transit Connectivity Plan (2006) included community outreach and focus groups in order to collect input for developing the regional transit wayfinding guidelines and standards. The 2018 Coordinated Public Transit-Human Services Transportation Plan documented a need for increased availability of real-time information.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	This project will include stakeholder meetings with staff from the SFMTA		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>Example Wayfinding Improvements</td> </tr> </table>	Yes	Example Wayfinding Improvements
Yes	Example Wayfinding Improvements		



**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	Q3-Jan-Feb-Mar	2016/17	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2018/19	Q4-Apr-May-Jun	2018/19
Advertise Construction			Q1-Jul-Aug-Sep	2019/20		
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2021/22

Comments/Concerns

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



Project Name:	BART Station Wayfinding
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Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 450,000	\$ -	\$ 450,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 1,900,000	\$ -	\$ 1,900,000
Construction	\$ 12,650,000	\$ 400,000	\$ 12,250,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 15,000,000	\$ 400,000	\$ 14,600,000
Percent of Total		3%	97%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
IFTA 5307		Planning/Conceptual Engineering	Allocated	Previous	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Design Engineering (PS&E)	Programmed	Previous	\$ 1,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	8-BART Station Access,	Construction	Planned	2019/20	\$ 400,000	\$ -	\$ 100,000	\$ 200,000	\$ 100,000	\$ -	\$ -
BART Funds		Construction	Planned	2019/20	\$ 12,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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				Total By Fiscal Year	\$ 15,000,000	\$ -	\$ 100,000	\$ 200,000	\$ 100,000	\$ -	\$ -

Comments

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

Prop K Project Information Form			
Project Name:	Powell Station Modernization		
Implementing Agency:	Bay Area Rapid Transit District		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	i. Major Capital Projects (transit)		
EP Line (Primary):	8-BART Station Access, Safety & Capacity		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Powell Street Station		
Supervisory District(s):	District 06		
Project Manager:	Mike Wong		
Phone Number:	510-464-6497		
Email:	mwong@bart.gov		
Brief Project Description for MyStreetSF (80 words max):	Upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance and improve the customer experience. Project components will include relocation of ticket		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station to upgrade and modernize the station. The Vision is to modernize the station so that it demonstrates BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell St. as a gateway station, enhancing the quality of life around the stations and meeting BART's needs for the future. The station modernization revolves around the themes of:</p> <ul style="list-style-type: none"> * Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths * Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience * Sustainability – Incorporate sustainable materials and technologies into the station to increase the life cycle value of the station's infrastructure and to conserve natural resources and protect the public investment <p>The improvements focus on increasing safety, capacity, sustainability, appearance, and enhancing the customer experience. In developing potential improvements for the station, BART has undertaken a planning process to: identify existing station deficiencies; consider impacts of development and growth on station ridership; understand future access, capacity and operational issues; consider art & place-making improvements; coordinate conversation with stakeholders, engage the community to help identify and prioritize improvements.</p> <p>As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station to upgrade and modernize the station. The Vision is to modernize the station so that it demonstrates BART's</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	BART conducted extensive community outreach as part of the Powell St BART Station Modernization Program Final Report (2015), including open houses, surveys, fliers, BART news story and email alert, and social media. The purpose of the outreach was to inform BART riders and the public about BART's planning process, efforts to implement capacity and modernization efforts at the station, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. The Modernization Program is a capital improvement priority identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Coordinating with SFMTA Central Subway Project. Main contact is Jane Wang.		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 20%; text-align: center;">Yes</td> <td>Powell Modernization Fact Sheet July 2018</td> </tr> </table>	Yes	Powell Modernization Fact Sheet July 2018
Yes	Powell Modernization Fact Sheet July 2018		

**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	Q4-Apr-May-Jun	2013/14	Q1-Jul-Aug-Sep	2015/16
Environmental Studies (PA&ED) Right of Way						
Design Engineering (PS&E)	95%	In-house and Contracted	Q1-Jul-Aug-Sep	2015/16	Q1-Jul-Aug-Sep	2018/19
Advertise Construction			Q2-Oct-Nov-Dec	2018/19		
Start Construction (i.e. Award Contract)			Q3-Jan-Feb-Mar	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2020/21
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2020/21

Comments/Concerns

BART submitted an allocation request for the project in July 2018 and anticipates appropriating \$327,025 in Prop K funds from EP8 for the project in September 2018, pending SFCTA Board approval. The funding resolution will include an intent to allocate \$672,975 in FY19/20 EP8 funds for the project. BART will work with SFCTA staff to bring the FY19/20 funding request to the Board for the May CAC/June Board cycle.

Powell Station Modernization

Project Contact

Mike Wong, Project Manager
MWong@bart.gov

Webpage

<http://www.bart.gov/about/planning/powell-street-station-modernization>

Related Projects

- Powell Station Ceiling and Lighting Project
- Escalator and Canopy Modernization:
<http://www.bart.gov/about/planning/sfentrances>



Project Summary

The Powell Station Modernization Project will upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance, and improve customer experience. Project components include relocation of ticket vending machines, new wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.

Goals

As part of our Station Modernization effort, BART has developed a comprehensive vision for the Powell Station: to upgrade and modernize the station, demonstrating BART's commitment to advancing transit ridership, improving the transit experience, reinforcing Powell Street as a gateway station, enhancing the quality of life around the station and meeting BART's needs for the future. The station modernization revolves around the themes of:

- Vibrancy – Reflect the energy of the surrounding community and enhance the station's existing strengths
- Connectivity – Strengthen multi-modal and universal access to the station and promote a safe and comfortable customer experience
- Sustainability – Incorporate sustainable materials and technologies into the station to increase the life-cycle value of the station's infrastructure, conserve natural resources, and protect the public investment

Schedule

- Advertise contract by the end of 2018
- Start construction in early 2019
- Project duration: 2 years





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

Prop K Project Information Form	
Project Name:	Downtown Ferry Terminal Float Rehabilitation
Implementing Agency:	Port of San Francisco
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	9-Ferry
Other EP Line Number/s:	
Fiscal Year of Allocation:	2022/23, 2023/24
Project Information	
Project Location:	Downtown Ferry Terminal Gate B
Supervisory District(s):	District 03
Project Manager:	Joe Roger
Phone Number:	274-0556
Email:	joe.roger@sfport.com
Brief Project Description for MyStreetSF (80 words max):	Ferry float, fendering, and mooring systems have been in use for over 15 years without proper drydocking for maintenance. In order to maintain the integrity of the float's structural frame and ensure its continued safe operations, this project will refurbish the float and gangway, apply corrosion protection coatings, replace the float roof fabric, and repair or replace utilities.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Gate B at the Downtown Ferry Terminal and the associated float serves more than 1 million passengers per year traveling between San Francisco and Vallejo on Water Emergency Transportation Authority (WETA) and Blue and Gold ferries. Over the past five years, ridership on San Francisco-Vallejo ferries increased by more than 60% and other routes have seen similar or greater increases, as commuters and others around the Bay look for alternatives to congested Bay Area bridge corridors. This influx underscores how important it is to keep all downtown ferry terminal floats available and in a state of good repair.</p> <p>According to industry standards, ferry floats should be taken out of the water put in to dry-dock for rehabilitation every 10 years due to the corrosive marine environment in which they operate. Float B has been in use for more than 15 years and is overdue for such capital repairs. In order to maintain the integrity of the float's structural frame and ensure its continued safe operations, this project will refurbish the float and gangway, apply corrosion protection coatings, replace the float roof fabric, and repair or replace utilities.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>Continued use of the gate B, and therefore keeping the float in proper condition, is integral to achieving the vision for water transportation supported by the Community in their review of the WETA's strategic plan and the update to the Port's Waterfront Landuse Plan. Groups engaged have included:</p> <ul style="list-style-type: none"> • Northeastern Waterfront and Central Waterfront Advisory Groups • Waterfront Design Advisory Committee • San Francisco Bay Conservation & Development Commission's Design Review Board • Port Commission and WETA Board
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	WETA, Kevin Connolly or Mike Gougherty
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	30%	In-house	Q1-Jul-Aug-Sep	2022/23	Q1-Jul-Aug-Sep	2022/23
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2022/23	Q1-Jul-Aug-Sep	2022/23
Right of Way						
Design Engineering (PS&E)	0%	Contracted	Q1-Jul-Aug-Sep	2022/23	Q4-Apr-May-Jun	2022/23
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2023/24		
Start Construction (i.e. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)	0%					
Open for Use	0%				Q2-Oct-Nov-Dec	2024/25
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25

Comments/Concerns



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

Project Name: Downtown Ferry Terminal Float Rehabilitation

Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 200,000	\$ 200,000	\$ -
Construction	\$ 2,800,000	\$ 400,000	\$ 2,400,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,000,000	\$ 600,000	\$ 2,400,000
Percent of Total		20%	80%

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	2024/25
Prop K	9-Ferry	Design Engineering (PS&E)	Planned	2022/23	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -
Prop K	9-Ferry	Construction	Planned	2023/24	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 300,000
Port Harbor Fund		Construction	Planned	2023/24	\$ 2,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 100,000	\$ 300,000

Comments

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



Prop K Project Information Form	
Project Name:	Gangways and Piers Project - Reconstruction
Implementing Agency:	Golden Gate Bridge, Highway and Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	9-Ferry
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21, 2023/24
Project Information	
Project Location:	San Francisco Ferry Terminal
Supervisory District(s):	District 03
Project Manager:	John Eberle
Phone Number:	(415) 923-2003
Email:	JEberle@goldengate.org
Brief Project Description for MyStreetsSF (80 words max):	Project replaces the hydraulic gangway/ramp system and camel floats and fenders at the San Francisco ferry terminals with new steel floats that adapt to the rising sea level. The outdated gangway/ramp system needs to be replaced with new floats technology consistent with adjacent ferry operators. The benefits of the project include, but are not limited to: rehabilitate deteriorated passenger facility, improve passenger access and ADA compliance, streamline passenger traffic to main deck loading, greater operational efficiencies, and enhanced emergency preparedness and transit security.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Golden Gate Ferry is an integral part of Marin and San Francisco multi-modal transportation network, providing a fast, safe, comfortable and convenient alternative to automobile travel, relieving peak hour congestion in the Highway 101 Corridor. The ferry service provides over two million passengers trips and twenty-two million passenger miles per year.</p> <p>This project replaces fixed guideway connectors, including floats, floating barges, fenders, ramps, and gangways in Sausalito, San Francisco, Larkspur. The Golden Gate Bridge, Highway and Transit District awarded the design contract in 2013 for three ferry facilities and will start the preliminary design at San Francisco in FY21/22. Prop K funds will only support the San Francisco portion of the project providing local match for federal funds for design and construction.</p> <p>The 40-years old facilities in San Francisco require rehabilitation to continue ferry service. A series of camel floats hold up the fenders at each of the berths. Their buoyancy decreases with age. The outdated gangway/ramp system with camel floats and fenders need to be replaced with new floats technology consistent with adjacent ferry operators. Project also includes minor landside improvements to streamline passenger flow and correct security fences.</p> <p>The benefits of the project include, but are not limited to: rehabilitate deteriorated passenger facility, improve passenger access and ADA compliance, streamline passenger traffic to main deck loading, greater operational efficiencies, and enhanced emergency preparedness and transit security.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	We anticipate public outreach in early 2021 as part of the PA&ED phase.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Port, Ananda Hirsch
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	25%	In-house and Contracted	Q1-Jul-Aug-Sep	2009/10	Q2-Oct-Nov-Dec	2020/21
Environmental Studies (PA&ED)	10%	Contracted	Q3-Jan-Feb-Mar	2013/14	Q2-Oct-Nov-Dec	2021/22
Right of Way	50%	In-house	Q3-Jan-Feb-Mar	2013/14	Q4-Apr-May-Jun	2021/22
Design Engineering (PS&E)	0%	In-house and Contracted	Q4-Apr-May-Jun	2018/19	Q4-Apr-May-Jun	2022/23
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2023/24		
Start Construction (i.e. Award Contract)	0%	In-house	Q3-Jan-Feb-Mar	2023/24		
Operations (i.e. paratransit)	0%	In-house				
Open for Use	0%	TBD			Q1-Jul-Aug-Sep	2027/28
Project Completion (means last eligible expenditure)	0%	In-house			Q4-Apr-May-Jun	2027/28

Comments/Concerns



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

Project Name:	Gangways and Piers Project - Reconstruction
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Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 350,000	\$ -	\$ 350,000
Environmental Studies (PA&ED)	\$ 650,000	\$ 65,000	\$ 585,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 3,010,000	\$ 282,000	\$ 2,728,000
Construction	\$ 30,000,000	\$ 900,000	\$ 29,100,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 34,010,000	\$ 1,247,000	\$ 32,763,000
Percent of Total		4%	96%

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	2024/25	2025/26	2026/27	
GGBHTD		Planning/Conceptual Engineering	Allocated	Previous	\$ 350,000									\$ -	
Federal Transit Administration (FTA)		Environmental Studies (PA&ED)	Programmed	2019/20	\$ 520,000							\$ -	\$ -	\$ -	
GGBHTD		Environmental Studies (PA&ED)	Programmed	2019/20	\$ 65,000							\$ -	\$ -	\$ -	
Prop K	9-Ferry	Environmental Studies (PA&ED)	Planned	2020/21	\$ 65,000			\$ 65,000						\$ -	
FTA		Design Engineering (PS&E)	Programmed	2019/20	\$ 2,428,000									\$ -	
GGBHTD		Design Engineering (PS&E)	Programmed	2020/21	\$ 300,000									\$ -	
Prop K	9-Ferry	Design Engineering (PS&E)	Planned	2021/22	\$ 282,000				\$ 141,000	\$ 141,000				\$ -	
FTA		Construction	Planned	2023/24	\$ 24,000,000										
GGBHTD		Construction	Planned	2023/24	\$ 5,100,000										
Prop K	9-Ferry	Construction	Planned	2023/24	\$ 900,000						\$ 100,000	\$ 250,000	\$ 250,000	\$ 300,000	
Total By Fiscal Year					\$ 34,010,000	\$ -	\$ -	\$ 65,000	\$ 141,000	\$ 141,000	\$ 100,000	\$ 250,000	\$ 250,000	\$ 300,000	

Comments



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

Prop K Project Information Form	
Project Name:	Downtown Ferry Terminal - Passenger Circulation Improvements
Implementing Agency:	Port of San Francisco
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	9-Ferry
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Downtown Ferry Terminal, adjacent to the southern end of the Ferry Building, east to the Embarcadero Rdwy
Supervisory District(s):	District 03
Project Manager:	Dan Hodapp
Phone Number:	415-274-0625
Email:	dan.hodapp@sfport.com
Brief Project Description for MyStreetSF (80 words max):	Construct a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The proposed project would separate vehicles and pedestrians with furnishings including walkway lighting and seating. The project shares its scope with the South Terminal Expansion project of the Downtown Ferry Terminal (DTFT), which is constructing a seismic joint to connect two independent pile supported structures, stormwater drainage, and other surface improvements.</p> <p>The project was publicly reviewed, completed environmental review and fully entitled through the DTFT project which includes the following: Construction of two new ferry gates and vessel berthing facilities (new Gates F and G), rehabilitation or replacement of one existing ferry gate and vessel berthing facilities (existing Gate E), pile supported pedestrian circulation areas, amenities such as weather protection canopies, and a new pile supported plaza between the Ferry Building and the Agriculture Building for passenger queuing, staging for evacuees in the event of a major emergency.</p> <p>The project is consistent with the Port's Waterfront Land Use Plan (WLUP) by "...providing a safe connection between land and water areas", and with the Waterfront Design & Access Element of the WLUP by "...include a clear walkway or other circulation route ...from The Promenade". The Project is also consistent with the City's Vision Zero "...goal is to create a culture that prioritizes traffic safety...". The Project Goal is to provide a safe and comfortable vehicle separated walkway for ferry passengers between The Embarcadero Promenade and ferry pier.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The Port and WETA have conducted public outreach efforts to involve stakeholders throughout development of the project, presenting the project and updates to several organizations, including the Port's Northeastern Waterfront Advisory Group, Maritime Commerce Advisory Committee, and Waterfront Design Advisory Committee, the San Francisco Historical Preservation Commission and the BCDC Design Review Board. Additionally, regular project updates have been posted to both the Port's website and the WETA website.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Water Emergency Transportation Authority, Michael Gougherty, project manager, (415) 364-3189. Golden Gate Bridge Highway and Transportation District, Amy Frye,
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Project 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%	Contracted	Q1-Jul-Aug-Sep	2010/11	Q4-Apr-May-Jun	2011/12
Environmental Studies (PA&ED)	100%	Contracted	Q1-Jul-Aug-Sep	2012/13	Q2-Oct-Nov-Dec	2014/15
Right of Way	100%	In-house				
Design Engineering (PS&E)	30%	In-house and Contracted	Q3-Jan-Feb-Mar	2013/14	Q4-Apr-May-Jun	2018/19
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2018/19		
Start Construction (i.e. Award Contract)	0%	Contracted	Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)	0%	TBD				
Open for Use	0%	In-house			Q3-Jan-Feb-Mar	2019/20
Project Completion (means last eligible expenditure)	0%	Contracted			Q4-Apr-May-Jun	2019/20

Comments/Concerns



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

Project Name: Downtown Ferry Terminal - Passenger Circulation Improvements

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 60,000	\$ 60,000	
Construction	\$ 240,000	\$ 240,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 300,000	\$ 300,000	\$ -
Percent of Total		100%	0%

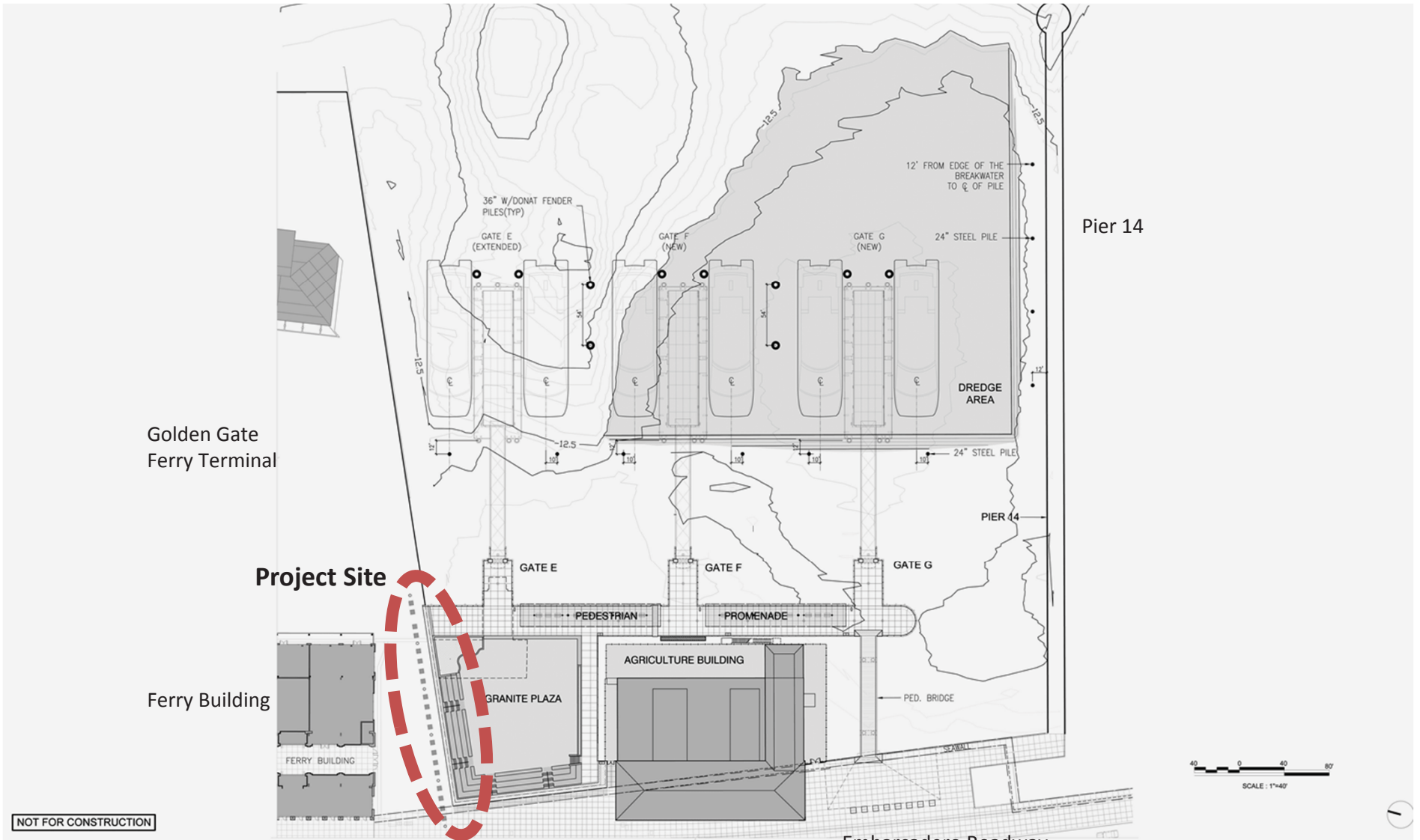
Eric Reeves:
 What is the status of this funding?

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	9-Ferry	Design Engineering (PS&E)	Planned	Previous	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -
Prop K	9-Ferry	Construction	Planned	2019/20	\$ 240,000	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 300,000	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -

Comments

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Downtown Ferry Terminal - Passenger Circulation Improvements



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Embarcadero Roadway

Port of San Francisco



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

Prop K Project Information Form	
Project Name:	16th Street Improvement Project (22 Fillmore Phase 2)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	10-Trolleybus Lines Extension
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19, 2019/20
Project Information	
Project Location:	16th Street between Church Street and Utah Street.
Supervisory District(s):	District 08, District 09, District 10
Project Manager:	Cathal Hennessy
Phone Number:	415 701-4548
Email:	Cathal.Hennessy
Brief Project Description for MyStreetSF (80 words max):	The 16th Street Improvement Project includes replacing some OCS infrastructure and installing new traffic signals and communications infrastructure. As 16th Street is within the Vision Zero High-Injury Network, the project will also install appropriate treatments to improve pedestrian safety. Transit bulbs and transit boarding islands will be constructed to enable more efficient passenger boarding and alighting. Pedestrian bulbs, raised crosswalks, and curb ramps will be constructed to enhance pedestrian safety.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The 16th Street Improvement Project (22 Fillmore Phase 2) aims to revamp the transportation infrastructure along a rapidly changing 1.2-mile transit corridor along 16th street from Church Street to Utah Street. The project will install new or replace OCS, traffic signal, and communications infrastructure. Transit bulbs and transit boarding islands will be constructed to enhance pedestrian safety and to enable more efficient passenger boarding and alighting. The 22 Fillmore trolley route connects northeast San Francisco to the central waterfront as it passes through the center of the city, traveling north-south along Fillmore Street and east-west along 16th Street. The project will transform and shape the 16th Street corridor by improving transit reliability, travel time, safety, and accessibility for all users while meeting the needs of current and future residents, workers, and visitors to this growing regional destination.</p> <p>Phase I (funded separately) will include similar improvements to the transportation infrastructure along 16th Street from Utah Street to 3rd street to Mission Bay. The Project scope includes rerouting the 22 Fillmore line to continue along 16th Street from east of Kansas Street to Third Street and into Mission Bay.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See attached
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	See attached
Type of Environmental Clearance Required:	N/A
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

**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	Q3-Jan-Feb-Mar	2014/15	Q1-Jul-Aug-Sep	2015/16
Environmental Studies (PA&ED)	100%	In-house			Q3-Jan-Feb-Mar	2013/14
Right of Way						
Design Engineering (PS&E)	100%	In-house	Q2-Oct-Nov-Dec	2015/16	Q1-Jul-Aug-Sep	2018/19
Advertise Construction	0%		Q3-Jan-Feb-Mar	2018/19		
Start Construction (i.e. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2018/19		
Operations (i.e. paratransit)	0%					
Open for Use	0%				Q2-Oct-Nov-Dec	2020/21
Project Completion (means last eligible expenditure)	0%				Q2-Oct-Nov-Dec	2021/22

Comments/Concerns



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

Project Name: 16th Street Improvement Project (22 Fillmore Phase 2)

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 900,000	\$ -	\$ 900,000
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 1,100,000	\$ -	\$ 1,100,000
Construction		\$ 26,900,371	\$ 5,600,371	\$ 21,300,000
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 28,900,371	\$ 5,600,371	\$ 23,300,000
Percent of Total			19%	81%

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	10-Trolleybus Lines Extension	Construction	Programmed	Previous	\$ 4,069,063	\$ -	\$ 500,000	\$ 2,250,000	\$ 1,319,063	\$ -	\$ -
Prop K	10-Trolleybus Lines Extension	Construction	Planned	2019/20	\$ 1,531,308	\$ -	\$ -	\$ -	\$ 962,245	\$ 569,063	\$ -
GO Bond		Planning/Conceptual Engineering	Allocated	Previous	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GO Bond		Design Engineering (PS&E)	Allocated	Previous	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GO Bond		Construction	Programmed	2019/20	\$ 11,381,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IPIC		Construction	Programmed	2020/21	\$ 2,575,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IPIC		Construction	Programmed	2021/22	\$ 985,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Construction	Planned	2021/22	\$ 2,708,388	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TSF		Construction	Programmed	2021/22	\$ 3,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 28,900,371	\$ -	\$ 500,000	\$ 2,250,000	\$ 2,281,308	\$ 569,063	\$ -

Comments

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



Prop K Project Information Form	
Project Name:	F Market & Wharves: Fort Mason Extension
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	11-F-Line Extension to Ft Mason
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Beach St from Jones to Fort Mason parking lot
Supervisory District(s):	District 02, District 03
Project Manager:	Kathleen Phu
Phone Number:	415-701-4332
Email:	Kathleen.Phu@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Identify an initial extension segment for the F Market & Wharves line, from Fisherman's Wharf to Fort Mason. The project will take the existing alignment and work with stakeholders to refine and ultimately develop a plan that can move into the design phase.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The F-line streetcar extension was environmentally cleared through the National Environmental Policy Act (NEPA) in 2013. The overall NEPA action calls for an alignment through Fort Mason and into the Marina. This project will identify an initial extension segment from Fisherman's Wharf to Fort Mason, stopping short of proceeding into Aquatic Park. The project will take the existing alignment and work with stakeholders to refine and ultimately develop a plan that can move into the design phase. This project will ultimately accomplish several important goals including: 1) increasing reliability for the E/F lines by improving the existing E/F terminal issues at Beach/Jones; 2) growing ridership by extending rail service towards the Marina; and, 3) supporting larger city wide goals related to Aquatic Park redevelopment.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Preliminary outreach has been conducted with Market Street Railway; previous outreach was conducted when NEPA was completed in 2013.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	The National Park Service (NPS) and Golden Gate National Recreation Area (GGNRA) will be partners in this effort.
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Map attached with two alternatives being proposed

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	5%	In-house	Q2-Oct-Nov-Dec	2019/20	Q4-Apr-May-Jun	2020/21
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
 Federal Environmental Impact Statement was completed for the extension into Fort Mason; SFMTA staff is determining if a re-evaluation/amendment is needed. California state environmental clearance (CEQA) was not conducted during the EIS process and staff is determining if additional environmental review is required. The timeline for future phases is uncertain and will be informed by the results of this planning study.



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

Project Name:	F Market & Wharves: Fort Mason Extension
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 926,100	\$ 926,100	\$ -
Environmental Studies (PA&ED)			\$ -
Right of Way	\$ -		\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 926,100	\$ 926,100	\$ -
Percent of Total		100%	0%

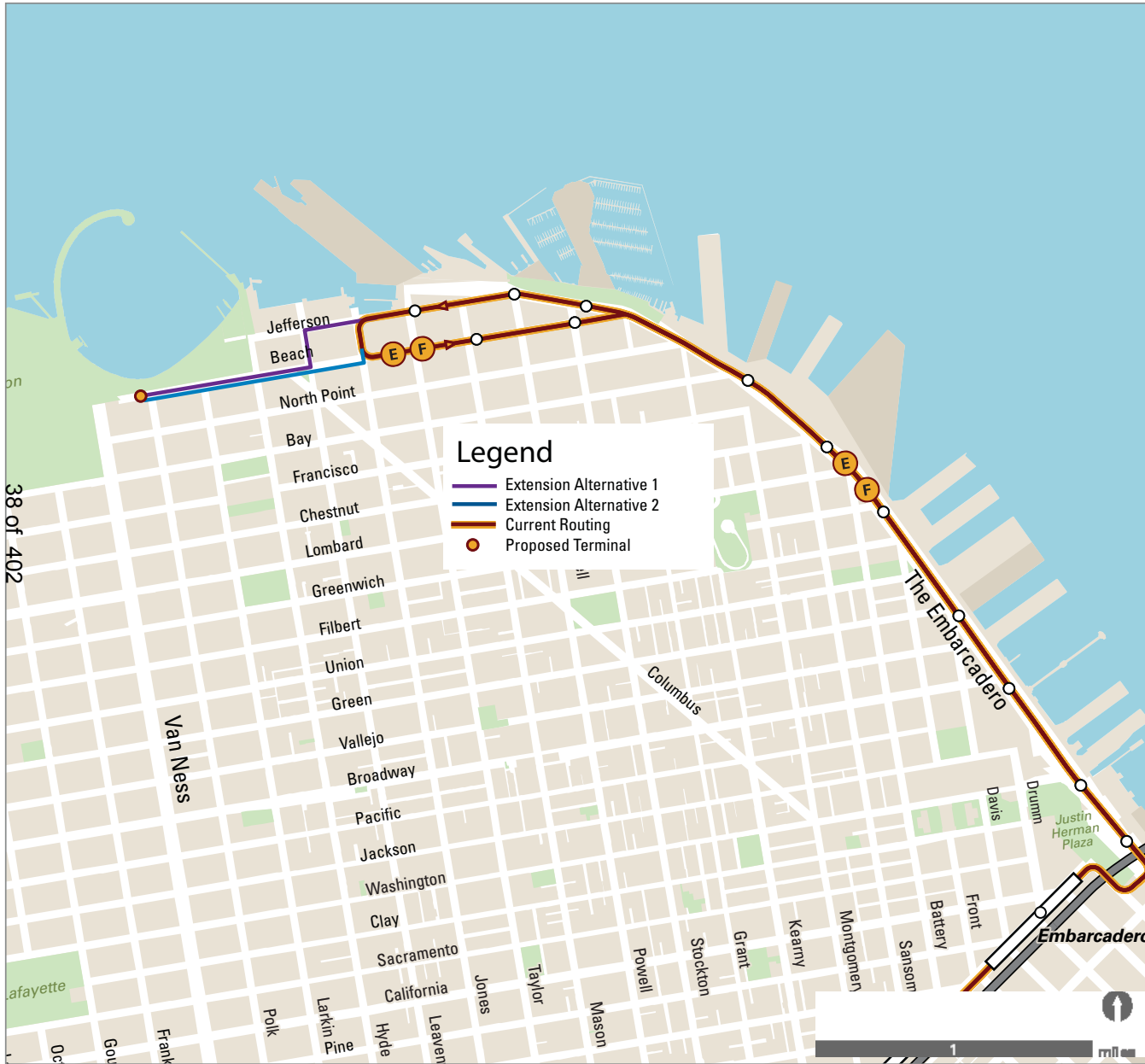
Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	11-F-Line Extension to Ft Mason	Planning/Conceptual Engineering	Planned	2019/20	\$ 926,100	\$ -	\$ 500,000	\$ 426,100	\$ -	\$ -	\$ -
						\$ -	\$ -				\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	
Total By Fiscal Year					\$ 926,100	\$ -	\$ 500,000	\$ 426,100	\$ -	\$ -	\$ -

Comments

The Prop K Expenditure Plan provides a total of \$5 million (2003 \$'s) in Prop K funds and states that "...[t]he remaining project costs will be covered by the National Park Service/Presidio Trust using Park funds." In the spirit of this Expenditure Plan policy, Transportation Authority staff recommends carrying forward the following condition from the 2014 5YPP: As part of the planned allocation of planning/conceptual engineering funds, the first task shall include an analysis of the operating costs, fare box recovery, and level of operating subsidy; funding plan for operations; and the overall cost/benefit of the project. This is intended to help inform decisionmakers as they evaluate this and other transit expansion needs.

The planning/conceptual engineering study funds were previously programmed in FY 2015/16. At the time, the total project cost was \$47.8 M. The planning study will produce refined project cost estimates, a schedule and funding plan.

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F Line Extension

Alternatives into Aquatic Park

August 2018

The map shows two alternatives being considered for streetcar service from Fisherman's Wharf to Aquatic Park.

Date Saved: 08/13/2018

For reference contact: Kathleen.Phu@sfmta.com

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





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

Prop K Project Information Form	
Project Name:	Rehabilitate Historic & Milan Streetcars
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	12-Purchase/Rehab Historic Streetcars
Other EP Line Number/s:	17M-Vehicles - MUNI
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	N/A
Supervisory District(s):	District 03, District 05, District 06
Project Manager:	Aaron Posner
Phone Number:	415-646-2475
Email:	Aaron.Posner@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Rehabilitate up to 11 Milan and 7 Vintage Streetcars to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The historic streetcar fleet is a collection of electric rail vehicles from the U.S. and around the world. This project will rehabilitate up to 18 Milan and Vintage Streetcars (which the SFMTA already owns) to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements. The historic streetcar fleet is a collection of electric rail vehicles from the U.S. and around the world. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: 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	85%	In-house and Contracted	Q2-Oct-Nov-Dec	2016/17	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	Contracted	Q3-Jan-Feb-Mar	2018/19	Q1-Jul-Aug-Sep	2021/22
Advertise Construction	0%	In-house	Q2-Oct-Nov-Dec	2021/22		
Start Construction (i.e. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q1-Jul-Aug-Sep	2028/29
Project Completion (means last eligible expenditure)						

Comments/Concerns



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

Project Name: Rehabilitate Historic & Milan Streetcars

Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 709,365	\$ -	\$ 709,365
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 1,874,046	\$ 374,809	\$ 1,499,237
Construction	\$ 39,677,564	\$ 3,850,735	\$ 35,826,829
Operations (i.e. paratransit)	\$ 960,160	\$ -	\$ 960,160
Total Project Cost	\$ 43,221,135	\$ 4,225,544	\$ 38,995,591
Percent of Total		10%	90%

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	2024/25	2025/26	2026/27	2027/28	
Prop K	12-Purchase/Rehab	Design Engineering (PS&E)	Planned	2019/20	\$ 374,809	\$ -	\$ 187,405	\$ 187,405	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	12-Purchase/Rehab	Construction	Planned	2021/22	\$ 545,986	\$ -	\$ -	\$ -	\$ 272,993	\$ 272,993	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	17M-Vehicles - MUNI	Construction	Planned	2021/22	\$ 3,304,749	\$ -	\$ -	\$ -	\$ 1,652,375	\$ 1,652,375	\$ -	\$ -	\$ -	\$ -	\$ -	
FTA-5309		Planning/Conceptual Engineering	Allocated	Previous	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MTC-AB664		Planning/Conceptual Engineering	Allocated	Previous	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
401			Planned	2019/20	\$ 4,214,413	\$ -	\$ 209,365	\$ 749,619	\$ 749,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,505,811	
TCP (Federal Transit Administration formula funds)		Construction	Planned	2022/23	\$ 34,281,178	\$ -	\$ -	\$ -	\$ -	\$ 10,284,353	\$ 10,284,353	\$ 6,856,236	\$ 3,428,118	\$ 3,428,118	\$ -	
402					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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Total By Fiscal Year						\$ 43,221,135	\$ 500,000	\$ 396,770	\$ 937,023	\$ 2,674,986	\$ 12,209,721	\$ 10,284,353	\$ 6,856,236	\$ 3,428,118	\$ 3,428,118	\$ 2,505,811

Comments
Prop B may be used for multiple phases.



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

Prop K Project Information Form	
Project Name:	Balboa Park Station Area Improvements
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	13-Balboa Park BART/MUNI Station Access
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Balboa Park Station
Supervisorial District(s):	District 11
Project Manager:	Michael Wong
Phone Number:	510-464-6497
Email:	mwong@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Construct an open space plaza at the southern end of the Balboa Park Station in the current BART Passenger Drop-Off area. The new plaza area will redesign the vehicular access through San Jose Avenue creating a reduced passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. The plaza will function as a flexible public open-space that meets the needs of the community, enhances safety and encourages multi-modal access to the station.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This project will create an open space plaza at the southern end of the Balboa Park Station in the current Passenger Drop-Off area. There will be a TOD project located in the current SFMTA parking area that will create low-income housing with retail spaces at street/ground level. The plaza will function as a multi-modal transit hub and a public open-space. The new plaza area will redesign the vehicular access through San Jose Avenue that creates a reduced passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. This will create flexible space that meets the needs of the community, enhances safety and encourages multi-modal access to the station. This project is being planned and designed in coordination with multiple stakeholders including the Balboa Park CAC, BART, SFMTA, the San Francisco Mayor's Office, Mission Housing Development Corporation, and Related California. The project is included in the Balboa Park Station Area CAC Proposed 2018 Work Plan.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The project is included in the following plans: Balboa Park Station Area Circulation Study (2014), Balboa Park Station Capacity and Conceptual Engineering Study (2012), The Balboa Park Station Area Plan (2009), BART's Comprehensive Station Plan (2002). Community outreach was conducted for each of these plans. BART has held outreach events at the Balboa Park Station to provide information and collect feedback directly from community members who use the station and station area. BART has presented the project to the Balboa Station Area CAC on several occasions.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA: Tony Henderson, tony.henderson@sfmta.com San Francisco Mayor's Office of Housing: Sara Amaral, sara.amaral@sfgov.org
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Balboa Park Dropoff Plaza Boards_0

**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	Q2-Oct-Nov-Dec	2017/18	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	25%	In-house and Contracted	Q4-Apr-May-Jun	2017/18	Q2-Oct-Nov-Dec	2019/20
Advertise Construction			Q2-Oct-Nov-Dec	2019/20		
Start Construction (i.e. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2021/22

Comments/Concerns



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

Project Name: Balboa Park Station Area Improvements

Project Cost Estimate table with columns: Phase, Cost, Funding Source (Prop K, Other). Rows include Planning/Conceptual Engineering, Environmental Studies (PA&ED), Right of Way, Design Engineering (PS&E), Construction, Operations (i.e. paratransit), Total Project Cost, and Percent of Total.

Funding Plan - All Phases table with columns: Fund Source, Prop K Expenditure Line, Phase, Fund Source Status, Fiscal Year of Allocation (Programming Year), Total Funding, and Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement) from Previous to 2022/23 and Cash Flow Total.

Comments section with a single line of text: TBD funds: BART will work with SFMTA and the Mayor's Office of Housing to pursue Affordable Housing and Sustainable Communities program funds.

43 of 402

BETTER STATIONS.

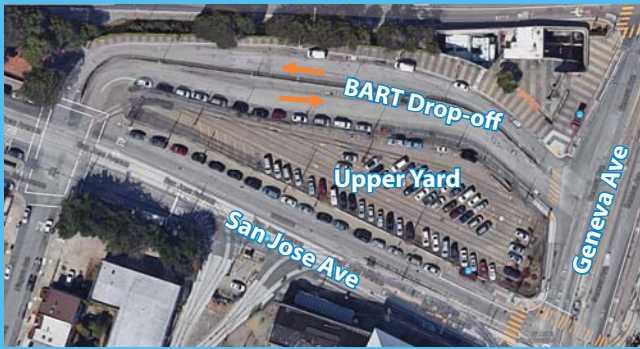


BALBOA PARK STATION: PATRON DROP-OFF + PLAZA

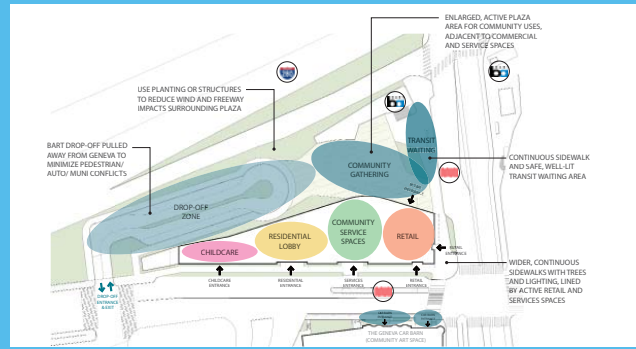
The upper yard adjacent to the Balboa Park Station is the site of future affordable housing and community space. BART is collaborating with San Francisco Mayor's Office of Housing and Community Development, Mission Housing Development Corporation, Related California and SFMTA to repurpose the patron drop-off area adjacent to the south entrance to create a shared public space that is:

- Flexible to meet the needs of the community and coordinates with the planned community /commercial space;
- Safe and inviting for transit passengers; and
- Meets BART's maintenance and operation needs.

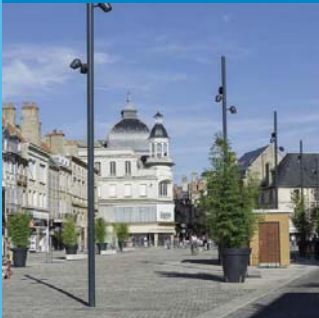
Existing Site Layout



Proposed Site Layout



Potential Plaza Features



Pedestrian-Scaled Lighting



Specialty Paving in Plaza Area



Public Seating Areas

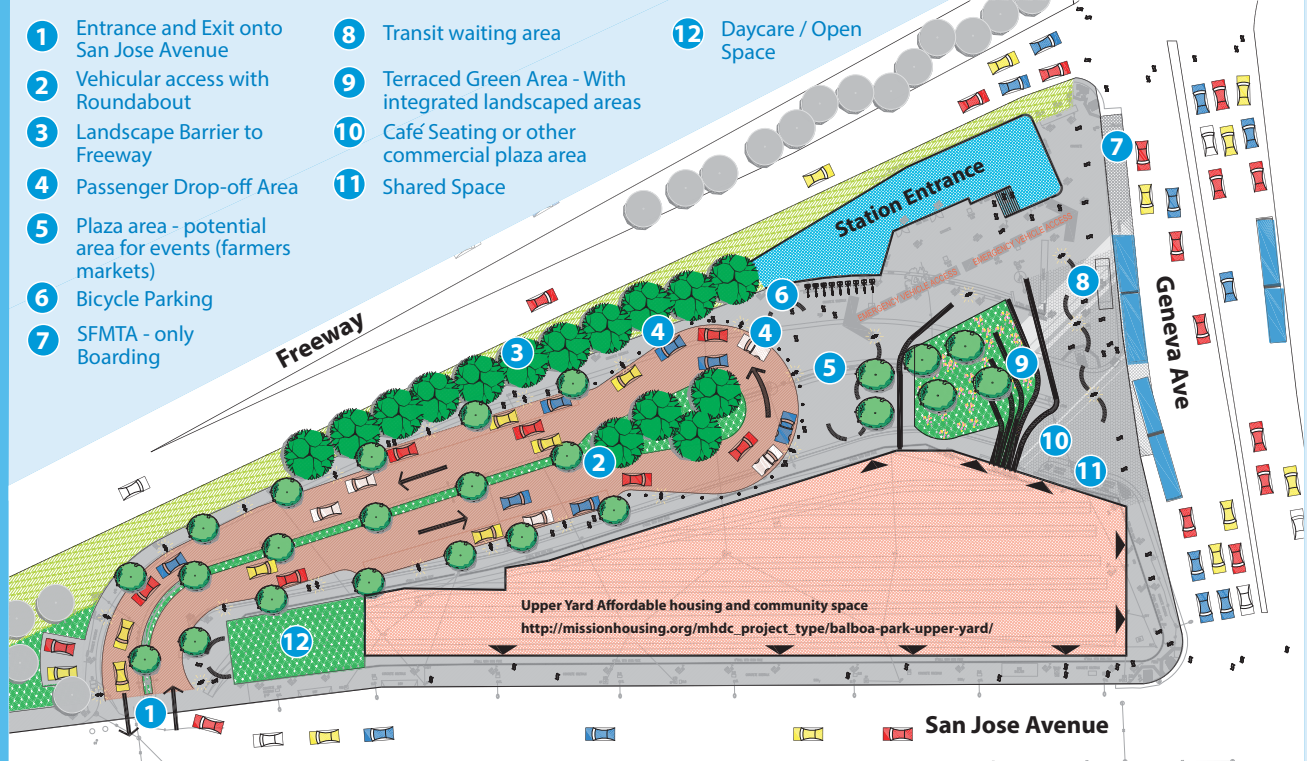


Terraced Plaza

BETTER STATIONS.

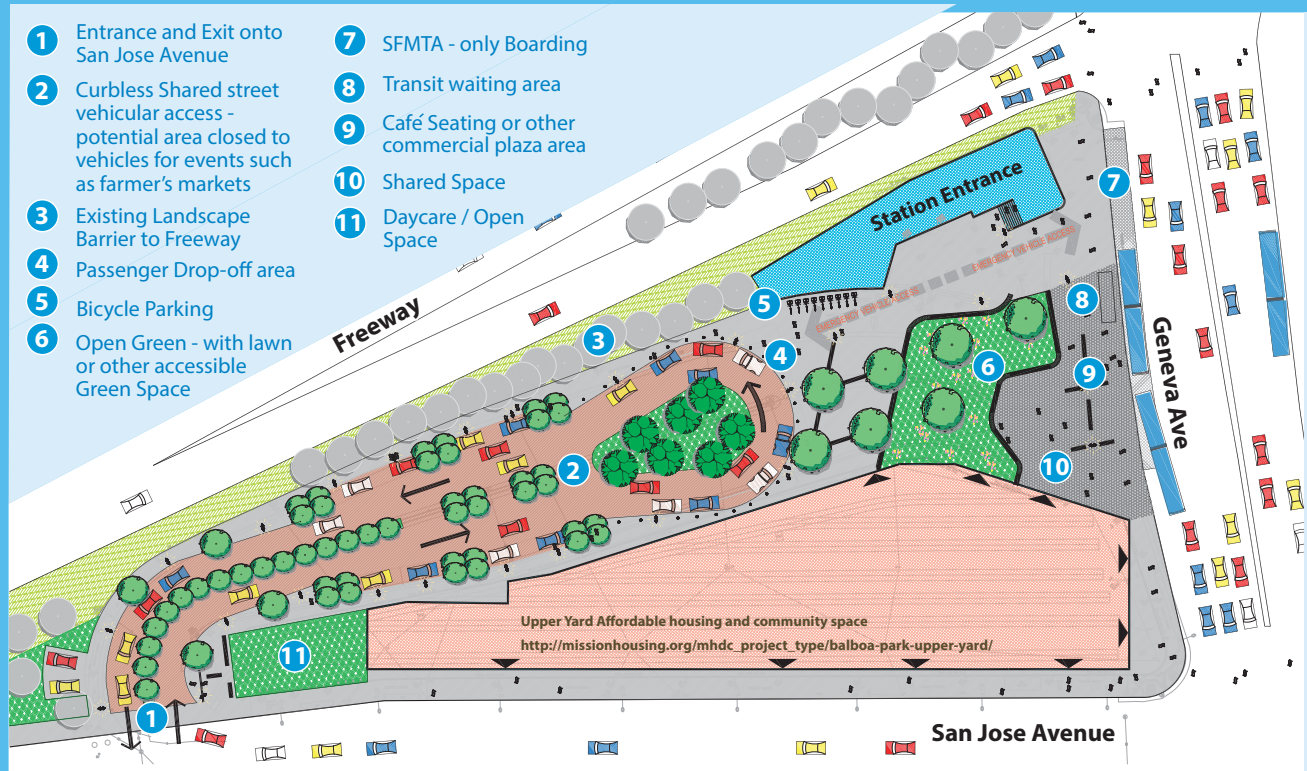


Alternative 1: Roundabout



Conceptual Drawings - for discussion purposes. Final project will necessitate further design and coordination

Alternative 2: Roundabout with Shared Street



Conceptual Drawings - for discussion purposes. Final project will necessitate further design and coordination

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



Prop K Project Information Form	
Project Name:	Geneva/San Jose M-Line Terminal
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	13-Balboa Park BART/MUNI Station Access
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	San Jose Street at Geneva Street
Supervisorial District(s):	District 11
Project Manager:	Tony Henderson
Phone Number:	415-701-5375
Email:	Tony.Henderson@sfmta.com
Brief Project Description for MyStreetsSF (80 words max):	Planning and design of accessible boarding facilities and pedestrian safety improvements for the M Ocean View stops adjacent to Balboa Park Station. These improvements will create safer pedestrian connections between the M Ocean View and other transit facilities in and around Balboa Park Station. This project stems from the Balboa Park Station Area Plan adopted in 2009 following substantial community engagement.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The SFMTA operates three LRV routes (J, K, M) that terminate at Balboa Park Station. In 2017, the SFMTA completed the Balboa Park Station Area and Plaza Improvements Project, which made numerous pedestrian safety and transit accessibility upgrades for the J and K lines that terminate within the Green Light Rail Center adjacent to Balboa Park Station. The J and K lines now have convenient accessible connections to BART, while the M Line remains inaccessible and has poor pedestrian connectivity to BART. This project will use Prop K funds for the planning and design phases for accessible boarding facilities for the M Line and make related pedestrian safety improvements to enhance connections to other transit facilities in and around Balboa Park Station.</p> <p>This project will build onto the Geneva-San Jose Intersection Study [NTIP Planning], which is focused on outreach around conceptual options for the boarding facilities, as well as general multimodal transportation at the intersection. This Geneva/San Jose M-Line Terminal project will finalize the conceptual engineering for the preferred option and move into detailed design.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This project stems from Balboa Park Station Area Plan, adopted in 2009 following substantial community engagement, which includes Policy 2.1.1: "Redesign the Balboa Park BART Station as a regional transit hub that efficiently accommodates BART, light rail, buses, bicycles, pedestrians, taxis and automobile drop-off and pick-up." The Balboa Park Station Capacity and Conceptual Engineering Study, completed in 2012 following two community meetings and numerous public presentations, identified accessible boarding facilities for the M Line as a short-range high priority recommendation. Outreach as part of the District 11 NTIP Geneva-San Jose Intersection Study (underway) has also shown support for this project.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	DPW - staff TBD BART - Tim Chan MOHCD - Mara Blitzer
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



**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	65%	In-house	Q4-Apr-May-Jun	2015/16	Q2-Oct-Nov-Dec	2020/21
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2020/21	Q2-Oct-Nov-Dec	2020/21
Right of Way						
Design Engineering (PS&E)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2020/21	Q4-Apr-May-Jun	2021/22
Advertise Construction	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2021/22		
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2022/23
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2023/24

Comments/Concerns



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

Project Name:	Geneva/San Jose M-Line Terminal
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 650,000	\$ 498,000	\$ 152,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 2,510,000	\$ 1,208,408	\$ 1,301,592
Construction	\$ 9,170,000	\$ -	\$ 9,170,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 12,330,000	\$ 1,706,408	\$ 10,623,592
Percent of Total		14%	86%

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	Cash Flow Total
Prop K	13-Balboa Park	Planning/Conceptual Engineering	Planned	2019/20	\$ 498,000	\$ -	\$ 418,094	\$ 79,906	\$ -	\$ -	\$ 498,000
Prop A GO Bond		Planning/Conceptual Engineering	Programmed	Previous	\$ 152,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	13-Balboa Park	Design Engineering (PS&E)	Planned	2020/21	\$ 1,208,408	\$ -	\$ -	\$ 570,094	\$ 638,314	\$ -	\$ 1,208,408
TBD		Design Engineering (PS&E)	Planned	2021/22	\$ 1,301,592	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2021/22	\$ 9,170,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
											\$ -
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											\$ -
Total By Fiscal Year					\$ 12,330,000	\$ -	\$ 418,094	\$ 650,000	\$ 638,314	\$ -	\$ 1,706,408

Comments
TBD funds may include, but are not limited to: Prop A General Obligation Bonds, Prop B General Funds, other local funds.



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

Prop K Project Information Form	
Project Name:	Muni Subway Expansion Project
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	16-Other Transit Enhancements
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	Southwest San Francisco, generally the M-Ocean view alignment from West Portal Station to 19th Ave/Randolph Street.
Supervisory District(s):	District 07, District 11
Project Manager:	Liz Brisson
Phone Number:	415-701-4791
Email:	Liz.Brisson@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This planning effort would further advance conceptual engineering and conduct the environmental review phase for the Muni Subway Expansion Project. This phase of work would not commence until after completion of the SF Transit Corridors Plan, and would advance if prioritized via that effort. This project would: 1) Construct a new light-rail tunnel between West Portal and Parkmerced to improve the Muni Metro M-line's speed, reliability, and capacity, including tying in to the existing Twin Peaks Tunnel; 2) Re-design 19th Avenue between Eucalyptus and Brotherhood with wider sidewalks, a bike path separated from traffic, and new trees and landscaping. These improvements are anticipated to make Muni Metro a more reliable and attractive option for existing riders and attract new riders. These improvements are also anticipated to make 19th Avenue feel safer and more comfortable for everyone who travels along this street, including people walking, cycling, driving, and riding transit.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The project would: 1) Construct a new light-rail tunnel between West Portal and Parkmerced to improve the Muni Metro M-line's speed, reliability, and capacity; 2) Re-design 19th Avenue between Eucalyptus and Brotherhood with wider sidewalks, a bike path separated from traffic, and new trees and landscaping. These improvements are anticipated to make Muni Metro a more reliable and attractive option for existing riders and attract new riders. These improvements are also anticipated to make 19th Avenue feel safer and more comfortable for everyone who travels along this street, including people walking, cycling, driving, and riding transit.</p> <p>The Muni Subway Expansion project is based on a simple idea: make the best use of the resources we have. That means our subway tunnel and our train cars. We should make one of Muni's rail lines a full subway line, providing a backbone of fast, reliable, high-capacity transit that runs across the whole city – from the very southwest corner of San Francisco to the Embarcadero on the northeast. Introducing a full subway would unlock the ability to utilize the existing subway tunnel to its fullest capacity. The line selected as the spine, the M Ocean View, connects the major job centers and dense planned housing in eastern San Francisco with the densest and fastest-growing node in Southwest San Francisco. This is about making the Metro system work better for everyone.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Two prior stages of planning work, the 19th Avenue Transit Study (Feasibility Study) and Caltrans Project Study Report-Project Development Support documentation have been developed with intensive community involvement including public meetings and stakeholder meetings. Outreach summary reports are available that detail that work to date.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	

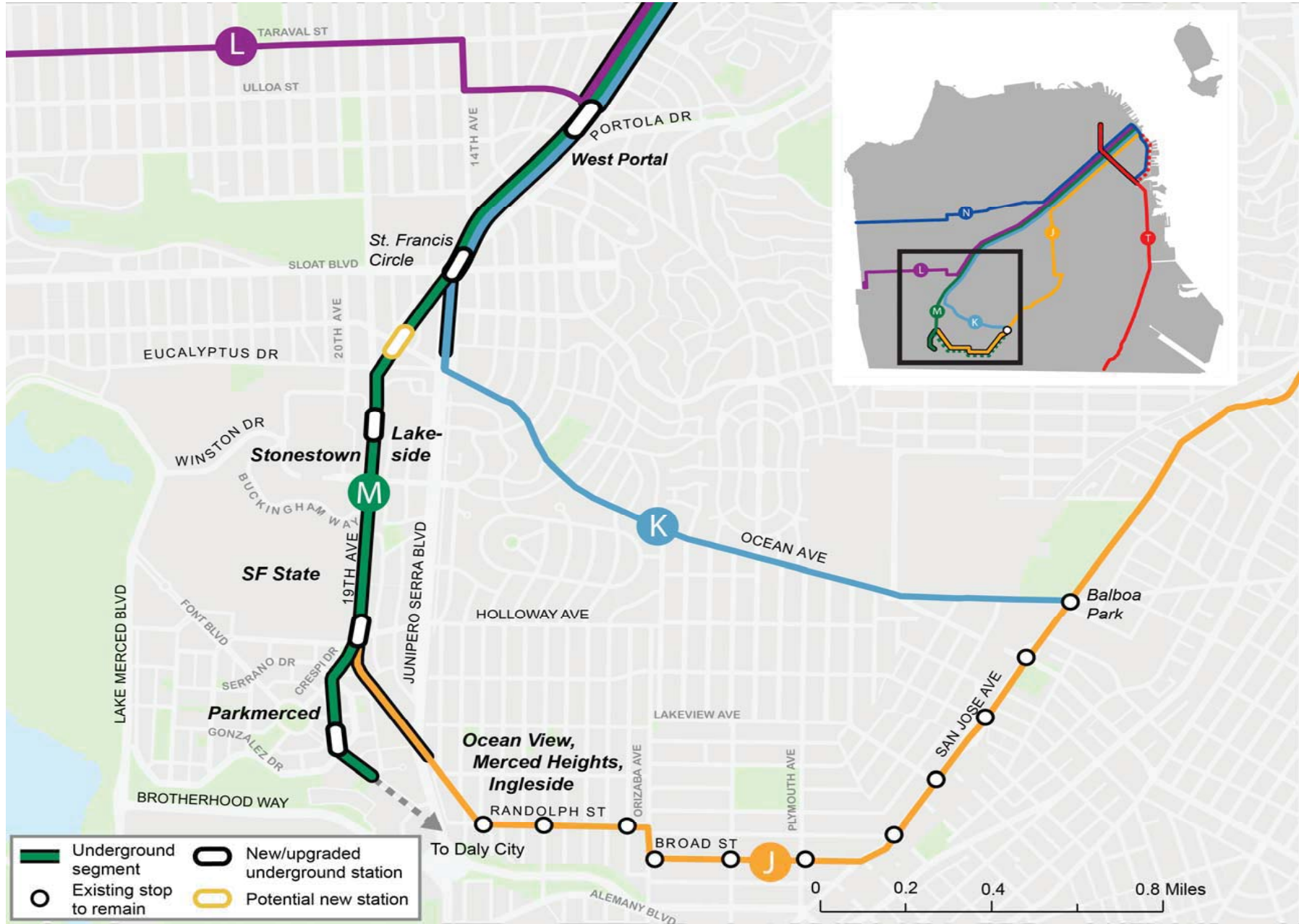
San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form



Type of Environmental Clearance Required:	EIR/EIS	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	Map of M Line alignment

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	Q4-Apr-May-Jun	2017/18	Q1-Jul-Aug-Sep	2016/17
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q1-Jul-Aug-Sep	2023/24
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 project would not commence until the Transit Corridors Study is completed.
 Project website: <https://www.sfmta.com/projects/muni-subway-expansion-project>





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

Prop K Project Information Form	
Project Name:	Market St. / Balboa Park New Elevator Master Plan
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	ii. Transit Enhancements
EP Line (Primary):	16-Other Transit Enhancements
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Market St. Downtown and Balboa Park Stations
Supervisorial District(s):	District 03, District 06, District 11
Project Manager:	Tim Chan/Mike Wong
Phone Number:	510.287.4705
Email:	TChan1@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Develop a new elevator master plan for the Market Street and Balboa Park BART/Muni Stations to determine new elevators' construction feasibility, location, station modifications required, construction phasing, and costs. Each station has one street level elevator each, with any disruption causing extreme delays and inconvenience, particularly for those who depend on the elevators to access the transit system. This master plan study will help BART/Muni plan investments to improve accessibility, safety, security, customer experience, and customer travel time.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Redundant street and BART/Muni platform elevators are needed to improve accessibility into the BART/Muni stations on Market St. and at Balboa Park. Currently, each of the four downtown Market Street transit stations and the Balboa Park Station only have one street level elevator each. Any disruptions to these elevators can cause extreme delays and inconvenience to transit riders, particularly those with mobility constraints who depend on the elevators to access the transit system. Elevators accessing BART/Muni platforms which are located outside the paid areas of the station are a source of fare evasion and undesirable elements entering the transit system. Moving these elevators inside the paid areas of the stations can help to reduce fare evasion and improve safety and security.</p> <p>This study will determine the new elevators' construction feasibility, location, additional station modifications necessary to operate elevator in station, construction duration, and cost to implement. The study will also assess planned upgrades and operational changes to existing elevators; will evaluate which additional related station improvements are needed; will reconfirm costs; and will determine the optimal phasing strategy, taking into consideration the new elevators to be constructed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Robust stakeholder engagement for Market St. and Balboa Park Stations including in-station outreach, surveys, neighborhood and CBD meetings. The processes are described in the Civic Center Modernization Plan (2016), Powell St BART Station Modernization Program Final Report (2016), and the Capacity Implementation Strategy and Modernization Concept Plan for Embarcadero and Montgomery Stations Final Report (2016).
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA (Roger Nguyen - 415-646-2608)
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



**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	5%	In-house and Contracted	Q3-Jan-Feb-Mar	2014/15	Q3-Jan-Feb-Mar	2020/21
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns

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



Prop K Project Information Form	
Project Name:	Replace 85 40-Foot Trolley Coaches
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	17M-Vehicles - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	Gary Chang
Phone Number:	415-401-3173
Email:	Gary.Chang@SFMTA.com
Brief Project Description for MyStreetSF (80 words max):	Procurement of 85 40-foot standard New Flyer electric trolley coaches to replace vehicles that have reached the end of their useful lives.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	see attached
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	None
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Detailed scope description.

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% 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)	100%			Q3-Jan-Feb-Mar	2012/13	Q2-Oct-Nov-Dec	2014/15	
Advertise Construction								
Start Construction (i.e. Award Contract)	0%	Contracted		Q2-Oct-Nov-Dec	2017/18			
Operations (i.e. paratransit)								
Open for Use						Q3-Jan-Feb-Mar	2018/19	
Project Completion (means last eligible expenditure)						Q2-Oct-Nov-Dec	2019/20	

Comments/Concerns

Allocation is previous to 2019 5YPP. SFMTA was not prepared to submit an ARF for the previous allocation and the TA asked that SFMTA resubmit the PIF from the 2014 5YPP. This is the resubmittal. The schedule remains the same, and SFMTA will request reimbursement in FY19.

Replace 85 40-foot Trolley Coaches

Background

The SFMTA currently has a fleet of 240 40-ft standard ETI trolley coaches that were placed into service in 2001 – 2003. The useful life of trolley coaches per Federal Transit Administration (FTA) Circular C5010.1E is 15 years. Therefore, most of the ETI Trolley coaches have already exceeded their useful life and are overdue for replacement. The SFMTA has entered into a joint procurement contract with King Country Metro in Seattle (the second largest trolley coach operator in the United States). Through options to the multi-year contract the SFMTA plans to purchase up to 240 40-foot standard and 93 60-foot articulated trolley coaches. A contract for an initial purchase of 60 articulated trolley coaches from New Flyer Inc. was signed on February 26, 2014, partially funded by a \$20,831,776 Prop K allocation. On August 31, 2016 Contract Amendment #1 was exercised to purchase an additional 33 articulated trolley coaches, partially funded by a \$5 million Prop K allocation. Deliveries for these 33 articulated trolleys are scheduled to begin in September 2017, which will replace the older 60-foot ETI trolley coaches.

Performance of the 240 ETI 40-ft standard trolley coaches has been declining due to mechanical and electrical system failures, and finding replacement parts to maintain the trolley coaches is difficult since ETI has been out of business since 2004. Maintenance costs have been increasing exponentially as the fleet has reached the end of its service lifespan. Consequently, SFMTA has made the decision to retire and replace these ETI 40-ft coaches by 2019.

Scope

To begin replacing these vehicles, the SFMTAB Board approved Contract Amendment # 2 to purchase 185 40-ft standard trolley coaches from New Flyer Inc. in 2017. This Contract Amendment #2 includes related tools, training and spare parts, for a total amount not to exceed approximately \$245 million, and for a term not to exceed six years. A prior Prop K request provided matching funds for \$115.66 million in FTA funds, allowing SFMTA to issue a Notice to Proceed (NTP) for production of 100 of the trolley coaches. This project is for a final \$7.5 million in Prop K to match \$113.5 million of AB664 Bridge Toll, BATA Project Savings and FTA funds, in order to issue an NTP for the remaining 85 trolley coaches.

SFMTA/ New Flyer Contract – Trolley Coach Procurement

Contract/ Option	Date of NTP	# Trolleys to be Procured	Vehicle Type	Vehicles Replaced	Originally Placed in Service	Total Cost	Prop K Funds
Base Contract	Feb-2014	60	60' Articulated	New Flyer 60-foot	1993-94	\$105.2M	\$20.8M
Contract Amendment #1	<i>Replace 33 ETI 60-foot articulated trolley coaches</i>					\$58.2M	
NTP 1	Oct-2016	14	60' Articulated	ETI 60-foot	2003		\$5.0M
NTP 2	N/A	19	60' Articulated	ETI 60-foot	2003		\$6.1M
TOTAL 60-foot		93	60' Articulated				\$11.1M
Contract Amendment #2	<i>Replace 185 ETI 40-foot standard trolley coaches</i>					\$265.6M	
NTP 1	July 2017	100	40' Standard	ETI 40-foot	2001-03		\$28.9M
NTP 2	N/A	85	40' Standard	ETI 40-foot	2001-03		\$24.2M
TOTAL 40-foot		185	40' Standard				\$53.1M

The SFMTA will not replace the remaining 55 40-foot trolleys with additional trolleys. In its 2014 Fleet Plan, the SFMTA laid out its goal of increasing capacity on its Rapid and Local Frequent routes by upgrading from 40-foot buses to 60-foot buses. This is part of the readjustment to reduce the quantity of 40-foot trolleys.

Benefits

The Replacement of 185 40-Foot Trolley Coaches project will ensure that there are enough vehicles available to transport passengers throughout the City. A portion of the replacement trolley coaches will be used for the bus rapid transit (BRT) service being planned on the Van Ness corridor. The Van Ness BRT project will allow a faster mode of transportation through one of the busiest corridors in the city. The replacement trolley coaches are anticipated to have a useful life of 15 years.



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

Project Name: Replace 85 40-Foot Trolley Coaches

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		\$ 265,623,242	\$ 36,457,997	\$ 229,165,245
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 265,623,242	\$ 36,457,997	\$ 229,165,245
Percent of Total			14%	86%

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	17M-Vehicles - MUNI	Construction	Allocated	Previous	\$ 28,915,153	\$ 28,455,153	\$ 210,000	\$ 250,000	\$ -	\$ -	\$ -
Prop K	17M-Vehicles - MUNI	Construction	Programmed	Previous	\$ 7,542,844	\$ 7,542,844	\$ -	\$ -	\$ -	\$ -	\$ -
AB664 Bridge Tolls (FY18)		Construction	Programmed	Previous	\$ 7,429,442	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit Capital Priorities		Construction	Allocated	Previous	\$ 127,842,972	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA -5337- Fixed Guideway (FY18)		Construction	Programmed	Previous	\$ 93,892,831	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 265,623,242	\$ 35,997,997	\$ 210,000	\$ 250,000	\$ -	\$ -	\$ -

Comments

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

Prop K Project Information Form	
Project Name:	Rehabilitate Historic Streetcars (16 PCCs)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	17M-Vehicles - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY2018/19
Project Information	
Project Location:	Muni F-line
Supervisory District(s):	District 03, District 05, District 06
Project Manager:	Aaron Posner
Phone Number:	(415) 646-2475
Email:	Aaron.Posner@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Rehabilitate 16 Historic Streetcars known as Presidential Conference Cars (16 PCCs)
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The goal of this project is to rehabilitate the historic streetcars to like-new condition, including upgrading electrical and mechanical systems, body work, and ensuring systems meet CPUC and ADA requirements. The scope of work will include preparing the technical specifications, issuing an RFP, conducting a negotiated rehabilitation contract, testing and acceptance of the vehicles and warranty administration. The contract consists of the end-of-life rehabilitation of 13 ex-SEPTA Single Ended and 3 Double Ended PCC Streetcars. Notice of Recommended Award was provided to Brookville Equipment Corporation on August 20, 2014, with NTP being issued on September 17, 2014. A total of nine PCCs have been overhauled, accepted, and returned to revenue service. Rehabilitation of PCC #1052 was completed and delivered back to SFMTA in July 2018 and is currently in acceptance testing. A total of five PCC Streetcars are in various stages of rehabilitation at Brookville Equipment Corp. Procurement was not a part of this project.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	
Attachments: 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)	100%	In-house and Contracted	Q3-Jan-Feb-Mar	2011/12	Q1-Jul-Aug-Sep	2014/15
Advertise Construction						
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2015/16		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2019/20
Project Completion (means last eligible expenditure)						

Comments/Concerns

This contract was awarded on August 7, 2015, NTP was issued on September 17, 2014, prior to TA Board allocation of Prop K funds.



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

Prop K Project Information Form	
Project Name:	Paratransit Van Replacement: Class B Vehicles (35)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	17M-Vehicles - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY2018/19
Project Information	
Project Location:	Citywide
Supervisorial District(s):	Citywide
Project Manager:	Tess Kavanagh
Phone Number:	(415) 701-4212
Email:	Tess.Kavanagh@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Replace 61 Type II and Type III paratransit vans and 35 Type B Paratransit vans over the next five years, which will be replaced with Type B paratransit vehicles.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This project will replace 61 Type II, Type III and 35 Type B Paratransit vehicles over the next five years, which will be replaced with Type B paratransit vans. A Type B vehicle is a cutaway van that holds a minimum of 12 passengers and 2 wheelchair positions.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)		Contracted	Q1-Jul-Aug-Sep	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2019/20
Project Completion (means last eligible expenditure)						

Comments/Concerns

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



Project Name: Paratransit Van Replacement: Class B Vehicles (35)

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		\$ 3,457,165	\$ 931,019	\$ 2,526,146
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 3,457,165	\$ 931,019	\$ 2,526,146
Percent of Total			27%	73%

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	17M-Vehicles - MUNI	Construction	Programmed	Previous	\$ 856,019	\$ 428,010	\$ 428,010	\$ -	\$ -	\$ -	\$ -
Prop K	17M-Vehicles - MUNI	Construction	Programmed	Previous	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -
AB664		Construction	Programmed	2019/20	\$ 1,342,958	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BATA Project Savings		Construction	Programmed	2019/20	\$ 1,258,188	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total By Fiscal Year					\$ 3,532,165	\$ 503,010	\$ 428,010	\$ -	\$ -	\$ -	\$ -

Comments

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

Prop K Project Information Form	
Project Name:	Replace 30 30-foot Hybrid Diesel Motor Coaches
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	17M-Vehicles - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY2018/19
Project Information	
Project Location:	Citywide
Supervisorial District(s):	Citywide
Project Manager:	Gary Chang
Phone Number:	(415) 646-2636
Email:	Gary.Chang@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Replace 30 30-foot Hybrid Diesel Motor Coaches that have reached the ends of their useful lives.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Replace the Orion 30' renewable diesel electric hybrid vehicles that were procured in year 2007. The San Francisco Municipal Transportation Agency (SFMTA) has six community routes (35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, 56 Rutland and 66 Quintara) that due to sharp turns and steep hills, require shorter buses than our standard 40ft coaches. Therefore, these six routes are assigned the Orion for revenue service. These Orion is reaching the end of life and will require be replaced.</p> <p>Looking into the near future, SFMTA anticipates a continued need for service investments to match the rapidly growing job and housing markets, and also to meet the City's and Region's ambitious sustainability goals. The City's continued growth will require additional transit service and bus fleet expansions. This CIP program is to purchase an additional 53 40-foot and 25 60-foot buses between 2019-2023 as outlined in the SFMTA Bus Fleet Management Plan.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering		In-house - Contracted - Both	Q1-Jul-Aug-Sep	2017/18	Q2-Oct-Nov-Dec	2017/18
Environmental Studies (PA&ED)			Q1-Jul-Aug-Sep	2017/18	Q1-Jul-Aug-Sep	2017/18
Right of Way						
Design Engineering (PS&E)			Q3-Jan-Feb-Mar	2017/18	Q3-Jan-Feb-Mar	2018/19
Advertise Construction			Q3-Jan-Feb-Mar	2017/18		
Start Construction (i.e. Award Contract)			Q3-Jan-Feb-Mar	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2019/20
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2024/25

Comments/Concerns

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



Project Name: Replace 30 30-foot Hybrid Diesel Motor Coaches

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ -	\$ -	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 2,760,341	\$ 356,422	\$ 2,403,919
Construction		\$ 40,899,006	\$ 24,847,075	\$ 16,051,931
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 43,659,347	\$ 25,203,497	\$ 18,455,850
Percent of Total			58%	42%

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	17M-Vehicles - MUNI	Design Engineering (PS&E)	Allocated	Previous	\$ 356,422	\$ 356,422	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	17M-Vehicles - MUNI	Construction	Programmed	Previous	\$ 24,847,075	\$500,000	\$24,347,075				
BATA Project Savings		Design Engineering (PS&E)	Programmed	Previous	\$ 2,403,919	\$ 2,403,919	\$ -	\$ -	\$ -	\$ -	\$ -
BATA Project Savings		Construction	Programmed	Previous	\$ 16,051,931	\$ 16,051,931	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 43,659,347	\$ 19,312,272	\$ 24,347,075	\$ -	\$ -	\$ -	\$ -

Comments

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

Prop K Project Information Form	
Project Name:	Light Rail Vehicle (LRV) Procurement - Base Contract (151 Replacement + 24 Expansion)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	17M-Vehicles - MUNI
Other EP Line Number/s:	15-Purchase Additional LRV's, 17U- Vehicles-Undesignated
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	Janet Gallegos
Phone Number:	415-579-9791
Email:	janet.gallegos@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Purchase 151 new Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that have reached the end of their useful life and purchase an additional 24 LRVs to expand Muni's light rail fleet to accommodate the needs of the Central Subway.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Purchase 151 new Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that have reached the end of their useful life. Purchase an additional 24 LRVs to expand the Muni fleet to meet Muni's light rail service needs on opening of the Central Subway. The new LRVs will be manufactured by Siemens in their Sacramento facility, and will be equipped with state-of-the-art equipment and safety features. These new vehicles will increase the comfort, safety and reliability of the Muni Metro system.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	151 replacement vehicles are Categorically Excluded from NEPA. Expansion 24 cars cleared via FTA Record of Decision for Central Subway. CEQA cleared by SF Planning Department.
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering		In-house - Contracted - Both	Q1-Jul-Aug-Sep	2018/19	Q4-Apr-May-Jun	2022/23
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2022/23
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28

Comments/Concerns



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

Project Name: Light Rail Vehicle (LRV) Procurement - Base Contract (151 Replacement + 24 Expansion)

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	\$ 933,920,258	\$ 158,979,185	\$ 774,941,073	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 933,920,258	\$ 158,979,185	\$ 774,941,073	
Percent of Total		17%	83%	

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	2024/25	2025/26	2026/27	2027/28	
Prop K	15-Purchase Additional	Construction	Planned	2023/24	\$ 96,661						\$ 96,661				\$ -	
Prop K	15-Purchase Additional	Construction	Allocated	Previous	\$ 4,592,490	\$ 4,592,490										
Prop K	17M-Vehicles - MUNI	Construction	Programmed	2019/20	\$ 13,171,456	\$ -	\$ 6,585,728	\$ 6,585,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	17M-Vehicles - MUNI	Construction	Allocated	Previous	\$ 60,116,310	\$ 382,369	\$ 2,965,510	\$ 8,388,642	\$ 9,784,631	\$ 10,075,544	\$ 10,128,849	\$ 9,690,546	\$ 6,778,430	\$ 1,921,789		
Prop K	17U-Vehicles - MUNI	Construction	Allocated	Previous	\$ 66,444,343	\$ -	\$ 422,618	\$ 3,277,669	\$ 9,271,657	\$ 10,814,593	\$ 11,136,128	\$ 11,195,043	\$ 10,710,603	\$ 7,491,949	\$ 2,124,083	
Prop K	17U-Vehicles - MUNI	Construction	Programmed	2019/20	\$ 14,557,925	\$ -	\$ 7,278,963	\$ 7,278,963								
Federal Transit Formula Funds		Construction	Planned	2021/22	\$ 80,677,226	\$ -	\$ -	\$ -	\$ 80,677,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Transit Formula Funds		Construction	Planned	2022/23	\$ 137,009,551	\$ -	\$ -	\$ -	\$ -	\$ 137,009,551	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Transit Formula Funds		Construction	Planned	2023/24	\$ 399,473,356	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,278,963	\$ 4,367,378	\$ 2,911,585	\$ -	\$ -	
FIS 307		Construction	Allocated	Previous	\$ 10,227,539	\$ 10,227,539	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Revenue Bonds		Construction	Allocated	Previous	\$ 124,050,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TBD Funding Need		Construction	Planned	2019/20	\$ 23,502,751						\$ -	\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total By Fiscal Year					\$ 933,920,258	\$ 14,820,029	\$ 14,669,678	\$ 20,107,870	\$ 98,337,525	\$ 157,608,775	\$ 28,587,296	\$ 25,691,270	\$ 23,312,734	\$ 14,270,379	\$ 4,045,872	
							90.5%	90.5%	90.5%	90.5%	90.5%	90.5%	90.5%	90.5%	90.5%	

Comments
 Note: The Transportation Authority Board approved a commitment to allocate the \$27.8 million (\$13.2 million from EP-17M and \$14.6 million from EP-17U) in planned FY19/20 Prop K funds.
 Note: the Metropolitan Transportation Commission has made a commitment to allocate the Federal Transit Formula Funds



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

Prop K Project Information Form			
Project Name:	Local Capital Match Placeholder		
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	iii. System Maintenance and Renovation (transit)		
EP Line (Primary):	17P-Vehicles - PCJPB		
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	TBD		
Supervisory District(s):	District 06, District 10		
Project Manager:	Peter Skinner, Manager of Fund and Grants Programming		
Phone Number:	650-622-7818		
Email:	skinnerp@samtrans.com		
Brief Project Description for MyStreetSF (80 words max):	Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's vehicle projects, including continued replacement, upgrade, and repairs of Caltrain vehicles to improve travel time and reliability or increase service levels. This work may include locomotive upgrades, passenger car repairs and upgrades, procurement of rolling stock and spare parts, and general State of Good Repair of vehicles.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's vehicle projects, including continued replacement, upgrade, and repairs of Caltrain vehicles to improve travel time and reliability or increase service levels. This work may include locomotive upgrades, passenger car repairs and upgrades, procurement of rolling stock and spare parts, and general State of Good Repair of vehicles. Costs reflect San Francisco share only. Includes project development and capital costs.</p> <p>The 5YPP contains placeholders since the 3 JPB member jurisdictions annually negotiate Caltrain's annual capital budget. Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Below is an example of a project that Caltrain may implement during this 5YPP period.</p> <p>Revenue Vehicle Rehabilitation</p> <p>The revenue vehicle rehabilitation program includes a wide range of work to maintain Caltrain's rolling stock in a state of good repair. Work will be performed on the JPB's fleet of locomotives, Bomardier cars and gallery cars. Rehabilitation and replacement work includes: mid-life overhauls of locomotives and rail cars; in-frame engine overhauls; repair/replacement of separate head-end power (SEP-HEP) units; engine and engine components; suspension and suspension components; wheels and traction motors; electrical components including interior and exterior lighting; HVAC systems; plumbing systems; windows; interior fixtures and equipment; cab equipment; exterior signage; door systems; and other systems/subsystems and equipment required to maintain the rolling stock in a state of good repair.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>The Caltrain Short Range Transit Plan (SRTP) contains the ten-year Caltrain Capital Improvement Program, which forms that basis of the San Francisco share for the five years covered by this 5YPP. Caltrain adopted its 2015-2024 SRTP on October 1, 2015. The SRTP was presented to the JPB Board of Directors on September 3, 2015 as an informational item and then for adoption at the regularly scheduled Board meeting on October 1, 2015.</p> <p>The JPB's annual capital budget process also helps to further refine the projects listed in the SRTP. For Fiscal Year 2019, Capital Budget was presented to the JPB board on May 3, 2018 and adopted on June 7, 2018. The Fiscal Year 2019 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in the Caltrain Short Range Transit Plan.</p>		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Caltrain 5YPP Prioritization Criteria</td> </tr> </table>	Yes	Caltrain 5YPP Prioritization Criteria
Yes	Caltrain 5YPP Prioritization Criteria		

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)		In-house and Contracted	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

This is a placeholder. Schedule will be determined once specific projects are identified and an allocation request is submitted



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

Project Name: Local Capital Match Placeholder

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		\$ 3,500,000	\$ 3,500,000	\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 3,500,000	\$ 3,500,000	\$ -
Percent of Total			100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	17P-Vehicles - PCJPB	Construction	Planned	2019/20	\$ 2,250,000	\$ -	\$ 1,125,000	\$ 1,125,000	\$ -	\$ -	\$ -
Prop K	17P-Vehicles - PCJPB	Construction	Planned	2020/21	\$ 1,250,000	\$ -	\$ -	\$ 625,000	\$ 625,000	\$ -	\$ -
Prop K	17P-Vehicles - PCJPB	Construction	Planned	2021/22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	17P-Vehicles - PCJPB	Construction	Planned	2022/23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	17P-Vehicles - PCJPB	Construction	Planned	2023/24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,500,000	\$ -	\$ 1,125,000	\$ 1,750,000	\$ 625,000	\$ -	\$ -

Comments

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



Prop K Project Information Form	
Project Name:	Building Progress FIX - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	20M-Facilities - MUNI
Other EP Line Number/s:	20U-Facilities - Undesignated
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	David Greenaway
Phone Number:	415-701-4237
Email:	david.greenaway@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This project Building Progress FIX program will help bring SFMTA maintenance and support facilities into a state of good repair. Prop K programming is a placeholder for TBD improvements to Muni transit facilities. SFMTA will identify specific projects to be implemented when requesting allocation of funds.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Implementation of recommendations of SFMTA's Facility Condition Assessment, completed in 2017. The Facility Condition Assessment identified both deferred maintenance needs and anticipated maintenance needs over the next twenty years. The objective of the assessment was to identify work needed to maintain the facilities for their intended use and thus includes repairs and replacement of facility systems and finishes as well as known regulatory compliance and risk management items. It does not include code or functional upgrades. Prioritization of maintenance needs aligned with the SFMTA capital planning criteria, as follows (highest to medium/low): Safety, Regulatory Compliance, Risk Management, Service Improvements Critical to Operational Capacity, Employee Morale Priorities. The program will make improvements across various facilities throughout the SFMTA to bring them into a State of Good Repair. These improvements include concrete sidewalk repair; HVAC/Mechanical System testing, balancing, and repair; exhaust fan repair; roof repair and replacement; wash fountain replacement; equipment replacement; plumbing repair and painting. Projects must be capital projects and not routine maintenance projects to be eligible for Prop K.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Facilities Condition Assessment process: EMG Corporation conducted walk-through surveys to observe facility systems and materials, identify physical deficiencies, and formulate recommendations to remedy the deficiencies. During the walk-through surveys EMG interviewed staff on historical and pending repairs/replacements. Next EMG prepared draft facility condition reports for each building, reviewed them with SFMTA, and made corrections as needed.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	Contracted	Q2-Oct-Nov-Dec	2014/15	Q3-Jan-Feb-Mar	2015/16
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

The proposed programming is a placeholder. SFMTA will need to identify specific scopes of work prior to seeking allocation of funds. At that time, the SFMTA will provide specific project schedule information, cost, funding, and project scoring for the relevant 5YPPs. Allocation of construction funds requires demonstration that design engineering is substantially complete for a specific scope and a full funding plan.



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

Project Name:	Building Progress FIX - 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	\$ 6,736,478	\$ 1,936,478	\$ 4,800,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 6,736,478	\$ 1,936,478	\$ 4,800,000	
Percent of Total		29%	71%	

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	20M-Facilities - MUNI	Construction	Planned	2019/20	\$ 500,000	\$ -	\$ 333,333	\$ 166,667	\$ -	\$ -	\$ -
Prop K	20M-Facilities - MUNI	Construction	Planned	2020/21	\$ 750,000	\$ -	\$ -	\$ 500,000	\$ 250,000	\$ -	\$ -
Prop K	20U-Facilities - MUNI	Construction	Planned	2021/22	\$ 336,884	\$ -	\$ -	\$ -	\$ 224,589	\$ 112,295	\$ -
Prop K	20U-Facilities - MUNI	Construction	Planned	2022/23	\$ 349,594	\$ -	\$ -	\$ -	\$ -	\$ 233,063	\$ 116,531
SFMTA-Operating FY18/19		Construction	Planned	Previous	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA-Operating FY19/20		Construction	Planned	2019/20	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,936,478	\$ -	\$ 333,333	\$ 666,667	\$ 474,589	\$ 345,357	\$ 116,531

Comments
 Prop K funds are placeholders. SFMTA will provide a funding plan specific to the proposed scope of work for projects prior to seeking allocation of funds.
 Note: Facilities-Muni (EP 20M) funds will be used prior to using discretionary Facilities (EP 20U) funds.

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

Prop K Project Information Form	
Project Name:	Muni Metro East Expansion
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	20M-Facilities - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21
Project Information	
Project Location:	601 25th Street
Supervisory District(s):	District 10
Project Manager:	David Greenaway
Phone Number:	415-701-4237
Email:	david.greenaway@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This project supports the SFMTA's need to further expand the capacity of the 17 acre Muni Metro East light rail storage and maintenance facility to allow for an expanded fleet. The additional capacity will allow for temporary storage during the reconstruction of facilities and provides storage for both a growing bus and rail fleet.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The Muni Metro East Expansion Project will develop an empty 4 acre lot east of the existing Muni Metro East Facility. The improvements will include paving the site for future expansion of bus and rail vehicle storage and the construction of a maintenance building. The facility will be a swing facility for interim storage of transit vehicles while other facilities get are reconfigured, expanded and/or rebuilt as planned in SFMTA's 2017 Facilities Framework, and will eventually be used for the expanded storage of up to 36 additional light rail vehicles.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Two large, interactive group workshops were held by SFMTA's Facilities Framework consultant team with a broadly representative group of stakeholders representing both SFMTA Facilities Management "service providers" and "client" occupant groups. Two Risk Assessment Workshops were held in November 2016 with representatives from SFMTA and its city partners.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Diagram/ arial photo

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	10%	Contracted	Q4-Apr-May-Jun	2018/19	Q4-Apr-May-Jun	2020/21
Environmental Studies (PA&ED)	0%		Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2019/20
Right of Way						
Design Engineering (PS&E)	0%		Q1-Jul-Aug-Sep	2018/19	Q4-Apr-May-Jun	2021/22
Advertise Construction			Q1-Jul-Aug-Sep	2020/21		
Start Construction (i.e. Award Contract)	0%		Q3-Jan-Feb-Mar	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2023/24
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2024/25

Comments/Concerns



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

Project Name:	Muni Metro East Expansion
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 3,487,532	\$ 3,487,532	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 4,699,677	\$ 1,899,677	\$ 2,800,000
Construction		\$ 29,189,415	\$ 2,800,000	\$ 26,389,415
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 37,376,624	\$ 8,187,209	\$ 29,189,415
Percent of Total			22%	78%

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	20M-Facilities - MUNI	Planning/Conceptual Engineering	Planned	2019/20	\$ 3,487,534		\$ 964,130	\$ 1,062,332	\$ 1,007,294	\$ 453,776	\$ -
Prop K	20M-Facilities - MUNI	Design Engineering (PS&E)	Planned	2020/21	\$ 1,899,677	\$ -	\$ -	\$ 1,139,806	\$ 759,871		
CCSF-GenFund-PropB-FY21		Design Engineering (PS&E)	Planned	2020/21	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CCSF-GenFund-PropB-FY22		Construction	Planned	2021/22	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer-MissionRock-FY20		Construction	Planned	2021/22	\$ 4,458,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	20M-Facilities - MUNI	Construction	Planned	2022/23	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ 1,866,667	\$ 933,333
Developer-MissionRock-FY20		Construction	Planned	2022/23	\$ 4,330,243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer-Pier70-FY20		Construction	Planned	2022/23	\$ 4,743,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD- Funding Need		Construction	Planned	2022/23	\$ 7,258,076	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CCSF-GenFund-PropB-FY23		Construction	Planned	2022/23	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 37,376,626	\$ -	\$ 964,130	\$ 2,202,138	\$ 1,767,165	\$ 2,320,443	\$ 933,333

Comments
 To complete the funding plan SFMTA is considering general obligation bonds, SFMTA operating funds, revenue bonds, and developer fees. Allocation of Prop K construction funds requires prior development of a complete funding plan for the construction phase.

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Muni Metro East Proposed Expansion Area

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



Prop K Project Information Form			
Project Name:	New Castro Station Elevator		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	A. Transit		
Subcategory:	iii. System Maintenance and Renovation (transit)		
EP Line (Primary):	20M-Facilities - MUNI		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Castro Station: Market and Castro		
Supervisory District(s):	District 08		
Project Manager:	Tess Kavanagh		
Phone Number:	415-701-4212		
Email:	tess.kavanagh@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Install a new three-stop elevator on the south side of Market Street at the Castro Muni Station, opening at the top level onto Harvey Milk Plaza on Market Street.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Install a new three-stop elevator on the south side of Market Street at the Castro Muni Station. The top level of the new elevator structure will be located at Harvey Milk Plaza on Market Street, and it will service the concourse and platform levels of the Station below. The new elevator structure will integrate with the existing architectural and structural framework of the building. This project also includes creating an accessible path from the southwest corner of Market and Castro Streets to the Plaza-level elevator entrance. This elevator is a new elevator and not a replacement, but will be built as part of broader replacement/rehabilitation program (which also includes building brand new equipment) at Muni stations around the city.</p> <p>Currently there is only one elevator that connects the station to street level at the north entry point. The path of travel to and from this elevator to the corner of Market and Castro Streets is very steep and is not in compliance with accessibility standards.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>A series of public outreach meetings was conducted to seek public support and input for the proposed improvements at Castro Station in 2016, and resumed in spring 2018. The outreach for the elevator at Castro Station are conducted in conjunction with other SFMTA elevator upgrade projects to provide a larger perspective and magnitude of impact in construction schedule and access to Muni patrons.</p> <p>Meetings with community organizations such as Castro Community Benefit District (CBD), Castro Streetscape Committee, Castro Merchants, and Friends of Harvey Milk Plaza Redesign Committee were conducted to identify the needs and wishes of the community leaders. Subsequent outreach to the full membership of Castro Merchants in August 2016 notified and presented the project scope to a larger group of stakeholders in the neighborhood. A website set up by SFMTA to reach a wider group of the public and residents is in place, with links to the website and online survey invitations were sent to the public to solicit feedback during the PER phase.</p>		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	TBD		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Yes</td> <td>Elevation diagram</td> </tr> </table>	Yes	Elevation diagram
Yes	Elevation diagram		



**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	Q3-Jan-Feb-Mar	2015/16	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)		TBD	Q2-Oct-Nov-Dec	2018/19	Q2-Oct-Nov-Dec	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr-May-Jun	2017/18	Q2-Oct-Nov-Dec	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2020/21
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2020/21

Comments/Concerns

Deisgn is 0% complete as of August 22, 2018. Do not know type of enviromental study yet.



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

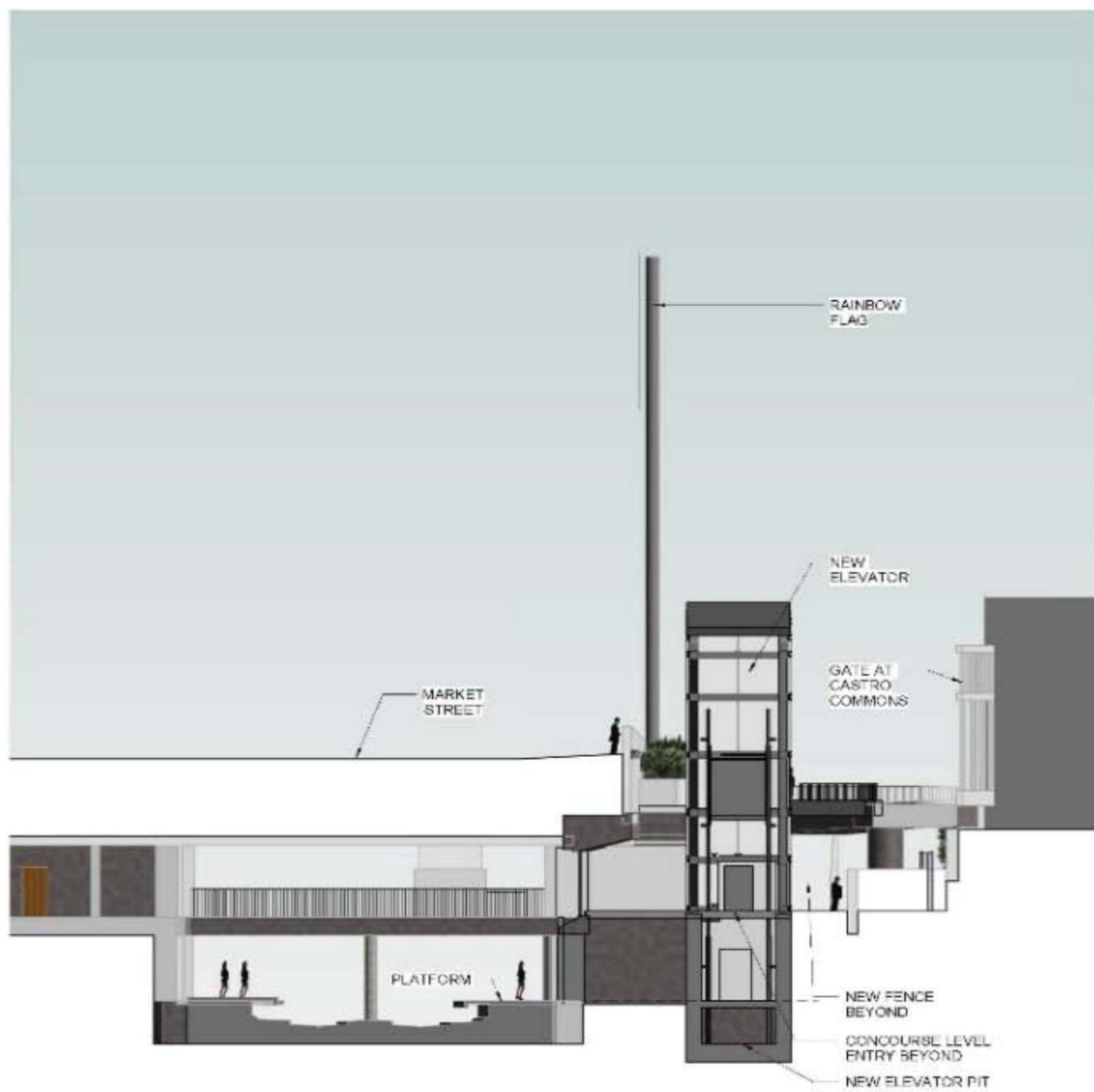
Project Name: New Castro Station Elevator

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ 462,000	\$ -	\$ 462,000	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 3,000,000	\$ -	\$ 3,000,000	
Construction	\$ 14,448,813	\$ 1,500,000	\$ 12,948,813	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 17,910,813	\$ 1,500,000	\$ 16,410,813	
Percent of Total		8%	92%	

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	20M-Facilities - MUNI	Construction	Planned	2019/20	\$ 1,500,000	\$ -	\$ 500,000	\$ 1,000,000	\$ -	\$ -	\$ -
SFMTA-Operating FY18/19		Design Engineering (PS&E)	Planned	Previous	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA-Operating FY19/20		Construction	Planned	2019/20	\$ 2,948,813	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD - Funding Need		Construction	Planned	2020/21	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA-Operating FY16		Planning/Conceptual Engineering	Allocated	Previous	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA-Operating FY17		Planning/Conceptual Engineering	Allocated	Previous	\$ 112,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA-Operating FY19/20		Design Engineering (PS&E)	Planned	2019/20	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 17,910,813	\$ -	\$ 500,000	\$ 1,000,000	\$ -	\$ -	\$ -

Comments

TBD funds may include: general obligation bonds, SFMTA operating funds, revenue bonds, developer fees
 Note that a complete funding plan will be required prior to allocation of Prop K design funds.



2 ELEVATOR OPTION 1 - WEST ELEVATION

3/32" = 1'-0"

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



Prop K Project Information Form	
Project Name:	Presidio Bus Lifts
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	20M-Facilities - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY2018/19
Project Information	
Project Location:	
Supervisory District(s):	District 02
Project Manager:	Tess Kavanagh
Phone Number:	415-701-4212
Email:	tess.kavanagh@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This project will replace the vehicle lifts at the Presidio maintenance Facility.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The SFMTA's Presidio Maintenance Facility is a 5.75-acre site located in the Laurel Heights neighborhood of San Francisco. The SFMTA maintains a fleet of approximately 165 forty-foot electric trolley buses at this Facility, which provides for light body repair of the vehicles. The current Presidio Lifts project scope of work consists of replacing vehicle lifts at the Presidio Maintenance Facility. There will be two parallelogram lifts and four in-ground lifts installed in the Presidio Maintenance Facility. The existing garage doors facing the trolley yard area and along Presidio Avenue will be removed and replaced. Metal security gates long Presidio Avenue will also be replaced.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house - Contracted - Both	Q3-Jan-Feb-Mar	2005/06	Q4-Apr-May-Jun	2009/10
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	100%		Q1-Jul-Aug-Sep	2009/10	Q4-Apr-May-Jun	2017/18
Advertise Construction						
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2017/18		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2019/20

Comments/Concerns



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

Project Name:	Presidio Bus Lifts
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 387,750	\$ 95,636	\$ 292,114
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 1,510,600	\$ -	\$ 1,510,600
Construction		\$ 5,236,000	\$ 4,400,000	\$ 836,000
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 7,134,350	\$ 4,495,636	\$ 2,638,714
Percent of Total			63%	37%

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	20M-Facilities - MUNI	Planning/Conceptual Engineering	Allocated	Previous	\$ 95,636	\$ 95,636	\$ -	\$ -	\$ -		
Prop K	20M-Facilities - MUNI	Construction	Planned	Previous	\$ 4,400,000	\$ 4,400,000				\$ -	\$ -
Caltrans-PTMISEA FY17		Construction	Programmed	Previous	\$ 1,211,194	\$ 3,564,000	\$ 836,000			\$ -	\$ -
Various funds spent previously			Allocated	Previous	\$ 1,427,520	\$ 1,523,156	\$ -	\$ -			\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 7,134,350	\$ 9,582,792	\$ 836,000	\$ -	\$ -	\$ -	\$ -

Comments

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

Prop K Project Information Form	
Project Name:	Ticket Vending Machine Rehab
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	20P-Facilities - PCJPB
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19, 2019/20, 2020/21
Project Information	
Project Location:	Caltrain right-of-way in San Francisco, Santa Clara and San Mateo Counties
Supervisory District(s):	District 06, District 10
Project Manager:	Peter Skinner, Manager of Grants and Fund Programming
Phone Number:	650-622-7818
Email:	skinnerp@samtrans.com
Brief Project Description for MyStreetSF (80 words max):	This project will refurbish ticket vending machines in use on at Caltrain stations and convert them to Clipper-only machines that both issue new cards and allow customers to add value to old cards in real time.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This project will refurbish ticket vending machines in use on at Caltrain stations and convert them to Clipper-only machines that both issue new cards and allow customers to add value to old cards in real time. This will eliminate cash and change handling while cash and change would still be available on the remaining, non-refurbished machines. This will improve overall service for passengers as well as improve operating efficiency.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>The Caltrain Short Range Transit Plan (SRTP) contains the ten-year Caltrain Capital Improvement Program, which forms that basis of the San Francisco share for the five years covered by this 5YPP. Caltrain adopted its 2015-2024 SRTP on October 1, 2015. The SRTP was presented to the JPB Board of Directors on September 3, 2015 as an informational item and then for adoption at the regularly scheduled Board meeting on October 1, 2015.</p> <p>The JPB's annual capital budget process also helps to further refine the projects listed in the SRTP. For Fiscal Year 2019, Capital Budget was presented to the JPB board on May 3, 2018 and adopted on June 7, 2018. The Fiscal Year 2019 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in the Caltrain Short Range Transit Plan.</p> <p>To inform the general public about the 5YPP process, JPB will participate in public workshops and Board and Committee meetings hosted by the Authority.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% 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)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2018/19				
Advertise Construction	0%	In-house and Contracted	Q4-Apr-May-Jun	2018/19				
Start Construction (i.e. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2019/20				
Operations (i.e. paratransit)								
Open for Use	0%	In-house and Contracted			Q4-Apr-May-Jun	2020/21		
Project Completion (means last eligible expenditure)	0%	In-house and Contracted			Q4-Apr-May-Jun	2020/21		

Comments/Concerns



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

Project Name: Ticket Vending Machine Rehab

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ -	\$ -	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 438,485	\$ 218,485	\$ 220,000
Construction		\$ 1,061,515	\$ 500,000	\$ 561,515
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 1,500,000	\$ 718,485	\$ 781,515
Percent of Total			48%	52%

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	20P-Facilities - PCJPB	Design Engineering (PS&E)	Programmed	Previous	\$ 218,485	\$ 109,243	\$ 109,243	\$ -	\$ -	\$ -	\$ -
Prop K	20P-Facilities - PCJPB	Construction	Planned	2019/20	\$ 250,000	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -	\$ -
Prop K	20P-Facilities - PCJPB	Construction	Planned	2020/21	\$ 250,000	\$ -	\$ -	\$ 125,000	\$ 125,000	\$ -	\$ -
Total By Fiscal Year					\$ 718,485	\$ 109,243	\$ 234,243	\$ 250,000	\$ 125,000	\$ -	\$ -

Comments

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



Prop K Project Information Form	
Project Name:	Local Capital Match Placeholder
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	20P-Facilities - PCJPB
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21
Project Information	
Project Location:	TBD
Supervisory District(s):	District 06, District 10
Project Manager:	Peter Skinner, Manager of Grants and Fund Programming
Phone Number:	650-622-7818
Email:	skinnerp@samtrans.com
Brief Project Description for MyStreetSF (80 words max):	Prop K offsets San Francisco's local match contribution Caltrain's capital budget for Caltrain's facilities projects. This work may include continued rehabilitation, upgrades and renovation of rail stations, (including platform edge tiles, elevators, stairs, and faregates), enhancements to station access, upgrades of operations and maintenance facilities, and general State of Good Repair of Caltrain facilities.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Prop K offsets San Francisco's local match contribution Caltrain's capital budget for Caltrain's facilities projects. This work may include continued rehabilitation, upgrades and renovation of rail stations, (including platform edge tiles, elevators, stairs, and faregates), enhancements to station access, upgrades of operations and maintenance facilities, and general State of Good Repair of Caltrain facilities. Costs reflect San Francisco share only.</p> <p>The 5YPP contains placeholders since the 3 JPB member jurisdictions annually negotiate Caltrain's annual capital budget. Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Below is an example of a project that Caltrain may implement during this 5YPP period.</p> <p>Station State of Good Repair This project will make various upgrades/repairs to Caltrain Stations and Facilities. The improvements may include, but are not limited to: roof replacement, parking lot upgrades, station and platform lighting, asphalt replacement, replacement/repair of various bike and pedestrian amenities, plumbing upgrades, heating/AC installation, electrical system upgrades, gutter replacement, paving and landscaping. This project will also make station platform and safety improvements, including painting, striping, and markings, upgrading pedestrian ramps and exit gates, repair/replace regulatory signs, fencing, installation of pedestrian swing gates, re-striping pedestrian crossings and ramps, and upgrading of the persons-needing-assistance shelters. Such repairs are necessary to keep Caltrain station facilities in a state of good repair. Repairs are prioritized based on information gathered from semi-annual station inspections.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>The Caltrain Short Range Transit Plan (SRTP) contains the ten-year Caltrain Capital Improvement Program, which forms that basis of the San Francisco share for the five years covered by this 5YPP. Caltrain adopted its 2015-2024 SRTP on October 1, 2015. The SRTP was presented to the JPB Board of Directors on September 3, 2015 as an informational item and then for adoption at the regularly scheduled Board meeting on October 1, 2015.</p> <p>The JPB's annual capital budget process also helps to further refine the projects listed in the SRTP. For Fiscal Year 2019, Capital Budget was presented to the JPB board on May 3, 2018 and adopted on June 7, 2018. The Fiscal Year 2019 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in the Caltrain Short Range Transit Plan.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Caltrain 5YPP Prioritization Criteria



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

This is a placeholder. Schedule will be determined once specific projects are identified and an allocation request is submitted

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



Project Name: Local Capital Match Placeholder

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

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	20P-Facilities - PCJPB	Construction	Planned	2019/20	\$ 500,000	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Prop K	20P-Facilities - PCJPB	Construction	Planned	2020/21	\$ 150,000	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -
Prop K	20P-Facilities - PCJPB	Construction	Planned	2021/22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	20P-Facilities - PCJPB	Construction	Planned	2022/23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	20P-Facilities - PCJPB	Construction	Planned	2023/24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 650,000	\$ -	\$ 250,000	\$ 325,000	\$ 75,000	\$ -	\$ -	\$ -

Comments



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

Prop K Project Information Form	
Project Name:	Potrero Facility Reconstruction
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	
Subcategory:	
EP Line (Primary):	20U-Facilities - Undesignated
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	2500 Mariposa Street
Supervisorial District(s):	District 10
Project Manager:	David Greenaway
Phone Number:	415-701-4237
Email:	david.greenaway@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Rebuild the entire Potrero Maintenance Facility to provide a larger facility that services and stores trolley coaches and provides facilities for staff training.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The entire Potrero Maintenance facility will be rebuilt to provide a larger facility that services and stores trolley coaches and provides training infrastructure. The facility will be decked and will possibly include Transit Orientated Development, up to 14 floors, above the Geary Street side of the facility. The project will include vehicle storage, maintenance, bus wash, and development all while potentially preserving the historic nature of the existing building.</p> <p>This project supports the SFMTA's need to expand its facilities to accommodate an expanded fleet, with updated maintenance facilities and sufficient storage for growing bus and rail fleets. This project would support the SFMTA's TOD policies.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	EIR/EIS
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year	
Planning/Conceptual Engineering	10%	Contracted	Q1-Jul-Aug-Sep	2018/19	Q2-Oct-Nov-Dec	2021/22		
Environmental Studies (PA&ED)			Q1-Jul-Aug-Sep	2018/19	Q1-Jul-Aug-Sep	2020/21		
Right of Way								
Design Engineering (PS&E)			Q3-Jan-Feb-Mar	2019/20	Q2-Oct-Nov-Dec	2023/24		
Advertise Construction			Q3-Jan-Feb-Mar	2023/24				
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2023/24				
Operations (i.e. paratransit)								
Open for Use					Q2-Oct-Nov-Dec	2025/26		
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2025/26		

Comments/Concerns
 Dates are preliminary and subject to change.



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

Project Name: Potrero Facility Reconstruction

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 31,605,188	\$ 5,848,403	\$ 25,756,785
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 50,871,632	\$ -	\$ 50,871,632
Construction		\$ 314,783,419	\$ -	\$ 314,783,419
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 397,260,239	\$ 5,848,403	\$ 391,411,836
Percent of Total			1%	99%

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	20U-Facilities - Undesignated	Planning/Conceptual Engineering	Planned	Previous	\$ 5,848,403	\$ 2,021,072	\$ 3,827,331				\$ -
Prop B Transit FY19		Planning/Conceptual Engineering	Allocated	Previous	\$ 350,000	\$ 350,000				\$ -	\$ -
Prop B Transit FY20		Planning/Conceptual Engineering	Programmed	2019/20	\$ 300,000	\$ -	\$ 300,000	\$ -			\$ -
SFMTA Operating		Planning/Conceptual Engineering	Programmed	2019/20	\$ 18,946,673	\$ -	\$ 7,785,351	\$ 11,161,322	\$ -	\$ -	\$ -
TBD					\$ -	\$ -	\$ -	\$ 3,149,750	\$ 81,742,899	\$ 253,475,749	\$ 33,796,767
Total By Fiscal Year					\$ 25,445,076	\$ 2,371,072	\$ 11,912,682	\$ 14,311,072	\$ 81,742,899	\$ 253,475,749	\$ 33,796,767

Comments
 TBD funds include RM3, GO Bonds, SFMTA Operating, Revenue Bonds, Developer Fees

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

Prop K Project Information Form	
Project Name:	Embarcadero Station: New Northside Platform Elevator
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	20U-Facilities - Undesignated
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Embarcadero Station
Supervisory District(s):	District 03, District 06
Project Manager:	Mark Dana
Phone Number:	510-287-4745
Email:	mdana@bart.gov
Brief Project Description for MyStreetSF (80 words max):	Procure and install a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This project will purchase and install a new vertical elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni Station. A glass-enclosed cab and hoistway will provide visual transparency. The elevator will be located completely within the BART paid area, thus helping to reduce fare evasion. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service, the other can be used to maintain accessible service for both operators.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	BART conducted extensive community outreach as part of the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study including a series of open houses, surveys, fliers, BART news story and email alert, and social media. The purpose of the outreach was to inform BART riders and the public about BART's planning process, efforts to implement capacity and modernization efforts at the stations, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. Elevators are a capital improvement priority identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA, Scott Broder, 415-679-3185, scott.broder@sfmta.com
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Work Locations: New Embarcadero Elevator

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year	
Planning/Conceptual Engineering	100%	In-house	Q3-Jan-Feb-Mar	2015/16	Q3-Jan-Feb-Mar	2017/18		
Environmental Studies (PA&ED)								
Right of Way								
Design Engineering (PS&E)	95%	In-house and Contracted	Q3-Jan-Feb-Mar	2017/18	Q1-Jul-Aug-Sep	2018/19		
Advertise Construction			Q4-Apr-May-Jun	2018/19				
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2019/20				
Operations (i.e. paratransit)								
Open for Use					Q2-Oct-Nov-Dec	2021/22		
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2021/22		

Comments/Concerns

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



Project Name: Embarcadero Station: New Northside Platform Elevator

Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 250,000	\$ -	\$ 250,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 1,500,000	\$ -	\$ 1,500,000
Construction	\$ 13,250,000	\$ 1,000,000	\$ 12,250,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 15,000,000	\$ 1,000,000	\$ 14,000,000
Percent of Total		7%	93%

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
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OBAG 2		Construction	Programmed	2020/21	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	20U-Facilities - Undesignated	Construction	Planned	2019/20	\$ 1,000,000	\$ -	\$ 250,000	\$ 500,000	\$ 250,000	\$ -	\$ -
BART Funds		Construction	Programmed	2019/20	\$ 10,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 15,000,000	\$ -	\$ 250,000	\$ 500,000	\$ 250,000	\$ -	\$ -

Comments

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

Prop K Project Information Form	
Project Name:	Traction Power Substation Replacement
Implementing Agency:	Bay Area Rapid Transit District
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22B-Guideways - BART
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	North of the Daly City BART Station, within the boundaries of the City of San Francisco
Supervisory District(s):	District 11
Project Manager:	Steve Sims
Phone Number:	510-464-6417
Email:	ssims@bart.gov
Brief Project Description for MyStreetSF (80 words max):	This project will replace the existing 45 year old BART traction power substation located within the boundaries of the City of San Francisco, north of the Daly City BART Station. BART's escalating ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. This project will help to improve BART system reliability and sustain service in San Francisco for the next forty years.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	BART's escalating ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. BART must make significant upgrades to its traction power supply to keep up with ridership demand. Replacement of the BART Daly City Station traction power substation is part of a larger project to replace traction power facilities at seven locations in San Francisco between 2021 and 2026. The Daly City Station substation replacement is scheduled between November 2021 and November 2022. The old facility will be demolished and removed. New equipment will be placed within the existing substation area. This project will help to improve BART system reliability and sustain service in San Francisco for the next forty years.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	BART conducted an extensive outreach initiative called Better BART to educate the Bay Area public about BART's 45 year old system and critical infrastructure investments that it needs. An important component of this outreach was to communicate the need for an increased electrical supply and upgrades to the traction power supply. The outreach process included over 400 presentations to diverse stakeholder groups to educate the public about BART's infrastructure needs. BART distributed survey questionnaires in order to collect feedback from the public and received more than 1500 responses to date. The need for upgrades to BART's traction power system was also documented in MTC's Core Capacity Transit Study (2017), which also included a public outreach component. Traction power substation replacements are capital improvement priorities identified in BART's 2017 Short Range Transit Plan and Capital Improvement Plan, and will continue to be in the 2019 plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	BART will coordinate closely with the SFMTA on this project
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering	100%	In-house	Q1-Jul-Aug-Sep	2015/16	Q1-Jul-Aug-Sep	2016/17
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	50%	In-house and Contracted	Q2-Oct-Nov-Dec	2017/18	Q3-Jan-Feb-Mar	2019/20
Advertise Construction			Q1-Jul-Aug-Sep	2019/20		
Start Construction (i.e. Award Contract)			Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2026/27
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2026/27

Comments/Concerns



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

Project Name: Traction Power Substation Replacement

Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 60,000	\$ -	\$ 60,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 900,000	\$ -	\$ 900,000
Construction	\$ 17,700,000	\$ 2,700,000	\$ 15,000,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 18,660,000	\$ 2,700,000	\$ 15,960,000
Percent of Total		14%	86%

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
BART Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BART Funds		Design Engineering (PS&E)	Allocated	Previous	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22B-Guideways - BART	Construction	Planned	2019/20	\$ 2,700,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,700,000	\$ -
BART Funds		Construction	Programmed	2019/20	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 18,660,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,700,000	\$ -

Comments

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

Prop K Project Information Form	
Project Name:	Quint Street Jerrold Avenue Connector Road
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	14-Relocation of Paul St to Oakdale - Caltrain
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Former UPRR ROW between Quint St and Jerrold Ave in the Bayview District
Supervisory District(s):	District 10
Project Manager:	Mike Tan
Phone Number:	(415) 522-4826
Email:	mike.tan@sfcta.org
Brief Project Description for MyStreetSF (80 words max):	Design and construct a new road along former Union Pacific Rail Road Right-of-Way to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The San Francisco County Transportation Authority (TA) will design and construct a new road along former Union Pacific Rail Road (UPRR) Right-of-Way (ROW) to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm. The Caltrain bridge over Quint Street, a local street in the Bayview-Hunters Point neighborhood, was over 100 years old, seismically unsafe and was approaching the end of its useful life. In late 2016, Caltrain replaced the bridge with a berm that could facilitate a future station but closed through access on Quint Street. The Quint Street Jerrold Avenue Connector Road will restore through access, provide a new sewer line to connect an existing 15 inch sewer under Quint Street to a larger sewer under Jerrold Avenue, and help support a potential new station.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	With multiple developments in the Bayview Area, there is very strong support for the Quint Street Jerrold Avenue Connector Road from local community leaders, residents, and businesses. Bayview Community Advisory Committee leaders and members have repeatedly called for the construction of this project to restore access on Quint Street and relieve truck traffic on Phelps Street. The San Francisco Produce Market which is a marketplace connecting food producers, distributors, and businesses have also requested construction of this project.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Department of Public Works (SFPW) - Fernando Cisneros, San Francisco Real Estate Division (SF Real Estate) - Claudia Gorham, Jeff Suss
Type of Environmental Clearance Required:	Negative Declaration
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	80%	In-house	Q1-Jul-Aug-Sep	2015/16	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	80%	In-house	Q1-Jul-Aug-Sep	2015/16	Q2-Oct-Nov-Dec	2018/19
Right of Way		In-house	Q1-Jul-Aug-Sep	2015/16	Q2-Oct-Nov-Dec	2018/19
Design Engineering (PS&E)		In-house	Q3-Jan-Feb-Mar	2018/19	Q2-Oct-Nov-Dec	2019/20
Advertise Construction			Q3-Jan-Feb-Mar	2019/20		
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2020/21
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2020/21

Comments/Concerns
Project schedule depends on acquisition of right-of-way.

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



Project Name:	Quint Street Jerrold Avenue Connector Road
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 615,000	\$ 615,000	\$ -
Environmental Studies (PA&ED)		\$ 93,000	\$ 93,000	\$ -
Right of Way		\$ 3,750,000	\$ 3,750,000	
Design Engineering (PS&E)		\$ 1,500,000	\$ 1,500,000	
Construction		\$ 12,300,000	\$ 1,391,650	\$ 10,908,350
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 18,258,000	\$ 7,349,650	\$ 10,908,350
Percent of Total			40%	60%

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	14-Relocation of Paul St to Oakdale - Caltrain	Planning/Conceptual Engineering	Allocated	Previous	\$ 615,000	\$ 615,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	14-Relocation of Paul St to Oakdale - Caltrain	Environmental Studies (PA&ED)	Allocated	Previous	\$ 93,000	\$ 93,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	14-Relocation of Paul St to Oakdale - Caltrain	Right of Way	Allocated	Previous	\$ 1,914,000	\$ 1,914,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Right of Way	Planned	Previous	\$ 1,836,000	\$ 1,836,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Design Engineering (PS&E)	Planned	2019/20	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2019/20	\$ 664,000	\$ -	\$ -	\$ 664,000	\$ -	\$ -	\$ -
Prop K	14-Relocation of Paul St to Oakdale - Caltrain	Construction	Planned	2019/20	\$ 727,650	\$ -	\$ -	\$ 727,650		\$ -	\$ -
TBD		Construction	Planned	2019/20	\$ 10,908,350	\$ -	\$ -	\$ 5,450,000	\$ 5,458,350	\$ -	\$ -
Total By Fiscal Year					\$ 18,258,000	\$ 4,458,000	\$ 1,500,000	\$ 6,841,650	\$ 5,458,350	\$ -	\$ -

Comments
 \$4 million represents Caltrain's contribution to the project via a fund exchange of Prop K funds from the Radio Replacement project in the Muni Guideways category, with FTA funds.
 TBD sources may include General Funds, SF Public Utility Commission funds, and private funds.

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

Prop K Project Information Form	
Project Name:	Cable Car Infrastructure Rehabilitation - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Alexandra Hallowell
Phone Number:	415-646-4112
Email:	alexandra.Hallowell@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Ongoing improvements to the guideways system and infrastructure projects throughout the SFMTA's cable car system to improve safety and reliability. Projects include structural, mechanical and other improvements along with replacement/rehabilitation of fixed guideway infrastructure and components of the cable car system.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This is a placeholder for a future TBD project. Examples of major existing projects are:</p> <p><u>Cable Car Curved Track Replacement Project:</u> The project will replace three special track components (frogs); construct three new corner bulb-outs and one mid-block bulb-out; install additional electrical conduits for future traffic signals; improve track drainage for cable car track way.</p> <p><u>Cable Car Gearbox Rehabilitation Project:</u> Overhaul and refurbish all cable car gearboxes presently in use at the Cable Car Barn, as well as the spare unit presently in storage at 1580 Burke Street. The work includes replacing all wear and tear parts, primarily bearings, seals, and gaskets. Additional inspection of gears, shafts and other parts will be performed during gearbox tear down, and replaced as needed.</p> <p>Projects are prioritized utilizing a combination of factors that include the criticality of work to the continued functionality of the system, the level of disruption of the work to the riding public, and the availability of staff to deliver the project.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

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



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

Proposed Prop K funds are a placeholder. When a specific project identified, the SFMTA will score the project using the 5YPP prioritization criteria and add project delivery milestones to the above table.



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

Project Name:	Cable Car Infrastructure Rehabilitation - 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	\$ 103,442	\$ 103,442	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 103,442	\$ 103,442	\$ -	\$ -
Percent of Total		100%	0%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	22M-Guideways - MUNI	Construction	Planned	2020/21	\$ 103,442	\$ -	\$ -	\$ 34,481	\$ 34,481	\$ 34,480	\$ -
TBD *					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total				Total By Fiscal Year	\$ 103,442	\$ -	\$ -	\$ 34,481	\$ 34,481	\$ 34,480	\$ -

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Comments

* SFMTA will provide a full funding plan when a specific project is identified for this placeholder.

In order to achieve expected leveraging for this category, SFMTA anticipates seeking funds from sources such as:

- > Prop B General Fund
- > BATA Project Savings Funds
- > AB664 bridge tolls
- > FTA formula funds

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



Prop K Project Information Form	
Project Name:	L Taraval: Transit & Streetscape Enhancements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY 2018/19
Project Information	
Project Location:	L Taraval corridor between West Portal Station and the route's western terminus at 47th Avenue.
Supervisorial District(s):	District 04
Project Manager:	Amy Lam
Phone Number:	415-646-2768
Email:	amy.lam@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Implement engineering changes to improve safety, reduce travel time, and improve reliability on the L Taraval corridor between West Portal Station and the route's western terminus along Ulloa Street, 15th Avenue, Taraval Street, 46th Avenue, Vicente Street, 47th Avenue, and Wawona Street. Improvements include transit stop placement optimization, bus bulbs, pedestrian improvements, boarding islands, traffic signals, and traffic and turn lane modification.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Implement engineering changes to improve safety, reduce travel time, and improve reliability on the L Taraval corridor between West Portal Station and the route's western terminus along Ulloa Street, 15th Avenue, Taraval Street, 46th Avenue, Vicente Street, 47th Avenue, and Wawona Street. The L Taraval Corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project would improve reliability and travel times by implementing various enhancements throughout the corridor, such as transit stop placement optimization, bus bulbs, pedestrian improvements, boarding islands, traffic signals, and traffic and turn lane modification.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The project underwent extensive community outreach. This included open houses, multiple rounds of door-to-door merchant outreach, multilingual project surveys, meetings with neighborhood and merchants groups, and project summary mailings to over 16,000 addresses within the Sunset. Input from stakeholders has shaped nearly every aspect of the proposed L Taraval Project.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year		
Planning/Conceptual Engineering	100%		Q3-Jan-Feb-Mar	2015/16	Q2-Oct-Nov-Dec	2016/17		
Environmental Studies (PA&ED)								
Right of Way								
Design Engineering (PS&E)	80%	In-house	Q2-Oct-Nov-Dec	2016/17	Q2-Oct-Nov-Dec	2018/19		
Advertise Construction			Q3-Jan-Feb-Mar	2018/19				
Start Construction (i.e. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2018/19				
Operations (i.e. paratransit)								
Open for Use					Q2-Oct-Nov-Dec	2021/22		
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23		

Comments/Concerns



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

Project Name:	I. Taraval: Transit & Streetscape Enhancements
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 1,480,000	\$ -	\$ 1,480,000
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 4,621,500	\$ 610,000	\$ 4,011,500
Construction		\$ 98,998,500	\$ 11,240,331	\$ 87,758,169
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 105,100,000	\$ 11,850,331	\$ 93,249,669
Percent of Total			11%	89%

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	22M-Guideways - MUNI	Construction	Planned	Previous	\$ 11,240,331	\$ -	\$ -	\$ 11,240,331	\$ -	\$ -	\$ -
Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Allocated	Previous	\$ 610,000	\$ 610,000	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309		Planning/Conceptual Engineering	Allocated	Previous	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Bond 2013		Planning/Conceptual Engineering	Allocated	Previous	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Planning/Conceptual Engineering	Allocated	Previous	\$ 470,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Design Engineering (PS&E)	Allocated	Previous	\$ 2,082,491	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Design Engineering (PS&E)	Allocated	Previous	\$ 1,774,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2019/20	\$ 21,615,462	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337		Construction	Programmed	2021/22	\$ 14,812,663	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Construction	Programmed	Previous	\$ 18,095,662	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Construction	Programmed	2020/21	\$ 22,186,127	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B - population-based set aside		Construction	Programmed	2019/20	\$ 4,788,338	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3 bridge tolls		Construction	Programmed	2020/21	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3 bridge tolls		Construction	Programmed	2021/22	\$ 924,426	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 105,100,000	\$ 610,000	\$ -	\$ 11,240,331	\$ -	\$ -	\$ -

Comments
 We plan to ask for allocation for the full \$11,240,331 in FY19, ahead of the contract award, but we will not start spending until FY20/21.

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

Prop K Project Information Form	
Project Name:	Overhead Lines Rehabilitation - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Alexandra Hallowell
Phone Number:	415-646-4112
Email:	alexandra.hallowell@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	The Overhead Lines Rehabilitation Program is an ongoing phased replacement and upgrade of the traction power system that provides 615 volt D.C. current for the SFMTA's fleet of trolley coaches, light rail vehicles, and historic streetcars. This includes, but is not limited to, overhead contact wire, guy wire, special work (switches/ curves/ crossings), confirmer lights, and the support poles for the overhead system, as well as upgrades of feeders and substation equipment/structures required in conjunction with various overhead upgrades. These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The work is generally grouped into 3 types of projects:</p> <p>1) The overhead corridor projects consist of the replacement and upgrade of much of the overhead wire system, special work, and poles on a line or lines in close geographical proximity. A typical corridor project will involve selective replacement of about 1-3 miles of overhead wire, replacement and upgrade to current standards of 4-5 special work intersections and replacement of about 150 poles. The elements replaced would have reached or be close to the end of their useful life. One of these projects is constructed approximately every two years.</p> <p>2) The feeder/substation projects involve a coordinated upgrade of substation equipment (circuit breakers/transformers) and feeder-line capacity in the street at selected locations. A study of the citywide capacity of this system relative to the new schedules generated by the Transit Effectiveness Project is also part of the overhead program.</p> <p>3) The replacement and upgrade of much of the overhead wire system, poles/supports and associated controls within a facility that dispatches trolley coaches, light rail vehicles, and historic streetcars.</p> <p>Prioritization of individual replacement and upgrade projects is based on a combination of factors including the criticality of the infrastructure/systems to the operations of the transit system, the age/state of good repair of the infrastructure/systems, community complaints/requests, the availability of our staff to deliver, and the availability of funds to deliver the projects.</p> <p>These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

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

Comments/Concerns

Proposed Prop K funds are placeholders. When specific projects are identified, the SFMTA will score each project using the 5YPP prioritization criteria and add project delivery milestones to the above table.



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

Project Name:	Overhead Lines Rehabilitation - Placeholder
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 46,208	\$ 46,208	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 616,521	\$ 616,521	\$ -
Construction		\$ 9,588,179	\$ 9,588,179	\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 10,250,908	\$ 10,250,908	\$ -
Percent of Total			100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	22M-Guideways - MUNI	Any phase	Planned	2019/20	\$ 1,032,072	\$ -	\$ 344,024	\$ 344,024	\$ 344,024	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2020/21	\$ 2,664,612	\$ -	\$ -	\$ 888,204	\$ 888,204	\$ 888,204	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2021/22	\$ 1,135,472	\$ -	\$ -	\$ -	\$ 378,491	\$ 378,491	\$ 378,491	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2022/23	\$ 2,324,730	\$ -	\$ -	\$ -	\$ -	\$ 774,910	\$ 774,910	\$ 774,910	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2023/24	\$ 3,094,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,031,341	\$ 1,031,341	\$ 1,031,341
TBD *		Any phase	Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Comments

* SFMTA will provide full funding plans when projects are identified for this placeholder.
 In order to achieve expected Prop K leveraging funds for this category, SFMTA anticipates seeking funds from additional sources such as:

- > FTA formula funds
- > AB664 Bridge Tolls
- > Prop B General Funds
- > FTA State of Good Repair funds

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

Prop K Project Information Form	
Project Name:	Muni Metro Rail Replacement Program - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Alexandra Hallowell
Phone Number:	415-646-4112
Email:	alexandra.Hallowell@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	The Rail Replacement Program is an on-going program of phased replacement of sections of rail in SFMTA's Light Rail and Cable Car systems. Sections of rail to be replaced are prioritized based on their potential for failure and derailments, the amount of noise and vibration experienced at surrounding structures, and to complement related projects by other city departments. These projects improve the safety, comfort and reliability of Muni service.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Rail Replacement program allows for a systematic replacement cycle on average of about 35 years for most segments of the rail system. Rail replacement projects improve the safety, comfort and reliability of Muni service. Rail replacement projects are organized in two ways: 1) a corridor wide replacement; or 2) the selected replacement of particularly vulnerable sections of curved rail and special work (track switches) which tend to wear out much faster than straight track. Corridor wide projects replace 1-2 miles of tangent (straight) track and any special work in that area. These projects are normally coordinated with the work of other City departments and utilities to upgrade the entire infrastructure along that corridor. One major corridor project is started about every four years and takes about 3 to 4 years to complete (including design). At least one project to replace selected portions of curved rail/special work will be under construction every year until the most problematic areas are all replaced.</p> <p>Corridors and vulnerable sections of track are identified based on three essential factors: the expected life of the infrastructure, the rate of wear and tear based on the frequency of service at each location, and the results of weekly preventative maintenance schedule that physically assesses every track section and identifies repairs required above and beyond regular maintenance. We have information on each of these factors individually, but not in a consolidated map (or other format.) We are currently working to develop such a method of strategic assessment, but it is not yet completed.</p> <p>Some examples of locations that may be replaced in the next few years include:</p> <p>Track Crossovers:</p> <ul style="list-style-type: none"> • Niagara & San Jose • Plymouth & Broad <p>Curved track sections:</p> <ul style="list-style-type: none"> • J line between 18th and 20th and San Jose and Broad • M Line between Holloway and Junipero Serra <p>Corridor-wide overhauls:</p> <ul style="list-style-type: none"> • L-Taraval Transit and Streetscape Enhancements project <p>This is a summary of sample locations, not an exhaustive list.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



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

Comments/Concerns

Proposed Prop K funds are placeholders. When specific projects are identified, the SFMTA will score each project using the 5YPP prioritization criteria and add project delivery milestones to the above table.



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

Project Name:	Muni Metro Rail Replacement Program - Placeholder
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Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 111,398	\$ 111,398	\$ -	\$ -
Construction	\$ 11,892,721	\$ 11,892,721	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 12,004,119	\$ 12,004,119	\$ -	\$ -
Percent of Total		100%		0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	22M-Guideways - MUNI	Design Engineering (PS&E)	Planned	2019/20	\$ 111,398	\$ -	\$ 37,133	\$ 37,133	\$ 37,132	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2019/20	\$ 876,309	\$ -	\$ 292,103	\$ 292,103	\$ 292,103	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2020/21	\$ 1,703,181	\$ -	\$ -	\$ 567,727	\$ 567,727	\$ 567,727	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2021/22	\$ 2,346,264	\$ -	\$ -	\$ -	\$ 782,088	\$ 782,088	\$ 782,088	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2022/23	\$ 2,988,939	\$ -	\$ -	\$ -	\$ -	\$ 996,313	\$ 996,313	\$ 996,313	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2023/24	\$ 3,978,028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,326,010	\$ 1,326,009	\$ 1,326,009
TBD		Construction	Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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Comments
 * SFMTA will provide full funding plans when projects are identified for this placeholder.
 In order to achieve expected Prop K leveraging funds for this category, SFMTA anticipates seeking funds from additional sources such as:
 > FTA formula funds
 > AB664 Bridge Tolls
 > Prop B General Funds
 > FTA State of Good Repair funds

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



Prop K Project Information Form	
Project Name:	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	David Rojas
Phone Number:	415-646-2595
Email:	david.rojas@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	An on-going program consisting of various projects to ensure that all command and control systems for safe and efficient operation of fixed guideway rail transit lines remain in supported and up-to-date industry configurations, and in a good state of repair. An example of a typical project is upgrading the Automatic Train Control System.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Proposed Prop K funds are a placeholder for this ongoing program. Examples of projects for which SFMTA may request Prop K funds to implement include, but are not limited to:</p> <ol style="list-style-type: none"> 1) <u>Rail Signal Upgrades at Priority Locations</u>: Modify multiple train signal interlockings, including adding new equipment and updating the sequential systems to SFMTA's Vehicle Tagging System (VETAG). Modifications will help integrate traffic and train signals, improving safety, standardizing signal operation and improving reliability. This project will complete the replacement of various existing train signals with new standardized train signals, including conversion of signal heads from 8" to 12" diameter, Red Horizontal Bar Signals, and Amber Switch Aspect signals. These modifications will help integrate traffic and train signals, improving safety, standardizing signal operation and improving reliability. 2) <u>West Portal and Forest Hill ATCS Crossover Intergration/Axle Counter Installation</u>: Modify the Automatic Train Control System (ATCS) software to integrate the four new crossovers completed as part of the Twin Peaks Tunnel Project. This will include relocation of the existing West Portal crossover and introduction of the new crossovers. The project will install new axle counters, routing integration, new station controllers, loop replacements, and other improvements incorporated into the existing system to help improve system flexibility. 3) <u>Train control system upgrades</u> 4) <u>ATCS Critical Wayside Improvements</u> <p>SFMTA's Transit Division prioritizes ATCS capital projects based on their expected ability to improve transit services. At a base level, SFMTA works from a list of upgrades recommended by the vendor based on its assessment of the longevity of different components and when they need to be replaced. To that list, we add projects or adjust the priority of projects if we see that a particular component or system's condition has degraded such that it is affecting service. SFMTA also adds projects that enable new service capabilities, such as the Twin Peaks ATCS project which will enable new rail crossovers that are currently being built in the Twin Peaks tunnel.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

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
 Proposed Prop K funds are a placeholder. When specific projects are identified, the SFMTA will score each project using the 5YPP prioritization criteria and add project delivery milestones to the above table.



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

Project Name:	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder
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Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 555,879	\$ 555,879	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -	\$ -
Construction	\$ 8,344,020	\$ 8,344,020	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 8,899,899	\$ 8,899,899	\$ -	\$ -
Percent of Total		100%		0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	22M-Guideways - MUNI	Planning/Conceptual Engineering	Planned	2019/20	\$ 555,879	\$ -	\$ 185,293	\$ 185,293	\$ 185,293	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2019/20	\$ 1,061,506	\$ -	\$ 353,836	\$ 353,835	\$ 353,835	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2020/21	\$ 1,421,510	\$ -	\$ -	\$ 473,837	\$ 473,837	\$ 473,836	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2021/22	\$ 2,764,575	\$ -	\$ -	\$ -	\$ 921,515	\$ 921,515	\$ 921,515	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2022/23	\$ 1,328,417	\$ -	\$ -	\$ -	\$ -	\$ 442,806	\$ 442,806	\$ 442,805	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2023/24	\$ 1,768,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 589,338	\$ 589,337	\$ 589,337
TBD			Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 8,899,899	\$ -	\$ 539,129	\$ 1,012,965	\$ 1,934,480	\$ 1,838,157	\$ 1,953,659	\$ 1,032,142	\$ 589,337

Comments
 SFMTA will provide full funding plans when projects are identified for this placeholder.
 In order to achieve expected Prop K leveraging for this category, SFMTA anticipates seeking funds from sources such as:
 > FTA formula funds
 > Prop B General Funds
 > FTA State of Good Repair funds
 > AB664 bridge tolls, STIP funds

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

Prop K Project Information Form	
Project Name:	Local Capital Match Placeholder
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22P-Guideways - PCJPB
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	TBD
Supervisory District(s):	District 06, District 10
Project Manager:	Peter Skinner, Manager of Grants and Fund Programming
Phone Number:	650-622-7818
Email:	skinnerp@samtrans.com
Brief Project Description for MyStreetSF (80 words max):	Prop K offsets San Francisco's local match contribution to Caltrain's capital budget for guideways projects. This work may include rehabilitation, upgrades, or replacement of rail, bridges and tunnels associated with Caltrain service, signals, safety systems, train control and communication systems, and general State of Good Repair of Caltrain guideways.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Prop K offsets San Francisco's local match contribution to Caltrain's capital budget for guideways projects. This work may include rehabilitation, upgrades, or replacement of rail, bridges and tunnels associated with Caltrain service, signals, safety systems, train control and communication systems, and general State of Good Repair of Caltrain guideways. Costs reflect San Francisco share only. Includes project development and capital costs.</p> <p>The 5YPP contains placeholders since the 3 JPB member jurisdictions annually negotiate Caltrain's annual capital budget. Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. Below are examples of projects that Caltrain may implement during this 5YPP period.</p> <p>Systemwide Track Rehabilitation Program: The JPB has been rehabilitating the Caltrain corridor within San Francisco, San Mateo and Santa Clara Counties through an aggressive program of track improvements to maintain safe, reliable and a high quality of levels of service and provide the capability for future increases in service and enhanced operational flexibility. This project is part of an ongoing program for track rehabilitation on the Caltrain Corridor between the 4th & King Station in San Francisco County and Control Point Lick, at Milepost 51.6, in Santa Clara County. Track rehabilitation work may include, but is not limited to: replacement of rail, rail components and ties; switches and switch components; elimination of jointed track with welded rail; improving track alignment through surfacing and lining; grinding of rail to eliminate uneven or defective rail surfaces; replacement of ballast and subgrades; replacement of existing paved street crossings with new crossing panels.</p> <p>Track, Bridge and Structure Rehabilitation This project is part of an ongoing JPB program for bridge and structure rehabilitation along the Caltrain Corridor between the 4th & King Station in San Francisco County and Control Point Lick, at Milepost 51.6, in Santa Clara County. This program includes a wide range of track and civil structure projects to maintain these existing assets in a state of good repair. Civil structure rehabilitation and replacement under this program includes existing bridge and bridge components such as foundations, piers, abutments, girders, stringers, deck structures, railings, walkways and approach structures. Other miscellaneous civil and track work includes repair or replacement of drainage culverts and catch basins, other types of drainage work as necessary to maintain good drainage conditions along the right of way, such as installation of sump drains, pumps, swales, ditches, sub-drains and pump structures, retaining walls to support track structures, erosion control measures, grading of roads and walkways to maintain site access; and replacement of fencing and signage.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>The Caltrain Short Range Transit Plan (SRTP) contains the ten-year Caltrain Capital Improvement Program, which forms that basis of the San Francisco share for the five years covered by this 5YPP. Caltrain adopted its 2015-2024 SRTP on October 1, 2015. The SRTP was presented to the JPB Board of Directors on September 3, 2015 as an informational item and then for adoption at the regularly scheduled Board meeting on October 1, 2015.</p> <p>The JPB's annual capital budget process also helps to further refine the projects listed in the SRTP. For Fiscal Year 2019, Capital Budget was presented to the JPB board on May 3, 2018 and adopted on June 7, 2018. The Fiscal Year 2019 Caltrain Capital Budget provides funding for ongoing infrastructure improvements consistent with the guidance set forth in the Caltrain Short Range Transit Plan.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Caltrain 5YPP Prioritization Criteria

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)		In-house and Contracted	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

This is a placeholder. Schedule will be determined once specific projects are identified and an allocation request is submitted.



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

Project Name:	Local Capital Match 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	\$ 5,500,000	\$ 5,500,000	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 5,500,000	\$ 5,500,000	\$ -	\$ -
Percent of Total			100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	22P-Guideways - PCJPB	Construction	Planned	2019/20	\$ 2,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -
Prop K	22P-Guideways - PCJPB	Construction	Planned	2020/21	\$ 3,500,000	\$ -	\$ -	\$ 1,750,000	\$ 1,750,000	\$ -	\$ -
Prop K	22P-Guideways - PCJPB	Construction	Planned	2021/22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22P-Guideways - PCJPB	Construction	Planned	2022/23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22P-Guideways - PCJPB	Construction	Planned	2023/24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 5,500,000	\$ -	\$ 1,000,000	\$ 2,750,000	\$ 1,750,000	\$ -	\$ -

Comments

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



Prop K Project Information Form	
Project Name:	Peninsula Corridor Electrification Project
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	6-Electrification
Other EP Line Number/s:	22U - Guideways-Discretionary
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	Caltrain Corridor
Supervisorial District(s):	District 06, District 10
Project Manager:	Peter Skinner, Manager of Grants and Fund Programming
Phone Number:	650-622-7818
Email:	skinnerp@samtrans.com
Brief Project Description for MyStreetSF (80 words max):	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Street Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; support Caltrain's long-term financial sustainability; and provide infrastructure for blended Caltrain and high-speed rail systems.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Peninsula Corridor Electrification Project (PCEP) will replace Caltrain's existing diesel service with a fully electrified service from the 4th and King station in San Francisco to the Tamien station in San Jose. This is one of the main components of the Caltrain Modernization program (CalMod). The CalMod program provides the commuter rail system with the strategic vision to improve system performance while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. Electrification of the peninsula rail corridor is also a necessary investment to support the blended Caltrain and high-speed rail system. Caltrain and the California High Speed Rail Authority (CHSRA) will share the infrastructure from San Francisco to San Jose, staying within the existing right-of-way. The CalMod program's various components include the installation of two substations for traction power, poles, and an overhead contact system; signal and grade crossing circuitry changes, and the acquisition of electric rolling stock, known as electric multiple units (EMUs), to replace the majority of the current diesel trains. The project will extend for 52 miles from San Francisco to San Jose. It will result in faster and more frequent service, reduction of air pollutant emissions, and reduction of noise and vibration.</p> <p>The vehicle replacement portion of the Caltrain Electrification Project will take place concurrently with the electrification infrastructure portion. The first phase of the vehicle replacement project, part of the CalMod Early Investment Program, will procure 96 new EMU's to replace 20 locomotives and 73 passenger cars. For the second phase, the remaining diesel locomotives and passenger cars will be progressively replaced as the vehicles reach the end of their useful life.</p> <p>Benefits of electrification over the existing diesel traction system: improved train performance, accommodate blended service with inter-regional high speed rail, increased ridership capacity, speed and frequency of service, reduced engine noise, improved regional air quality and reduced greenhouse gas emissions. Electrified revenue service is anticipated by 2021, high speed rail service is anticipated by 2025.</p> <p>PCEP Scope:</p> <ul style="list-style-type: none"> • Electrification of Caltrain's Peninsula Corridor (e.g. construction of an overhead contact system) • Procurement of Electric Multiple Units rail cars • Tunnel Modifications • Modifications to Caltrain's Centralized Equipment Maintenance & Operations Facility (CEMOF) • Electric power infrastructure upgrades
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>Caltrain has created several standing meetings to facilitate effective stakeholder collaboration and gather important local feedback on the project.</p> <ul style="list-style-type: none"> • Local Policy Makers Group (LPMG): The LPMG is comprised of elected officials from the 17 cities and three counties along the Caltrain Corridor. Caltrain hosts the public bi-monthly meeting to provide timely updates on the CalMod program. • Peninsula Corridor Working Group (PCWG): The PCWG meets monthly to discuss the status of CalMod projects and is comprised of senior staff from the local fiduciary parties that are signatories to the March 2012 MOU - Metropolitan Transportation Commission, Peninsula Corridor Joint Powers Board, San Francisco County Transportation Authority, San Mateo County Transportation Authority, Santa Clara Valley Transportation Authority, City of San Jose, City/County of San Francisco, Transbay Joint Powers Authority, and the California High-Speed Rail Authority. • City and County Staff Coordination Group (CSCG): The CSCG is comprised of the technical staff from the 17 cities and three counties along the Caltrain Corridor. Caltrain hosts a monthly meeting with the CSCG to go over technical details of the project and answer jurisdiction specific questions. • California High-Speed Rail Authority/Caltrain: The CalMod team meets bi-weekly on key coordination issues with the California High-Speed Rail Authority staff to ensure that all CalMod projects are compatible with future high-speed rail on the corridor. <p>In addition to these standing meetings, the CalMod team provides monthly updates to the Caltrain Board. On a regular base the CalMod team provides update for the Caltrain Advisory Committees (Citizen, Bicycle, CEMOF, Access Accessibility); community organizations such as Friends of Caltrain; regional transportation boards and their citizen advisory committees such as the SFCTA; City Councils; rail tenant partners; State and Federal delegation; environmental and labor groups; chambers, and monthly updates with the Caltrain Commuter Coalition that is comprised of business associations such as the Silicon Valley Leadership Group (SVLG), San Mateo County Economic Development Association (SAMCEDA), the Bay Area Council (BAC), Facebook, Stanford and Genentech.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	California High Speed Rail Authority



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

Type of Environmental Clearance Required:	EIR/EIS	
Attachments: 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	100%	In-house and Contracted	Q1-Jul-Aug-Sep	2012/13	Q1-Jul-Aug-Sep	2014/15
Environmental Studies (PA&ED)	100%	In-house and Contracted	Q1-Jul-Aug-Sep	2012/13	Q1-Jul-Aug-Sep	2014/15
Right of Way	75%	In-house and Contracted	Q1-Jul-Aug-Sep	2013/14	Q4-Apr-May-Jun	2018/19
Design Engineering (PS&E)	100%	Contracted	Q1-Jul-Aug-Sep	2014/15	Q3-Jan-Feb-Mar	2014/15
Advertise Construction	100%	In-house and Contracted	Q3-Jan-Feb-Mar	2014/15		
Start Construction (i.e. Award Contract)	15%	Contracted	Q1-Jul-Aug-Sep	2016/17		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2020/21
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2020/21

Comments/Concerns



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

Project Name:	Peninsula Corridor Electrification Project
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ 19,680,000	\$ -	\$ 19,680,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ 1,949,550,000	\$ 10,300,000	\$ 1,939,250,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,969,230,000	\$ 10,300,000	\$ 1,958,930,000
Percent of Total		1%	99%

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	6-Electrification	Construction	Allocated	Previous	\$ 10,300,000	\$ 10,300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K (proposed)	22U-Guideways - Undesignated	Construction	Planned	2019/20	\$ 4,912,000	\$ -	\$ -	\$ 4,912,000	\$ -	\$ -	\$ -
FHWA/FTA prior funding		Environmental Studies (PA&ED)	Allocated	Previous	\$ 15,680,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Formula Funds (Caltrain)		Construction	Allocated	Previous	\$ 65,345,193	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Formula Funds (Caltrain)		Construction	Programmed	2019/20	\$ 249,654,807						
CMAQ		Environmental Studies (PA&ED)	Allocated	Previous	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Core Capacity		Construction	Allocated	Previous	\$ 172,900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA Core Capacity		Construction	Programmed	2019/20	\$ 474,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SF OBAG Cycle 2		Construction	Programmed	Previous	\$ 11,188,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop 1A High Speed Rail Bonds		Construction	Programmed	Previous	\$ 600,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Speed Rail Cap & Trade/ Other		Construction	Allocated	Previous	\$ 76,502,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
High Speed Rail Cap & Trade/ Other		Construction	Allocated	Previous	\$ 36,498,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit and Intercity Rail Program		Construction	Allocated	Previous	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop 1B Public Transportation Modernization, Improvement, and Service		Construction	Allocated	Previous	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrain Low Carbon Transportation Operations Program		Construction	Allocated	Previous	\$ 2,527,013	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Caltrain Low Carbon Transportation Operations Program		Construction	Programmed	2019/20	\$ 6,472,987	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Tolls		Construction	Allocated	Previous	\$ 39,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carl Moyer Program		Construction	Allocated	Previous	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Santa Clara Valley Transportation Authority		Construction	Allocated	Previous	\$ 60,970,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Mateo County Transportation Authority		Construction	Allocated	Previous	\$ 59,540,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Francisco General Obligation Bonds		Construction	Allocated	Previous	\$ 20,020,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
San Francisco General Obligation Bonds		Construction	Programmed	2019/20	\$ 11,220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Previous Local Commitments		Allocated	Previous	Previous	\$ 11,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,980,430,000	\$ 10,300,000	\$ -	\$ 4,912,000	\$ -	\$ -	\$ -

Comments
 The multi-agency funding agreement for the project, signed by the SFCTA and CCSF, includes \$80 M local contributions to the project by the three PCJPB member counties (San Francisco, San Mateo and Santa Clara). The Prop K fund funds proposed from Guideways-Undesignated (22U) would complete the San Francisco \$80 M commitment. Of this amount, the SFCTA would have contributed \$30.6 M including \$15.4 M in Prop K funds, \$11.2 M in OBAG funds, and \$4 M in RTIP funds (subsequently exchanged with CMAQ funds). The remaining SF contribution was provided through Prop AA General Obligation Bonds.

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

Prop K Project Information Form	
Project Name:	Great Highway Permanent Restoration
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	i. Major Capital Projects (Streets)
EP Line (Primary):	26-Great Highway Erosion Repair
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Location:	The Great Highway, between Sloat Boulevard and Skyline Boulevard (California State Route-35).
Supervisory District(s):	District 07
Project Manager:	David Froehlich
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	Restoration and reconfiguration of the two northbound lanes of Great Highway, between Sloat Boulevard and Skyline Boulevard into single northbound/southbound lanes. This project will preserve the roadway's function after the southbound were subject to intense slip-out of the supporting bluffs and required emergency repair work. The new configuration will preserve the roadway's function while improving resiliency to prevent future damage. This project is part of the Ocean Beach Master Plan.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>In the winter of 2009/2010, a section of the Great Highway, between Sloat Boulevard and Skyline Boulevard (California State Route-35), was subject to intense slip-out of the supporting bluffs. In the area with the most severe bluff slip-out, the southbound lane was undermined and the pavement collapsed. In January 2010, the Federal Highway Administration (FHWA), through the Emergency Relief Program, and the California Governor's Office of Emergency Services (CalOES), through the California Disaster Assistance Act Program, funded emergency repair work performed by the San Francisco Department of Public Works. Final actions for emergency repair reimbursement were completed by FHWA in October 2013 and CalOES in March 2014.</p> <p>Permanent restoration is needed to improve the resiliency of the roadway from future damage. The emergency response phase addressed the immediate threat and the most severely impacted segments south of Sloat Boulevard. However, other segments of the roadway, in its current physical location, continue to be threatened by potential slip outs and El Nino type storm events.</p> <p>Since submitting the project options to Caltrans, Option 1 (reconfiguring the existing northbound lanes into a northbound/southbound configuration) was identified as preferable to Option 2 (diverting southbound Great Highway traffic south of Sloat to Skyline via Sloat Boulevard). This work is supported by SPUR, the California Coastal Commission, Park Services, and the City's Traffic Engineer. As mentioned in our August 2013 Prop K allocation request for this project, we are only able to complete additional planning work (such as surveys and traffic review in coordination with SFMTA) now that we have received Caltrans input on the two project options. This request, serving as local match to federal funding, shall allow us to construct the project.</p> <p>This project will preserve the roadway's function while restoring the roadway to its pre-disaster condition and improving the resiliency to prevent future damage. This project will convert the existing Great Highway northbound lanes (2 lanes) into a single northbound and a single southbound travel lane. The roadway may be widened to create the shoulder and some utility relocation may be needed. This preserves the direct roadway link between Great Highway and Skyline Boulevard. The existing capacity of the northbound lanes exceeds demand. This project will not impact the San Francisco Zoo, the Oceanside Water Pollution Control Plant, or NPS Parking Lot as the existing zoo, plant, and parking entrances, respectively, remain the same. The project may involve intersection work at Sloat/Great Highway. This project will be coordinated with any potential projects at the intersection of Great Highway and Skyline Boulevard, a SFMTA and Caltrans project; along with any projects PUC is potentially constructing along Great Highway, and Rec Park Coastal Trail project which will be constructed after our project. is complete.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This project is consistent with the Ocean Beach Master Plan.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt

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



Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	
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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	Q1-Jul-Aug-Sep	2014/15	Q2-Oct-Nov-Dec	2015/16
Environmental Studies (PA&ED)	100%	In-house	Q4-Apr-May-Jun	2014/15	Q1-Jul-Aug-Sep	2016/17
Right of Way	100%	In-house	Q1-Jul-Aug-Sep	2016/17	Q1-Jul-Aug-Sep	2016/17
Design Engineering (PS&E)	100%	In-house	Q1-Jul-Aug-Sep	2016/17	Q4-Apr-May-Jun	2017/18
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2018/19		
Start Construction (i.e. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2018/19		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q1-Jul-Aug-Sep	2019/20
Project Completion (means last eligible expenditure)	0%	Contracted			Q2-Oct-Nov-Dec	2019/20

Comments/Concerns



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

Project Name:	Great Highway Permanent Restoration
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 440,180	\$ 71,895	\$ 368,285
Environmental Studies (PA&ED)	\$ 92,000	\$ 10,552	\$ 81,448
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 415,417	\$ 70,150	\$ 345,267
Construction	\$ 5,528,903	\$ 1,105,067	\$ 4,423,836
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 6,476,500	\$ 1,257,664	\$ 5,218,836
Percent of Total		19%	81%

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	26-Great Highway	Planning/Conceptual Engineering	Allocated	Previous	\$ 71,895	\$ 22,299	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Emergency Relief		Planning/Conceptual Engineering	Allocated	Previous	\$ 368,285	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	26-Great Highway	Environmental Studies (PA&ED)	Allocated	Previous	\$ 10,552	\$ 10,552	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Emergency Relief		Environmental Studies (PA&ED)	Allocated	Previous	\$ 81,448	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	26-Great Highway	Design Engineering (PS&E)	Allocated	Previous	\$ 70,150	\$ 90,150	\$ -	\$ -	\$ -	\$ -	\$ -
FHWA Emergency Relief		Design Engineering (PS&E)	Allocated	Previous	\$ 345,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	26-Great Highway	Construction	Programmed	2018/19	\$ 1,105,067	\$ 405,067	\$ 700,000	\$ -	\$ -	\$ -	\$ -
FHWA Emergency Relief		Construction	Programmed	2018/19	\$ 3,074,865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Programmed	2018/19	\$ 1,348,971	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 6,476,500	\$ 528,068	\$ 700,000	\$ -	\$ -	\$ -	\$ -

Comments

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



Prop K Project Information Form	
Project Name:	Great Highway Terminus Narrowing
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	i. Major Capital Projects (Streets)
EP Line (Primary):	26-Great Highway Erosion Repair
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Location:	Great Highway between Sloat Blvd and Skyline Blvd.
Supervisory District(s):	District 07
Project Manager:	David Froehlich
Phone Number:	415-558-4041
Email:	david.froehlich@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	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-foot shared-use path, a 6-foot crusher fines path, and a 19,500 square foot parking lot.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Great Highway Terminus Narrowing Project will complete narrowing of the Great Highway from where the Public Works Great Highway Permanent Restoration Project ends and 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, through the FHWA who provides project management as well as funding for awared 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 city 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>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The project is included in the Ocean Beach Master Plan.
Partner Agencies: 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**

Type of Environmental Clearance Required:	Categorically Exempt	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	

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%		Q1-Jul-Aug-Sep	2018/19	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	0%		Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2018/19
Right of Way	0%					
Design Engineering (PS&E)	0%		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

Project Name:	Great Highway Terminus Narrowing
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 292,243	\$ 292,243	
Construction	\$ 1,379,384		\$ 1,379,384
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,671,627	\$ 292,243	\$ 1,379,384
Percent of Total		17%	83%

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	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	26-Great Highway Erosion Repair	Design Engineering (PS&E)	Planned	Previous	\$ 292,243	\$ 146,121	\$ 146,122	\$ -	\$ -	\$ -	\$ -
TBD		Design Engineering (PS&E)	Planned	2019/20		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2019/20	\$ 1,379,384	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,671,627	\$ 146,121	\$ 146,122	\$ -	\$ -	\$ -	\$ -

Comments
 Discussion with project stakeholders regarding funding options is still ongoing. Current ideas include fiscal year 19/20 General Fund and any potential additional Prop K funding capacity.

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CA FLAP SFTR 95(1)							
South Ocean Beach Trail							
Preliminary Estimate - Terminus Narrowing							
Item	Description	Unit	Unit Price	Quantity	Cost	Remarks	
151	Mobilization	LPSM	\$88,000	15%	\$88,000	Based on 15% of all items	
152	Survey and Staking	LPSM	\$16,000	4%	\$16,000	Based on 4% of items 201-633	
153	Contractor Quality Control	LPSM	\$14,000	3%	\$14,000	Based on 3% of items 157-635	
154	Contractor Testing	LPSM	\$14,000	3%	\$14,000	Based on 3% of items 157-635	
155	Construction Schedule	LPSM	\$15,000	All	\$15,000		
157	Erosion Control	LPSM	\$11,000	3%	\$11,000	Based on 3% of items 201-625	
158	Watering For Dust Control	LPSM	\$5,000	5%	\$5,000	Based on 5% of items 201-304	
201	Clearing and Grubbing	LPSM	\$15,000	4%	\$15,000	Based on 4% of items 204-251	
203	Removal of Structures and Obstructions	LPSM	\$8,000	2%	\$8,000	Based on 2% of items 204-634	
204	Excavation	CUYD	\$40	1,500	\$60,000		
204	Unclassified Borrow	CUYD	\$28	500	\$14,000		
204	Subexcavation	CUYD	\$55	100	\$5,500		
251	Riprap	CUYD	\$225	12	\$2,700		
301	Roadway Aggregate	TON	\$35	500	\$17,500	Based on 50% of roadway	
304	Full Depth Reclamation	MILE	\$53,000	0.19	\$10,038	Based on 50% of roadway	
401	Asphalt Pavement	TON	\$180	600	\$108,000		
401	Paving Items (prime, tack, fog, etc.)	LPSM	\$5,100	All	\$5,100		
602	Culvert Items	LPSM	\$70,000	All	\$70,000		
617	Guardrail	LPSM	\$0	All	\$0		
619	Fencing and Gates, Cattle Guards	LPSM	\$0	All	\$0		
622	Equipment Hours	HOUR	\$130	300	\$39,000		
623	Labor Hours	HOUR	\$110	230	\$25,300		
624/625	Turf establishment	LPSM	\$2,100	All	\$2,100		
633	Permanent Traffic Control	LPSM	\$15,600	All	\$15,600		
634	Permanent Striping	MILE	\$1,075	1.52	\$1,629		
635	Temporary Traffic Control	LPSM	\$62,000.00	15%	\$62,000	Based on 8% of items 157-634	
	Material Incentive - Roadway Aggregate	LPSM	\$875	5%	\$875	Based on 5% of Aggregate Base	
	Material Incentive - Asphalt Pavement	LPSM	\$6,480	6%	\$6,480	Based on 6% of Asphalt	
	Incentive - Pavement Roughness	LPSM	\$40,000	All	\$40,000		
	ROW Acquisition	LPSM	\$0		\$0		
	Utility Relocation	LPSM	\$0		\$0	Utility Company to be responsible	
	Subtotal		\$671,822				
	Design Contingency		\$335,910.83			50%	
	SUBTOTAL		\$1,007,733				
	Construction Contingency		\$100,773.25			10%	
	Escalation		\$60,463.95			6%	
	TOTAL CONSTRUCTION COST		\$1,168,970				
	Construction Support		\$210,414.55			18%	
	Design and Engineering		\$292,242.43			25%	
	TOTAL PROJECT COST		\$1,671,627				
	TOTAL (Rounded)		\$1,672,000				
			Construction Cost Escalation				
			FY18	\$1,672,000			
			FY19	\$1,730,000			
			FY20	\$1,790,000		Annual Escalation Rate	
			FY21	\$1,850,000		3%	
			FY22	\$1,910,000			
			FY23	\$1,970,000			



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

Prop K Project Information Form	
Project Name:	Bayshore Caltrain Station Connectivity Upgrades
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	i. Major Capital Projects (Streets)
EP Line (Primary):	27-Visitacion Valley Watershed
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Bayshore Caltrain Station
Supervisorial District(s):	District 10
Project Manager:	Sean Kennedy
Phone Number:	415.701.4717
Email:	sean.kennedy@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Programmatic line to provide funding for preliminary engineering and environmental review of connectivity upgrades to the Bayshore Caltrain Station linking it with other transit modes. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This project provides funding for Preliminary Engineering and Environmental Review of upgrades for connectivity between the Bayshore Caltrain Station and other transit links. In anticipation of dramatic proposed growth in nearby land uses and transit services, including improving transit service on the Geneva corridor and the developing Candlestick area, better connectivity to this station is an important transportation goal.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Caltrain (no staff identified yet)
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



**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			Q3-Jan-Feb-Mar	2019/20	Q3-Jan-Feb-Mar	2021/22
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns



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

Prop K Project Information Form	
Project Name:	Bayshore Caltrain Station Connectivity Upgrades Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	i. Major Capital Projects (Streets)
EP Line (Primary):	27-Visitation Valley Watershed
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	Bayshore Caltrain Station
Supervisory District(s):	District 10
Project Manager:	Sean Kennedy
Phone Number:	415.701.4717
Email:	sean.kennedy@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Programmatic placeholder to provide funding for future upgrades to the Bayshore Caltrain Station and other transit links. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This programmatic line provides funding for future upgrades the Bayshore Caltrain Station and other transit links. In anticipation of dramatic proposed growth in nearby land uses and transit services, including improving transit service on the Geneva corridor and developing the Candlestick area, better connectivity to this station is an important transportation goal.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Caltrain (no staff identified yet)
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



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

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

Comments/Concerns



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

Project Name:	Bayshore Caltrain Station Connectivity Upgrades 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)		\$ 1,000,000	\$ 1,000,000	\$ -
Construction		\$ -		\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 1,000,000	\$ 1,000,000	\$ -
Percent of Total			100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop k	27-Visitation Valley		Planned	2022/23	\$ 1,000,000				\$ 500,000	\$ 500,000	
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,000,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -

Comments

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

Prop K Project Information Form			
Project Name:	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	i. Major Capital Projects (Streets)		
EP Line (Primary):	27-Visitacion Valley Watershed		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/22		
Project Information			
Project Location:	Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard		
Supervisory District(s):	District 10		
Project Manager:	Kansai Uchida		
Phone Number:	415-646-2632		
Email:	kansai.uchida@sfgov.org		
Brief Project Description for MyStreetSF (80 words max):	Proposed Prop K funds are for design and construction 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.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Proposed Prop K funds are for design, and construction 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 project. The proposed design and construction funds prioritize the eastern portion of the project. 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>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The prior Feasibility Study completed by the TA 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.		
Partner Agencies: 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		
Type of Environmental Clearance Required:	TBD		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>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)			Q1-Jul-Aug-Sep	2021/22	Q2-Oct-Nov-Dec	2023/24
Advertise Construction						
Start Construction (i.e. Award Contract)			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)
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Project Cost Estimate	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	\$ 5,035,272	\$ 5,162,088
Construction		\$ 87,000,000	\$ -	\$ 87,000,000
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 102,543,410	\$ 9,708,446	\$ 92,834,964
Percent of Total			9%	91%

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	1-Rapid Bus Network	Planning/Conceptual Engineering	Allocated	Previous	\$ 540,000	\$ 540,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	27-Visitation Valley Watershed	Planning/Conceptual Engineering	Allocated	Previous	\$ 335,000	\$ 335,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	16-Other Transit Enhancements	Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,983,174	\$ 1,983,174	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	27-Visitation Valley Watershed	Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,815,000	\$ 1,815,000			\$ -	\$ -	\$ -
Prop K	27-Visitation Valley Watershed	Design Engineering (PS&E)	Planned	2021/22	\$ 5,035,272				\$ 1,678,424	\$ 1,678,424	\$ 1,678,424
Prop B General Fund		Planning/Conceptual Engineering	Programmed	2019/20	\$ 66,438	\$ -	\$ -	\$ -			
Transportation Sustainability Fee (TSF)		Design Engineering (PS&E)	Programmed	2019/20	\$ 219,000	\$ -	\$ -	\$ -	\$ -	\$ -	
Transportation Sustainability Fee (TSF)		Environmental Studies (PA&ED)	Planned	2020/21	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Sustainability Fee (TSF)		Design Engineering (PS&E)	Planned	2021/22	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Design Engineering (PS&E)	Planned	2023/24	\$ 2,549,526	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2024/25	\$ 87,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 102,543,410	\$ 4,673,174	\$ -	\$ -	\$ 1,678,424	\$ 1,678,424	\$ 1,678,424

Comments
 TBD sources could include: Prop K, Developer Fees, FTA, FHWA grant/loan programs, other local funds, or others.

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

Prop K Project Information Form		
Project Name:	Sloat Skyline Intersection Improvements	
Implementing Agency:	San Francisco Municipal Transportation Agency	
Prop K Expenditure Plan Information		
Category:	C. Street & Traffic Safety	
Subcategory:	i. Major Capital Projects (Streets)	
EP Line (Primary):	30-Other Upgrades to Major Arterials	
Other EP Line Number/s:	38-Traffic Calming	
Fiscal Year of Allocation:	2019/20	
Project Information		
Project Location:	Sloat Boulevard and Skyline Boulevard	
Supervisory District(s):	District 04, District 07	
Project Manager:	TBD	
Phone Number:	TBD	
Email:	TBD	
Brief Project Description for MyStreetSF (80 words max):	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 signaling 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.	
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Plan and construct 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 signaling 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.	
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	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.	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - Suzanne Suskind; Caltrans	
Type of Environmental Clearance Required:	TBD	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	See 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	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

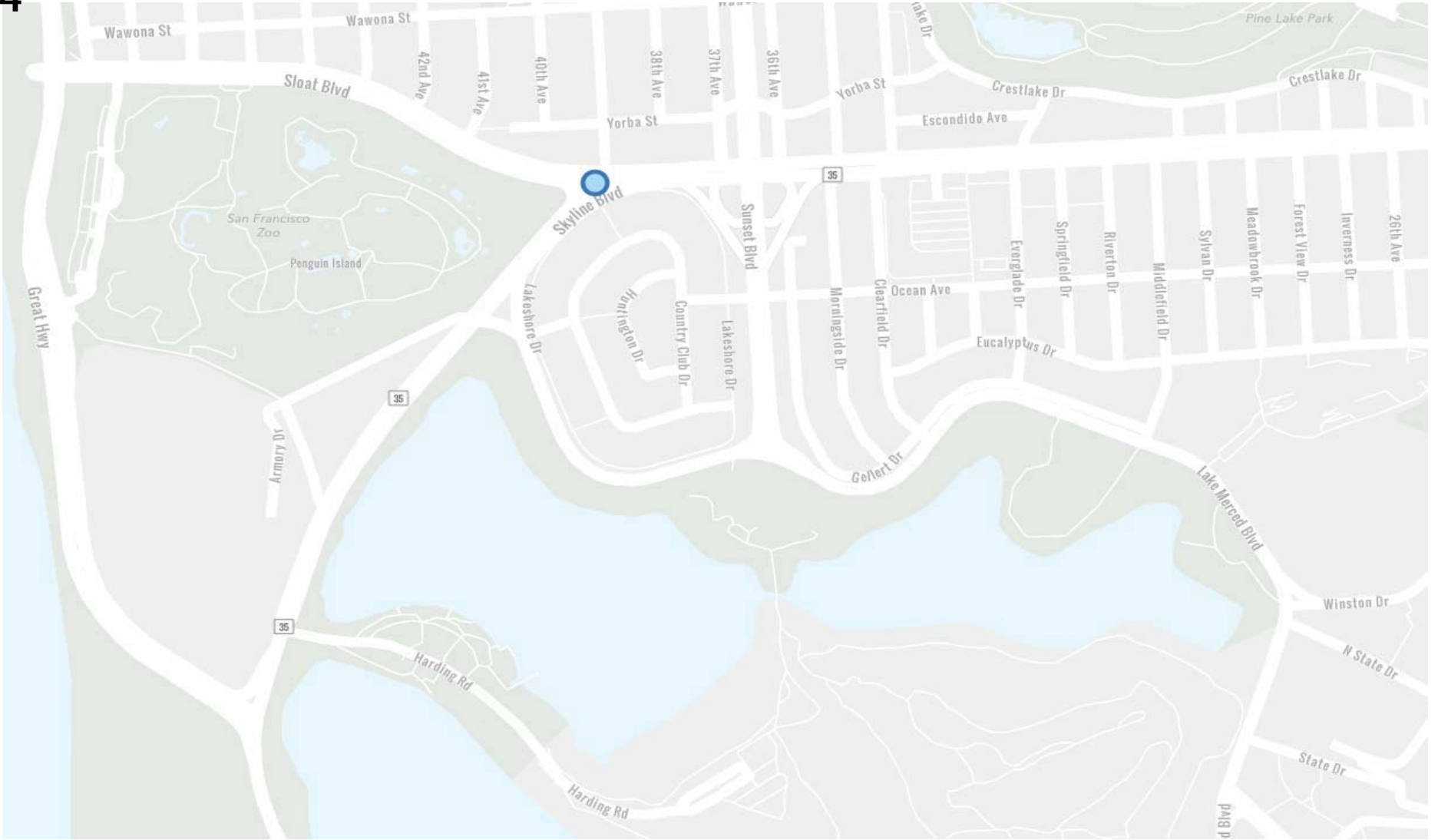
Project Name: Sloat Skyline Intersection Improvements

Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 399,365	\$ 399,365	\$ -
Environmental Studies (PA&ED)	\$ 379,000	\$ 379,000	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 660,000	\$ 660,000	\$ -
Construction	\$ 3,475,000	\$ 2,000,000	\$ 1,475,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 4,913,365	\$ 3,438,365	\$ 1,475,000
Percent of Total		70%	30%

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	Cash Flow Total
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Allocated	Previous	\$ 151,298	\$ 151,298	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 151,298
Prop K	30-Other Upgrades to	Planning/Conceptual Engineering	Allocated	Previous	\$ 248,397	\$ 248,397	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 248,397
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	Previous	\$ 379,000	\$ 75,800	\$ 303,200	\$ -	\$ -	\$ -	\$ -	\$ 379,000
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 660,000	\$ -	\$ 132,000	\$ 528,000	\$ -	\$ -	\$ -	\$ 660,000
Prop B General Fund		Construction	Planned	2020/21	\$ 675,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	30-Other Upgrades to	Construction	Planned	2020/21	\$ 2,000,000	\$ -	\$ -	\$ 400,000	\$ 1,600,000	\$ -	\$ -	\$ 2,000,000
TBD		Construction	Planned	2020/21	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
												\$ -
												\$ -
				Total By Fiscal Year	\$ 4,913,695	\$ 475,495	\$ 435,200	\$ 928,000	\$ 1,600,000	\$ -	\$ -	\$ 3,438,695

Comments
TBD sources could include future ATP, HSIP, or new local revenue sources such as sales tax or general obligation bond funds.

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

Prop K Project Information Form			
Project Name:	New Signal Contract 65		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	ii. System Operations, Efficiency and Safety		
EP Line (Primary):	31-New Signals and Signs		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2018/19, 2019/20		
Project Information			
Project Location:	Loomis St/Oakdale Ave, 3rd Av/Kezar Dr/Lincoln Way, Alemany Blvd/Rousseau St, Alemany Blvd/Lawrence Ave, Hattie St/Market St		
Supervisorial District(s):	District 05, District 08, District 10, District 11		
Project Manager:	Geraldine De Leon		
Phone Number:	415-701-4675		
Email:	geraldine.deleon@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Design and construct new traffic signals and/or flashing signal systems at: Loomis St/Oakdale Ave, 3rd Av/Kezar Dr/Lincoln Way, Alemany Blvd/Rousseau St, Alemany Blvd/Lawrence Ave, Hattie St/Market St.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Design and construct new traffic signals and/or flashing signal systems at: Loomis St/Oakdale Ave, 3rd Av/Kezar Dr/Lincoln Way, Alemany Blvd/Rousseau St, Alemany Blvd/Lawrence Ave, Hattie St/Market St. The project will include new controllers, foundations, poles, conduits, wiring, traffic detection, signal interconnect, vehicle signals, pedestrian countdown signals, and mast-arms as needed. Signal operations will also be evaluated for improved safety and visibility.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).			
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>List of candidate locations</td> </tr> </table>	Yes	List of candidate locations
Yes	List of candidate locations		

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

Comments/Concerns



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

Project Name:	New Signal Contract 65
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 300,000	\$ 300,000	\$ -
Construction	\$ 3,300,000	\$ 2,422,111	\$ 877,889
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,600,000	\$ 2,722,111	\$ 877,889
Percent of Total		76%	24%

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, EP 31	31-New Signals and Signs	Design Engineering (PS&E)	Planned	Previous	\$ 300,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Prop K, EP 31	31-New Signals and Signs	Construction	Planned	2019/20	\$ 2,422,111	\$ -	\$ -	\$ 1,211,056	\$ 1,211,056	\$ -	\$ -
Prop B General Fund		Construction	Programmed	2019/20	\$ 877,889	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,600,000	\$ 150,000	\$ 150,000	\$ 1,211,056	\$ 1,211,056	\$ -	\$ -

Comments
 SFMTA will request \$300,000 in FY18/19 funds in Fall 2018 for the design phase of this project. Funds would be reprogrammed from the New Traffic Signs project, which is a lower priority for funds from this category, to the subject project.

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TABLE 1. New Signal Candidates – Contract 65

	No.	Intersection	Proposed for EP 31 Prop K 5YP (2019)	Districts	Current Status as of August 2018	Comment
Prop K Funded	1	Loomis Street and Oakdale Avenue	Yes	10	Contract 65 Candidate	Prop K funded
	2	3 rd Avenue, Kezar Drive, & Lincoln Way	Yes	5	Contract 65 Candidate	Prop K funded
	3	Alemanly Boulevard & Rousseau Street	Yes	8/11	Contract 65 Candidate	Prop K funded
	4	Alemanly Boulevard & Lawrence Avenue	Yes	11	Contract 65 Candidate	Prop K funded
	5	Hattie Street & Market Street	Yes	8	Contract 65 Candidate	Prop K funded, Rectangular Rapid Flashing Beacon
Funding TBD – to be included in Contract 65 if funding is secured	6	Minna Street & New Montgomery Street	Yes	6	Contract 65 Candidate	Funding likely from Transbay District
	7	Mission Street & Ney Street	Yes	11	Contract 65 Candidate	Funding likely from SFMTA General Obligation Bonds
	8	France Avenue & Mission Street	Yes	11	Contract 65 Candidate	Funding likely from SFMTA General Obligation Bonds
	9	Mission Street & Russia Avenue	Yes	11	Contract 65 Candidate	Funding likely from SFMTA General Obligation Bonds
	10	9 th Street and Division Street	Yes	6,10	Contract 65 Candidate	Funding likely to be finalized by SFMTA Livable Streets

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



Prop K Project Information Form	
Project Name:	New Signal Contract 66
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	ii. System Operations, Efficiency and Safety
EP Line (Primary):	31-New Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetsSF (80 words max):	Design and construct new traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Design and construct new traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined. The project will include new controllers, foundations, vehicle and pedestrian countdown signals, poles, conduits, wiring, detection, signal interconnect and mast-arm signals as needed. Signal operations will also be evaluated for improved safety and visibility.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year	
Planning/Conceptual Engineering								
Environmental Studies (PA&ED)		0%	In-house	Q1-Jul-Aug-Sep	2021/22	Q1-Jul-Aug-Sep	2021/22	
Right of Way								
Design Engineering (PS&E)		0%	In-house	Q1-Jul-Aug-Sep	2021/22	Q4-Apr-May-Jun	2021/22	
Advertise Construction		0%	In-house	Q4-Apr-May-Jun	2021/22			
Start Construction (i.e. Award Contract)		0%	In-house and Contracted	Q2-Oct-Nov-Dec	2022/23			
Operations (i.e. paratransit)						Q3-Jan-Feb-Mar	2023/24	
Open for Use						Q3-Jan-Feb-Mar	2023/24	
Project Completion (means last eligible expenditure)						Q4-Apr-May-Jun	2024/25	

Comments/Concerns



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

Project Name:	New Signal Contract 66
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 300,000	\$ 300,000	\$ -
Construction	\$ 3,300,000	\$ 3,300,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,600,000	\$ 3,600,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	31-New Signals and Signs	Design Engineering (PS&E)	Planned	2021/22	\$ 300,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -
Prop K	31-New Signals and Signs	Construction	Planned	2022/23	\$ 3,300,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,700,000	\$ 1,100,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 3,600,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 650,000	\$ 1,700,000	\$ 1,100,000

Comments

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



Prop K Project Information Form	
Project Name:	Local Bus Transit Signal Priority (TSP)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	ii. System Operations, Efficiency and Safety
EP Line (Primary):	32-Adv. Technology & Info Systems SFgo
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Robert Lim
Phone Number:	415.701.5669
Email:	robert.lim2@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at all intersections along local bus routes citywide where TSP has not already been implemented. TSP implementation is complete for all of Muni's Rapid bus routes. The project will improve vehicle management and travel time reliability, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>TSP installations started citywide in 2012 with a goal to fully equip every signalized intersection on a Muni buses route with TSP. As of Summer 2018 there are about 600 intersections equipped with TSP and about 450 intersections remaining to be equipped. All Muni Rapid routes have been equipped with TSP; the subject request will equip intersections along Local routes with TSP, including Routes 5/5R, 6, 7, 10, 12, 18, 19, 21, 22, 23, 24, 27, 28/28R, 30, 31, 33, 35, 36, 37, 41, 43, 44, 45, 47, 48, 49, 52, 54, 55, 56, 57, 66 and 67. Buses have already been equipped with TSP radios through other funds. The primary equipment to be installed through the requested funds would be:</p> <ul style="list-style-type: none"> • Intersection-installed radios to communicate with the radios on the buses • Phase selector cards to be installed inside traffic signal cabinets. These are used to translate information from intersection TSP radios to traffic signal controllers. • Wireless radios to provide remote access to connect to TSP intersections to monitor activity and to pull maintenance logs. • Equipment needed to install and connect TSP equipment to the network. <p>SFMTA's Sustainable Streets division will procure the equipment and update signal timing. SFMTA's Signal Shop will install the equipment and work with other City agencies such as the Department of Technology on network upgrades and other related issues.</p> <p>SFMTA's Transit Division prioritizes the next routes to receive TSP installations.</p> <p>Benefits: The benefits from the proposed investment will include the following:</p> <ol style="list-style-type: none"> (1) Improved transit performance - TSP is used to extend green lights or to bring up green lights earlier for transit. Improving the odds that a transit vehicle sees a green light will reduce red light delay and thus improve both reliability and travel times. (2) Updated traffic signal timing to latest standards – The signal timing will be updated to reflect the latest standards for Yellows, All-Reds and pedestrian clearance. (3) Remote monitoring – Installed equipment will allow us to remotely check into an intersection and observe current traffic signal timing and produce maintenance logs to review timestamped information on when TSP calls were made and which bus number made the call.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A



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

Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Department of Technology - Joseph John, 415-671-3012	
Type of Environmental Clearance Required:	Categorically Exempt	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	Photos of equipment to be installed

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	100%	In-house	Q1-Jul-Aug-Sep	2008/09	Q1-Jul-Aug-Sep	2008/09
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q2-Oct-Nov-Dec	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4 Mar-Jun	2022/2023

Comments/Concerns

The timeline for each phase does not follow the "traditional" project delivery timeline in that there is no actual true phase for: Planning/Conceptual Engineering and Design Engineering. The work of installing TSP equipment at the intersection and updating traffic signal timing parameters is done in the Construction phase. Each intersection is open to use on a rolling basis immediately after we install the updated traffic signal timing and the TSP equipment. For the Environmental Studies milestone we received a CAT-EX in Aug 2008. Upon consultation with our environmental review team the current CAT-EX is still valid.



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

Project Name:	Local Bus Transit Signal Priority (TSP)
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	N/A	N/A
Environmental Studies (PA&ED)	\$ -	N/A	N/A
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	N/A	N/A
Construction	\$ 18,065,129	\$ 5,128,680	\$ 12,936,449
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 18,065,129	\$ 5,128,680	\$ 12,936,449
Percent of Total		28%	72%

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	32-Adv. Technology &	Construction	Planned	2019/20	\$ 2,320,000	\$ -	\$ 2,070,000	\$ 250,000	\$ -	\$ -	\$ -
Interagency Plan Implementation Committee		Construction	Programmed	2019/20	\$ 763,966	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	32-Adv. Technology &	Construction	Planned	2020/21	\$ 661,167	\$ -	\$ -	\$ 661,167	\$ -	\$ -	\$ -
TBD		Construction	Planned	2020/21	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Sustainability Fee		Construction	Planned	2020/21	\$ 5,696,689	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	32-Adv. Technology &	Construction	Planned	2021/22	\$ 689,716	\$ -	\$ -	\$ -	\$ 689,716	\$ -	\$ -
Transportation Sustainability Fee		Construction	Planned	2021/22	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	32-Adv. Technology &	Construction	Planned	2022/23	\$ 715,736	\$ -	\$ -	\$ -	\$ -	\$ 715,736	\$ -
Transportation Sustainability Fee		Construction	Planned	2022/23	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	32-Adv. Technology &	Construction	Planned	2023/24	\$ 742,061	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 742,061
Transportation Sustainability Fee		Construction	Planned	2023/24	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2023/24	\$ 2,275,794	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Comments
 There is the potential to move some local discretionary funds to this project. A specific fund hasn't been identified yet because the funding isn't needed until FY23 and the agency will be updating our CIP in FY21

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

Prop K Project Information Form	
Project Name:	Traffic Signal Conduits
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Design and construct new signal conduits in coordination with paving, curb ramp and streetscape projects. This program allows SFMTA to complete signal-related excavation work prior to the 5-year excavation moratorium following a re-paving project, preventing delays in signal construction.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Design and construct new signal conduits in coordination with paving, curb ramp and streetscape projects. This funding will allow the SFMTA to leverage non-signal projects, such as paving work conducted by the Department of Public Works, in order to install new signal conduits in a timely and cost-efficient manner. This project will ensure that the city's five-year paving moratorium is honored and that the SFMTA can implement traffic signal improvements in a timely and cost-effective manner.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name:	Traffic Signal Conduits
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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	\$ 1,500,000	\$ 1,500,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,500,000	\$ 1,500,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	33-Signals and Signs	Construction	Planned	2019/20	\$ 300,000	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2020/21	\$ 300,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2021/22	\$ 300,000	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2022/23	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2023/24	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,500,000	\$ -	\$ 150,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 150,000

Comments

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

Prop K Project Information Form	
Project Name:	Traffic Signal Upgrade Contract 35
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	1. 6th Avenue & Irving Street, 2. 25th Avenue & Clement Street, 3. 25th Avenue & Anza Street, 4. 30th Avenue & Fulton Street, 5. 36th Avenue & Fulton Street, 6. 19th Street & Folsom Street, 7. 21st Street and Folsom Street, 8. 22nd Street & Folsom Street, 9. 23rd Street & Folsom Street, 10. 29th Street & San Jose Avenue, 11. 30th Street & San Jose Avenue, 12. Anza Street & Stanyan Street, 13. Baker Street & Hayes Street, 14. Evans Avenue & Phelps Street, 15. Haight Street & Steiner, 16. Holloway Avenue & Junipero Serra Boulevard, 17. Portola Drive & Twin Peaks Boulevard, 18. 16th Street & Sanchez Street, 19. Alemany Boulevard & Sickles Avenue, 20. California Street & Larkin Street, 21. Geneva Avenue & Naples Street, 22. Larkin Street & Post Street, and 23. Masonic Avenue & Page Street.
Supervisory District(s):	District 01, District 05, District 08, District 09, District 10, District 07, District 03, District 11, District 06
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Traffic-signal related upgrades at 23 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Fourteen of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Design and construct signal improvements at 23 intersections citywide to address safety or operational concerns. Signal visibility improvements will include new poles with larger signal heads. Related pedestrian safety improvements include pedestrian countdown signals, accessible pedestrian signals and curb ramps where missing. Other improvements at signal upgrade locations will include new controllers, conduit and wiring where they are needed to implement the signal modifications.</p> <p>The intersections in this scope were selected after careful review by SFMTA staff of traffic operations and collision patterns on a regular basis. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements). All supervisory districts are represented in the Contract 35 scope except Districts 2 and 4. District 4 has only 4% of the City's traffic signals, many of which are relatively new and thus are not in need of upgrades. The Great Highway Signal Upgrade is a future project in District 4 proposed in SFMTA's 5-year capital improvement plan. District 2 has many signal upgrades being implemented by projects currently under design or construction such as Van Ness Bus Rapid Transit, Geary Bus Rapid Transit, Laurel Village Streetscape Improvements, and Gough Street Signal Upgrades.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)		In-house			Q2-Oct-Nov-Dec	2017/18
Right of Way						
Design Engineering (PS&E)	10%	In-house	Q2-Oct-Nov-Dec	2017/18	Q4-Apr-May-Jun	2018/19
Advertise Construction		In-house	Q4-Apr-May-Jun	2018/19		
Start Construction (i.e. Award Contract)		In-house and Contracted	Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2020/21
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2021/22

Comments/Concerns

Transportation Authority allocated funds for the design phase of this project in October 2017.



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

Project Name:	Traffic Signal Upgrade Contract 35
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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)	\$ 840,000	\$ 840,000	\$ -	\$ -
Construction	\$ 7,190,000	\$ 1,758,000	\$ 5,432,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 8,030,000	\$ 2,598,000	\$ 5,432,000	\$ -
Percent of Total		32%	68%	

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	33-Signals and Signs	Design Engineering (PS&E)	Allocated	Previous	\$ 840,000	\$ 840,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	33-Signals and	Construction	Planned	2019/20	\$ 1,758,000	\$ -	\$ 586,000	\$ 586,000	\$ 586,000	\$ -	\$ -
GO Bond		Construction	Programmed	Previous	\$ 4,232,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Affordable Housing Sustainable Communities Program		Construction	Programmed	Previous	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 8,030,000	\$ 840,000	\$ 586,000	\$ 586,000	\$ 586,000	\$ -	\$ -

Comments
 The Affordable Housing Sustainable Communities Program invests in projects that reduce GHG emission by supporting more compact, infill development patterns, encouraging active transportation and transit usage, and protecting agriculture land from sprawl development. It is funded by Cap-and-Trade auction proceeds.

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

Prop K Project Information Form	
Project Name:	Traffic Signal Upgrade Contract 36
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	
Project Information	
Project Location:	TBD, but will include 9th Street/Bryant Street and 10th Street/Bryant Street
Supervisory District(s):	TBD
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Design and construct signal improvements at 14 intersections at various locations throughout the city to address safety or operational concerns. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Twelve locations are to be determined, and project will include 9th Street/Bryant Street and 10th Street/Bryant Street as recommended in the Vision Zero Ramp Intersection Study.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	These locations will be selected primarily due to pedestrian safety concerns. Improvements may vary among locations. Signal visibility improvements will include new poles with larger signal heads. Other safety improvements will include pedestrian countdown signals, accessible (audible) pedestrian signals and curb ramps where missing. Operational improvements at signal upgrade locations may include new controllers, conduit and wiring where needed to implement the signal modifications, as well as implementation of left-turn signals or other phasing improvements as-needed per review of collision analysis. Final project locations still to be determined but will include 9th Street/Bryant Street and 10th Street/Bryant Street as recommended in the Transportation Authority's Vision Zero Ramp Intersections Study Phase I.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q1-Jul-Aug-Sep	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Advertise Construction		In-house	Q1-Jul-Aug-Sep	2020/21		
Start Construction (i.e. Award Contract)		In-house and Contracted	Q3-Jan-Feb-Mar	2020/21		
Operations (i.e. paratransit)						
Open for Use		In-house and Contracted			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:	Traffic Signal Upgrade Contract 36
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 600,000	\$ 600,000	\$ -
Construction	\$ 7,800,000	\$ 5,246,000	\$ 2,554,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 8,400,000	\$ 5,846,000	\$ 2,554,000
Percent of Total		70%	30%

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	33-Signals and Signs	Design Engineering (PS&E)	Planned	2019/20	\$ 600,000	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2020/21	\$ 5,246,000	\$ -	\$ -	\$ 1,748,667	\$ 1,748,667	\$ 1,748,667	\$ -
Prop B		Construction	Planned	2022/23	\$ 608,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2020/21	\$ 1,946,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 8,400,000	\$ -	\$ 300,000	\$ 2,048,667	\$ 1,748,667	\$ 1,748,667	\$ -

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Comments
 SFMTA will reassess and possibly update the construction phase budget prior to the start of construction. If SFMTA is unable to identify additional funding sources during the design phase such as project savings from other projects, SFMTA will likely pursue a scope reduction to match the budget.



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

Prop K Project Information Form			
Project Name:	3rd Street Traffic Signal Detection Upgrade Phase 3		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iii. System Maintenance and Renovations (streets)		
EP Line (Primary):	33-Signals and Signs		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	3rd Street light rail corridor		
Supervisory District(s):	District 06, District 10		
Project Manager:	Geraldine De Leon		
Phone Number:	415-701-4675		
Email:	geraldine.deleon@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	<p>Implement the 3rd of 4 phases of the systematic replacement of the traffic detection technology at 20-25 intersections along the 3rd Street light rail corridor.</p> <p>This program is intended to replace the video-based vehicle detection systems, currently installed at 67 intersections along the 3rd Street Light Rail Corridor, with more reliable wireless system. Originally installed in 2004, the pole-mounted video cameras have not been consistently reliable. The newer wireless detection technology has since been proven more effective in other applications in the City and statewide.</p>		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Implement the 3rd of 4 phases to systematically replace the video-based vehicle detection systems along the 3rd Street Light Rail Corridor with a more reliable wireless system. Phase 1, funded by Prop K, replaced SFMTA has had problems maintaining the older generation video cameras, which gather dirt and debris causing false detections by the controllers, negatively affecting the T Third light rail line and other traffic. Phase 3 will replace detection at 20 intersections.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).			
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>3rd St Detection Locations</td> </tr> </table>	Yes	3rd St Detection Locations
Yes	3rd St Detection Locations		



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

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

Comments/Concerns

Minimal design work required.



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

Project Name:	3rd Street Traffic Signal Detection Upgrade Phase 3
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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		\$ 550,000	\$ 550,000	\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 550,000	\$ 550,000	\$ -
Percent of Total			100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	33-Signals and Signs	Construction	Planned	2019/20	\$ 550,000	\$ -	\$ -	\$ 275,000	\$ 275,000	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 550,000	\$ -	\$ -	\$ 275,000	\$ 275,000	\$ -	\$ -

Comments

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3rd Street Traffic Signal Detection Upgrade **Phase 1**

#	LOCATION	FUNDING SOURCE	STATUS
1	3 rd Street/Gilman/Paul	Proposition K	Done
2	3 rd Street/Hollister	Proposition K	Done
3	3 rd Street/Ingerson	Proposition K	Done
4	3 rd Street/Jamestown	Proposition K	Done
5	3 rd Street/Key	Proposition K	Done
6	3 rd Street/Le Conte	Proposition K	Done
7	Bayshore/Tunnel	Proposition K	Done
8	Bayshore/Blanken	Proposition K	Done
9	Arleta/Bayshore/San Bruno	Proposition K	Done
10	Bayshore/Leland	Proposition K	Done
11	Bayshore/Visitacion	Proposition K	Done
12	Bayshore/Sunnydale	Proposition K	Done

3rd Street Traffic Signal Detection Upgrade **Phase 2**

#	LOCATION	FUNDING SOURCE	STATUS
1	3 rd Street Fitzgerald	Developer Fees	Tentative schedule to start construction in FY 19
2	3 rd Street/Egbert	Developer Fees	Tentative schedule to start construction in FY 19
3	3 rd Street/Donner	Developer Fees	Tentative schedule to start construction in FY 19
4	3 rd Street/Carroll	Developer Fees	Tentative schedule to start construction in FY 19
5	3 rd Street/Bancroft	Developer Fees	Tentative schedule to start construction in FY 19
6	3 rd Street/Armstrong	Developer Fees	Tentative schedule to start construction in FY 19
7	Lane/Yosemite	Developer Fees	Tentative schedule to start construction in FY 19
8	3 rd Street/Yosemite	Developer Fees	Tentative schedule to start construction in FY 19
9	3 rd Street/Wallace	Developer Fees	Tentative schedule to start construction in FY 19
10	3 rd Street/Lane/Williams/ Van Dyke	Developer Fees	Tentative schedule to start construction in FY 19
11	3 rd Street/Underwood	Developer Fees	Tentative schedule to start construction in FY 19
12	3 rd Street/Thomas/Thornton	Developer Fees	Tentative schedule to start construction in FY 19
**	3 rd Street/Shafter	Developer Fees	Tentative schedule to start construction in FY 19
**	3 rd Street/Bayview/Revere	Developer Fees	Tentative schedule to start construction in FY 19
**	3 rd Street/Quesada	Developer Fees	Tentative schedule to start construction in FY 19

3rd Street Traffic Signal Detection Upgrade **Phase 3 ***

#	LOCATION	FUNDING SOURCE	STATUS
1	3 rd Street/Shafter	Proposition K	Tentative schedule to start construction around end of FY 20
2	3 rd Street/Bayview/Revere	Proposition K	Tentative schedule to start construction around end of FY 20
3	3 rd Street/Quesada	Proposition K	Tentative schedule to start construction around end of FY 20
4	3 rd Street/Palou	Proposition K	Tentative schedule to start construction around end of FY 20
5	3 rd Street/ Oakdale	Proposition K	Tentative schedule to start construction around end of FY 20
6	3 rd Street/ Newcomb	Proposition K	Tentative schedule to start construction around end of FY 20
7	3 rd Street/ McKinnon	Proposition K	Tentative schedule to start construction around end of FY 20
8	3 rd Street/La Salle	Proposition K	Tentative schedule to start construction around end of FY 20
9	Kirkwood Street/Newhall	Proposition K	Tentative schedule to start construction around end of FY 20
10	3 rd Street/Kirkwood	Proposition K	Tentative schedule to start construction around end of FY 20
11	3 rd Street/Jerrold	Proposition K	Tentative schedule to start construction around end of FY 20
12	3 rd Street/Innes/Newhall	Proposition K	Tentative schedule to start construction around end of FY 20
13	3 rd Street/Hudson	Proposition K	Tentative schedule to start construction around end of FY 20
14	3 rd Street/Galvez	Proposition K	Tentative schedule to start construction around end of FY 20
15	3 rd Street/Fairfax	Proposition K	Tentative schedule to start construction around end of FY 20
16	Evans/Phelps	Proposition K	Tentative schedule to start construction around end of FY 20
17	3 rd Street/Evans	Proposition K	Tentative schedule to start construction around end of FY 20
18	3 rd Street/Davidson/Phelps	Proposition K	Tentative schedule to start construction around end of FY 20
19	3 rd Street/Burke	Proposition K	Tentative schedule to start construction around end of FY 20
20	3 rd Street/Arthur/Cargo	Proposition K	Tentative schedule to start construction around end of FY 20
**	3 rd Street/Marin	Proposition K	Tentative schedule to start construction around end of FY 20
**	3 rd Street/Cesar Chavez	Proposition K	Tentative schedule to start construction around end of FY 20
**	3 rd Street/26 th Street	Proposition K	Tentative schedule to start construction around end of FY 20

#	LOCATION	FUNDING SOURCE	STATUS
**	3 rd Street/25 th Street	Proposition K	Tentative schedule to start construction around end of FY 20
**	3 rd Street/24 th Street	Proposition K	Tentative schedule to start construction around end of FY 20

3rd Street Traffic Signal Detection Upgrade Phase 4 *

#	LOCATION	FUNDING SOURCE	STATUS
1	3 rd Street/Marin	Developer Fees	Tentative schedule to start construction around end of FY 22
2	3 rd Street/Cesar Chavez	Developer Fees	Tentative schedule to start construction around end of FY 22
3	3 rd Street/26 th Street	Developer Fees	Tentative schedule to start construction around end of FY 22
4	3 rd Street 25 th Street	Developer Fees	Tentative schedule to start construction around end of FY 22
5	3 rd Street/24 th Street	Developer Fees	Tentative schedule to start construction around end of FY 22
6	3 rd Street/23 rd Street	Developer Fees	Tentative schedule to start construction around end of FY 22
7	3 rd Street/22 nd Street	Developer Fees	Tentative schedule to start construction around end of FY 22
8	3 rd Street/20 th Street	Developer Fees	Tentative schedule to start construction around end of FY 22
9	3 rd Street/19 th Street	Developer Fees	Tentative schedule to start construction around end of FY 22
10	3 rd Street/18 th Street	Developer Fees	Tentative schedule to start construction around end of FY 22
11	3 rd Street/Mariposa	Developer Fees	Tentative schedule to start construction around end of FY 22
12	3 rd Street/16 th Street	Developer Fees	Tentative schedule to start construction around end of FY 22
13	3 rd Street/South	Developer Fees	Tentative schedule to start construction around end of FY 22
14	3 rd Street/Mission Bay Blvd North and South	Developer Fees	Tentative schedule to start construction around end of FY 22
15	3 rd Street/Mission Rock	Developer Fees	Tentative schedule to start construction around end of FY 22
16	3 rd Street/Channel	Developer Fees	Tentative schedule to start construction around end of FY 22
17	4 th Street/Channel	Developer Fees	Tentative schedule to start construction around end of FY 22
18	4 th Street/Berry	Developer Fees	Tentative schedule to start construction around end of FY 22
19	2 nd Street/King	Developer Fees	Tentative schedule to start construction around end of FY 22
20	Embarcadero/King/Townsend	Developer Fees	Tentative schedule to start construction around end of FY 22

* Tentative and may change depending on issues encountered on Phases 2 and 3

** Alternative location if funding allows

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



Prop K Project Information Form	
Project Name:	Western Addition Signal Upgrades
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	1. Broderick/Turk, 2. Divisadero/Turk, 3. Divisadero/O'Farrell, 4. Divisadero/Golden Gate, 5. Divisadero/McAllister, 6. Divisadero/Fulton, 7. Scott/Turk, 8. Pierce/Turk, 9. Steiner/Turk, 10. Fillmore/Turk, 11. Laguna/Turk, 12. Golden Gate/Scott, 13. Golden Gate/Pierce, 14. Golden Gate/Steiner, 15. Fillmore/Golden Gate, 16. Golden Gate/Laguna, 17. Fillmore/Hayes, 18. Fillmore/Fulton, 19. Fillmore/McAllister, 20. Eddy/Fillmore, 21. Laguna/Sutter, 22. Fulton/Laguna, 23. Fulton/Steiner, 24. Buchanan/Eddy, 25. Buchanan/Turk, 26. Buchanan/Golden Gate, 27. Buchanan/McAllister, 28. Buchanan/Fulton, 29. McAllister/Octavia, 30. Golden Gate/Octavia, 31. Octavia/Turk, 32. Ellis/Fillmore, and 33. Hayes/Webster.
Supervisory District(s):	District 05
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Design and construct pedestrian countdown signals and/or signal visibility improvements at 24 intersections and pedestrian activated flashing beacons at 9 intersections in the Western Addition area.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The 33 locations have been selected primarily due to safety concerns. Signal and ancillary intersection improvements at each location will include installation of some or all of the following: pedestrian countdown signals, larger 12-inch signal heads, mast arms, curb ramps, accessible (audible) pedestrian signals, new poles, conduits, traffic detection, and signal interconnect as needed. Improvements at locations selected for upgraded flashing beacons will include curb ramps and speed feedback signs.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	About half of the upgrades are included in the Western Addition Community-Based Transportation Plan
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	100%	In-house			Q3-Jan-Feb-Mar	2017/18
Right of Way						
Design Engineering (PS&E)		In-house	Q3-Jan-Feb-Mar	2017/18	Q1-Jul-Aug-Sep	2019/20
Advertise Construction	0%	In-house	Q2-Oct-Nov-Dec	2019/20		
Start Construction (i.e. Award Contract)		In-house and Contracted	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use		In-house and Contracted			Q1-Jul-Aug-Sep	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23

Comments/Concerns

Pedestrian signals are typically installed by City Forces

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



Project Name: Western Addition Signal Upgrades

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 1,375,000	\$ -	\$ 1,375,000
Construction	\$ 10,481,250	\$ 1,195,859	\$ 9,285,391
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 11,856,250	\$ 1,195,859	\$ 10,660,391
Percent of Total		10%	90%

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	Cash Flow Total
General Obligation Bond		Construction	Programmed	2019/20	\$ 7,418,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Obligation Bond		Design Engineering (PS&E)	Programmed	Previous	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Obligation Bond		Design Engineering (PS&E)	Programmed	2019/20	\$ 275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2019/20	\$ 1,195,859	\$ -	\$ -	\$ 398,620	\$ 398,620	\$ 398,619	\$ -	\$ 1,195,859
Prop B General Fund		Construction	Programmed	2019/20	\$ 88,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2020/21	\$ 966,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Planned	2021/22	\$ 813,021	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 11,856,250	\$ -	\$ -	\$ 398,620	\$ 398,620	\$ 398,619	\$ -	\$ 1,195,859

Comments



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

Prop K Project Information Form	
Project Name:	Great Highway Signal Upgrade
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Great Highway between Lincoln Way and Vicente Street
Supervisory District(s):	District 01, District 04, District 07
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Design and replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Design and replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment. These signals are prone to corrosion and failure due to the proximity of the ocean and wind, water and sun exposure. This project will replace all existing signal infrastructure including poles, signal heads, conduits and controllers. The project will install new equipment including mast-arms, pedestrian countdown signals and accessible (audible) pedestrian-activated signals to improve signal visibility and pedestrian safety.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

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

Comments/Concerns



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

Project Name: Great Highway Signal Upgrade

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 320,000	\$ 220,000	\$ 100,000	
Construction	\$ 2,180,000	\$ 2,180,000	\$ -	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 2,500,000	\$ 2,400,000	\$ 100,000	
Percent of Total		96%	4%	

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	Cash Flow Total
Prop K	33-Signals and Signs	Construction	Planned	2019/20	\$ 2,180,000	\$ -	\$ 726,667	\$ 726,667	\$ 726,666	\$ -	\$ -	\$ 2,180,000
Prop K	33-Signals and Signs	Design Engineering (PS&E)	Planned	Previous	\$ 220,000	\$ 110,000	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 220,000
Transportation and Street Infrastructure Program (TSIP)		Design Engineering (PS&E)	Programmed	Previous	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 2,500,000	\$ 110,000	\$ 836,667	\$ 726,667	\$ 726,666	\$ -	\$ -	\$ 2,400,000

Comments
 Design funding expected to come from deobligated funds and project savings.
 TBD funds under consideration include Prop K funds.

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

Prop K Project Information Form	
Project Name:	Traffic Signal Visibility Upgrades
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Upgrade traffic signals along selected corridors from 8-inch signal heads to 12-inch heads. Up to 12 intersections per corridor may be funded through this program, up to 60 intersections total over the 5YPP period. Candidate corridors include Alemany Boulevard, Outer Mission Street, 25th Avenue, Brotherhood Way and Sunset Boulevard.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This program will upgrade traffic signal indicator lights to the 12-inch signal heads that are now the industry standard according to the Manual on Uniform Traffic Control Devices (MUTCD). The program will prioritize multi-lane, 30 MPH or higher arterials where visibility could be improved using existing signal poles. Candidate corridors include Alemany Boulevard, Outer Mission Street, 25th Avenue, Brotherhood Way and Sunset Boulevard. Budget includes materials and SFMTA Signal Shop labor to install.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name:	Traffic Signal Visibility Upgrades
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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	\$ 1,650,000	\$ 1,650,000	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,650,000	\$ 1,650,000	\$ -	\$ -
Percent of Total		100%	0%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	33-Signals and Signs	Construction	Planned	2019/20	\$ 330,000	\$ -	\$ 330,000	\$ -	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2020/21	\$ 330,000	\$ -	\$ -	\$ 330,000	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2021/22	\$ 330,000	\$ -	\$ -	\$ -	\$ 330,000	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2022/23	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ 330,000	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2023/24	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,650,000	\$ -	\$ 330,000	\$ 330,000	\$ 330,000	\$ 330,000	\$ 330,000

Comments

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

Prop K Project Information Form	
Project Name:	Traffic Signal Hardware
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Replace signal hardware such as signal controllers, signal controller cabinets, and accessible (audible) pedestrian signals that is nearing the end of its useful life.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Replace signal hardware such as signal controllers, signal controller cabinets, and Accessible Pedestrian Signals (APS) that is nearing the end of its useful life. This project will ensure the SFMTA can implement traffic signal improvements in a timely and cost-effective manner. Final locations to be determined at a later time. Budget includes materials and SFMTA Signal Shop labor to install.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	N/A
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete		In-house - Contracted - Both		Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering								
Environmental Studies (PA&ED)								
Right of Way								
Design Engineering (PS&E)								
Advertise Construction								
Start Construction (i.e. Award Contract)	0%		In-house		Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)								
Open for Use							Q4-Apr-May-Jur	2023/24
Project Completion (means last eligible expenditure)							Q4-Apr-May-Jur	2023/24

Comments/Concerns



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

Project Name:	Traffic Signal Hardware
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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	\$ 1,650,000	\$ 1,292,000	\$ 358,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 1,650,000	\$ 1,292,000	\$ 358,000	
Percent of Total		78%	22%	

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	33-Signals and Signs	Construction	Planned	2019/20	\$ 330,000	\$ -	\$ 330,000	\$ -	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2020/21	\$ 330,000	\$ -	\$ -	\$ 330,000	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2021/22	\$ 330,000	\$ -	\$ -	\$ -	\$ 330,000	\$ -	\$ -
Prop B General Fund		Construction	Planned	2022/23	\$ 358,000	\$ -	\$ -	\$ -	\$ -		\$ -
Prop K	33-Signals and Signs	Construction	Planned	2023/24	\$ 302,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,650,000	\$ -	\$ 330,000	\$ 330,000	\$ 330,000	\$ -	\$ 302,000

Comments

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

Prop K Project Information Form	
Project Name:	Traffic Sign Upgrades
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	33-Signals and Signs
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Geraldine De Leon
Phone Number:	415-701-4675
Email:	geraldine.deleon@sfmta.com
Brief Project Description for MyStreetsSF (80 words max):	Replace signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Examples of signs that need replacement include advanced street name signs and regulatory signs such as stop and no left turn signs.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, <i>MuniForward, Vision Zero</i>)	Replace signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Examples of signs that need replacement include advanced street name signs and regulatory signs such as stop and no left turn signs. This project will ensure that SFMTA can implement sign replacements in a timely and cost-effective manner. Final locations to be determined. Budget includes materials and SFMTA Sign Shop labor to install.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name:	Traffic Sign Upgrades
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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	\$ 1,100,000	\$ 1,100,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,100,000	\$ 1,100,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	33-Signals and Signs	Construction	Planned	2019/20	\$ 220,000	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2020/21	\$ 220,000	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2021/22	\$ 220,000	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2022/23	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ -
Prop K	33-Signals and Signs	Construction	Planned	2023/24	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,100,000	\$ -	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000

Comments

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



Prop K Project Information Form			
Project Name:	Alemanly Blvd Pavement Renovation		
Implementing Agency:	Department of Public Works		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iii. System Maintenance and Renovations (streets)		
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2018/19		
Project Information			
Project Location:	On Alemanly Blvd From Congdon St to Seneca Ave		
Supervisory District(s):	District 08, District 11		
Project Manager:	Paul Barradas		
Phone Number:	415-554-8249		
Email:	paul.barradas@sfdpw.org		
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will partially fund the paving scope of work which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, 44 curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Public Works (DPW) requests FY 2018/19 Prop K funds to partially fund the construction of the Alemanly Blvd Pavement Renovation project. Project will also be funded with General Funds. The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, 44 curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The sewer replacement, 2 bulb outs, and traffic signals will be funded by PUC and SFMTA.</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50's.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPUC - Johnny Wong - JoWong@sfwater.org SFMTA - Shahram Shariati - Shahram.Shariati@sfmta.com		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Project Map</td> </tr> </table>	Yes	Project Map
Yes	Project 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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	65%	In-house	Q2-Oct-Nov-Dec	2017/18	Q2-Oct-Nov-Dec	2018/19
Advertise Construction	0%	In-house	Q2-Oct-Nov-Dec	2018/19		
Start Construction (i.e. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2018/19		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q4-Apr-May-Jun	2019/20
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2019/20

Comments/Concerns



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

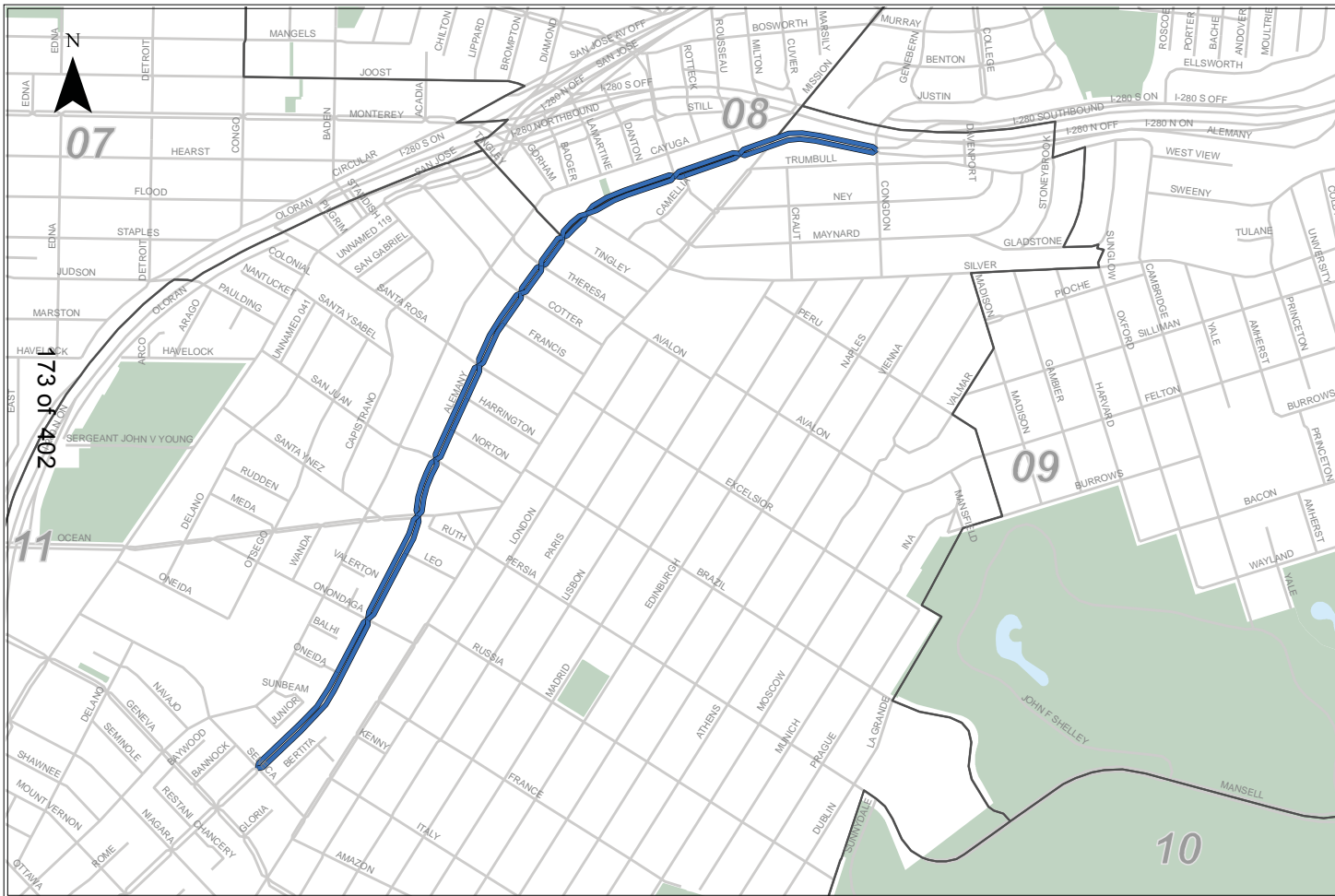
Project Name: Alemany Blvd Pavement Renovation

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 550,000	\$ -	\$ 550,000
Construction	\$ 3,760,000	\$ 1,750,000	\$ 2,010,000
Operations (i.e. paratransit)	\$ -		
Total Project Cost	\$ 4,310,000	\$ 1,750,000	\$ 2,560,000
Percent of Total		41%	59%

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	34-Street Resurfacing, Rehab, & Maintenance	Construction	Programmed	2018/19	\$ 1,750,000	\$ 700,000	\$ 1,050,000	\$ -			\$ -
SB1 LPP Formual Funds		Construction	Programmed	2018/19	\$ 1,750,000	\$ -	\$ -	\$ -		\$ -	\$ -
General Fund		Construction	Programmed	2018/19	\$ 260,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Design Engineering (PS&E)	Programmed	Previous	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 4,310,000	\$ 700,000	\$ 1,050,000	\$ -	\$ -	\$ -	\$ -

Comments

Alemany Blvd Pavement Renovation: 2019 Prop K 5-Year Prioritization Program



Legend

- Project Location
- District Boundary

DRAFT - SUBJECT TO CHANGE

Created June 2018



NOTE: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

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



Prop K Project Information Form			
Project Name:	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation		
Implementing Agency:	Department of Public Works		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iii. System Maintenance and Renovations (streets)		
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	On 22nd St From Potrero Ave to Harrison St, 6 blocks On 23rd St From Folsom St to Capp St 3 blocks On Cesar Chavez On Ramp : 25th St \ Potrero Ave to Hampshire St 1 block On Dolores St From Cesar Chavez St to 29th St 10 blocks On Hampshire St From 17th St to Cesar Chavez On Ramp 9 blocks On York St From Mariposa St to 26th St 8 blocks		
Supervisory District(s):	District 08, District 09, District 10		
Project Manager:	Ramon Kong		
Phone Number:	415-554-8280		
Email:	ramon.kong@sfdpw.org		
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 37 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits. The project will be joint with PUC and include sewer main replacement work.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Public Works (DPW) requests FY 2019/20 Prop K funds to partially fund the construction of the 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation project. Project will also be funded with Prop AA funds. The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 37 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>This project has been coordinated with the Potrero Streetscape project to reduce the traffic impacts as parts of this paving project are in close vicinity of the Potrero Streetscape project. The project will be joint with PUC and include sewer main replacement work.</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50s'.</p> <p>All candidates are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Project Map</td> </tr> </table>	Yes	Project Map
Yes	Project 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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2018/19	Q4-Apr-May-Jun	2018/19
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2019/20		
Start Construction (i.e. Award Contract)	0%	Contracted	Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2020/21
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2020/21

Comments/Concerns



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

Project Name: 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 540,000	\$ -	\$ 540,000
Construction	\$ 5,400,000	\$ 3,000,000	\$ 2,400,000
Operations (i.e. paratransit)	\$ -		
Total Project Cost	\$ 5,940,000	\$ 3,000,000	\$ 2,940,000
Percent of Total		51%	49%

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
General Fund		Design Engineering (PS&E)	Programmed	Previous	\$ 540,000	\$ 540,000			\$ -	\$ -	\$ -
Prop K	34-Street Resurfacing, Rehab, & Maintenance	Construction	Planned	2020/21	\$ 3,000,000	\$ -		\$ 3,000,000	\$ -	\$ -	\$ -
Prop AA		Construction	Planned	2019/20	\$ 2,397,129	\$ -	\$ 2,397,129	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 5,937,129	\$ 540,000	\$ 2,397,129	\$ 3,000,000	\$ -	\$ -	\$ -

Comments

23rd St, Dolores St, York St, and Hampshire St Pavement Renovation:



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



Prop K Project Information Form	
Project Name:	Golden Gate Ave and Laguna St Pavement Renovation
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	On Golden Gate Ave from Van Ness Ave to Divisadero St 10 Blocks On Laguna St from Haight St to Pine St 24 blocks
Supervisory District(s):	District 05
Project Manager:	Ramon Kong
Phone Number:	415-554-8280
Email:	ramon.kong@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 34 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Public Works (DPW) requests FY 2020/21 Prop K funds to partially fund the construction of the Golden Gate Ave and Laguna St Pavement Renovation project. Project will also be funded with General Funds. The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 34 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project is in planning but being evaluated by PUC to determine if work will be needed on these project limits. Once the evaluation is complete, any PUC related work will either be joint to the project or be coordinated closely so that paving is complete after the PUC work. The timing of the project is important to minimize construction impact to the City.</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50's.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Project 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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2019/20	Q2-Oct-Nov-Dec	2020/21
Advertise Construction	0%	In-house	Q3-Jan-Feb-Mar	2020/21		
Start Construction (i.e. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2020/21		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q1-Jul-Aug-Sep	2022/23
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2022/23

Comments/Concerns

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



Project Name: Golden Gate Ave and Laguna St Pavement Renovation

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 510,000	\$ -	\$ 510,000
Construction	\$ 5,100,000	\$ 3,000,000	\$ 2,100,000
Operations (i.e. paratransit)	\$ -		
Total Project Cost	\$ 5,610,000	\$ 3,000,000	\$ 2,610,000
Percent of Total		53%	47%

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
General Fund		Design Engineering (PS&E)	Planned	2019/20	\$ 510,000	\$ -					\$ -
Prop K	34-Street Resurfacing, Rehab, & Maintenance	Construction	Planned	2020/21	\$ 3,000,000	\$ -	\$ -	\$ 900,000	\$ 1,350,000	\$ 750,000	\$ -
General Fund		Construction	Planned	2020/21	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 5,610,000	\$ -	\$ -	\$ 900,000	\$ 1,350,000	\$ 750,000	\$ -

Comments



Golden Gate Ave and Laguna St Pavement Renovation: 2019 Prop K 5-Year Prioritization Program



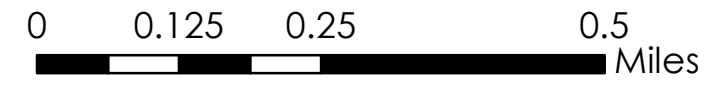
Legend

- Project Locations
- District Boundary

DRAFT - SUBJECT TO CHANGE

Created June 2018

NOTE: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.



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



Prop K Project Information Form			
Project Name:	Sunset Blvd Pavement Renovation		
Implementing Agency:	Department of Public Works		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iii. System Maintenance and Renovations (streets)		
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2021/22		
Project Information			
Project Location:	On Sunset Blvd from Martin Luther King Jr Dr to Irving St 42 Blocks		
Supervisory District(s):	District 04		
Project Manager:	Paul Barradas		
Phone Number:	415-554-8249		
Email:	paul.barradas@sfdpw.org		
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 42 blocks on Sunset Blvd from Martin Luther King Jr Dr to Irving St., curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Public Works (DPW) requests FY 2021/22 Prop K funds to partially fund the construction of the Sunset Blvd Pavement Renovation project. Project will also be funded with General Funds. The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 42 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits.</p> <p>The project's schedule has been coordinated with the Caltrans 19th Avenue project.</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 60s'.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Project Map</td> </tr> </table>	Yes	Project Map
Yes	Project 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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2020/21
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2021/22		
Start Construction (i.e. Award Contract)	0%	Contracted	Q2-Oct-Nov-Dec	2021/22		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2022/23
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23

Comments/Concerns



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

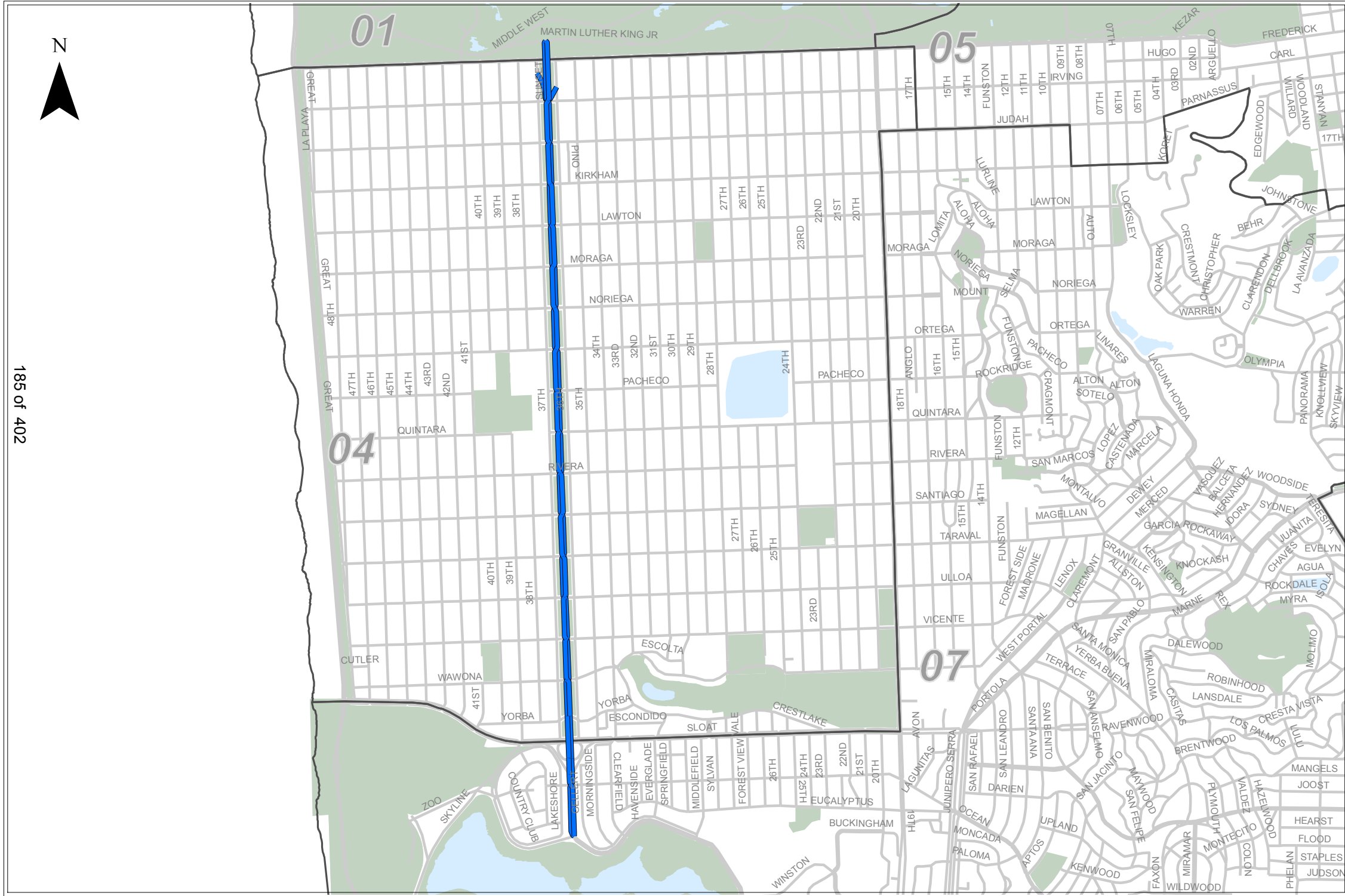
Project Name: Sunset Blvd Pavement Renovation

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 600,000	\$ -	\$ 600,000
Construction	\$ 6,000,000	\$ 3,000,000	\$ 3,000,000
Operations (i.e. paratransit)	\$ -		
Total Project Cost	\$ 6,600,000	\$ 3,000,000	\$ 3,600,000
Percent of Total		45%	55%


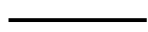
Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
General Fund		Design Engineering (PS&E)	Planned	2020/21	\$ 600,000	\$ -	\$ -	\$ -			\$ -
Prop K	34-Street Resurfacing, Rehab, & Maintenance	Construction	Planned	2021/22	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 900,000	\$ 2,100,000	\$ -
General Fund		Construction	Planned	2021/22	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 6,600,000	\$ -	\$ -	\$ -	\$ 900,000	\$ 2,100,000	\$ -

Comments

PW Sunset Blvd Pavement Renovation: 2019 Prop K 5-Year Prioritization Program



Legend

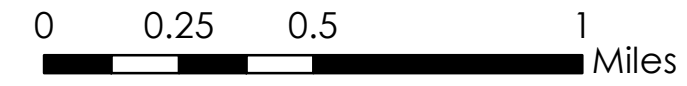
-  Project Locations
-  District Boundary

185 of 402

DRAFT - SUBJECT TO CHANGE

Created June 2018

NOTE: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.



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



Prop K Project Information Form	
Project Name:	McAllister St, 20th St, and 24th St Pavement Renovation
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance
Other EP Line Number/s:	
Fiscal Year of Allocation:	2022/23
Project Information	
Project Location:	On 20th St from Castro St to Eureka St 3 blocks On 24th St from Guerrero St to Homestead St 13 blocks On McAllister St from Divisadero St to Masonic Ave 5 blocks
Supervisory District(s):	District 08
Project Manager:	Ramon Kong
Phone Number:	415-554-8280
Email:	ramon.kong@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 21 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Public Works (DPW) requests FY 2022/23 Prop K funds to partially fund the construction of the McAllister St, 20th St, and 24th St Pavement Renovation project. Project will also be funded with General Funds. The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 21 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project is in planning but will be evaluated by PUC to determine if any work will need to be joined or coordinated. The project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City.</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50s'.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Project Map

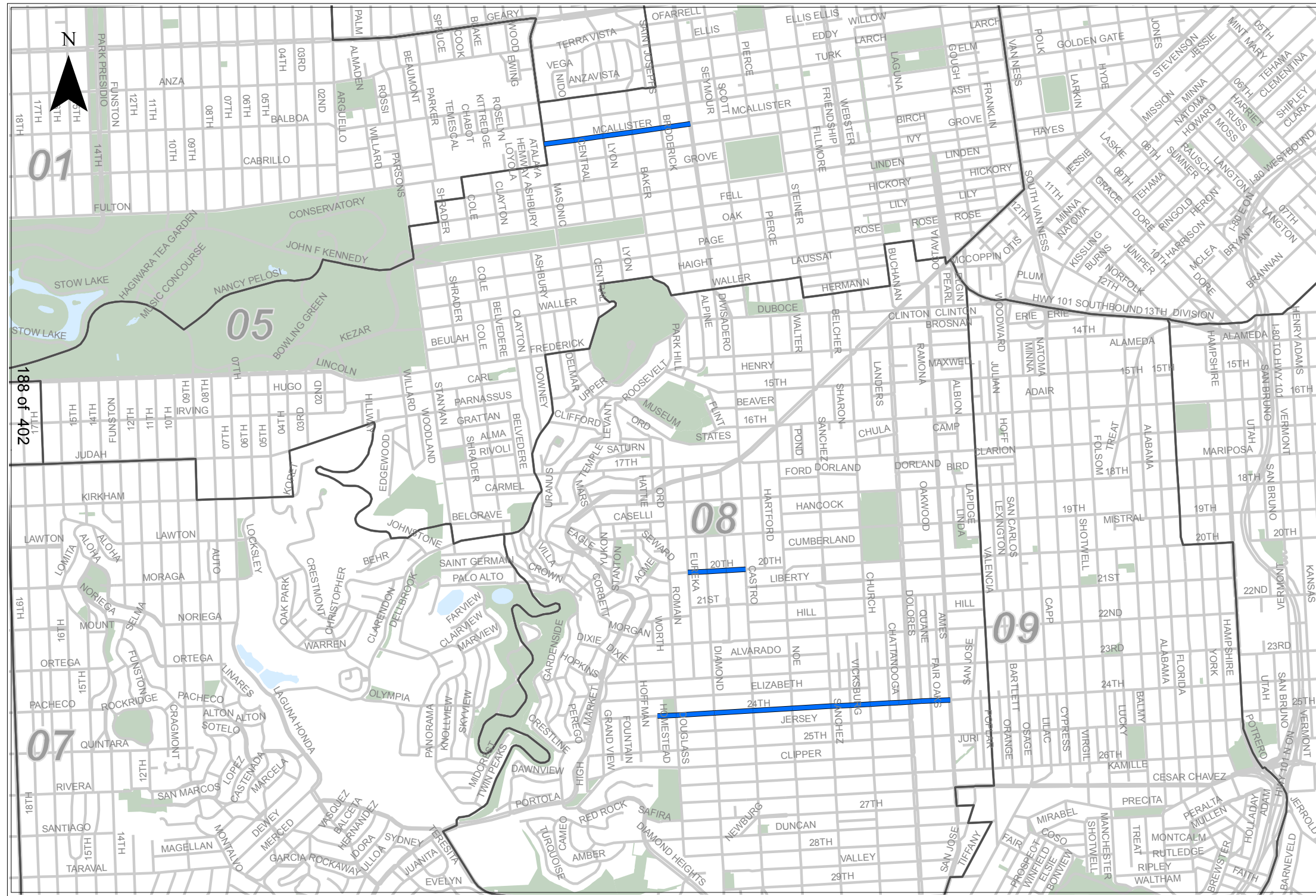


**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2021/22	Q1-Jul-Aug-Sep	2022/23
Advertise Construction	0%	In-house	Q1-Jul-Aug-Sep	2022/23		
Start Construction (i.e. Award Contract)	0%	Contracted	Q2-Oct-Nov-Dec	2022/23		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q3-Jan-Feb-Mar	2023/24
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2023/24

Comments/Concerns

McAllister St, 20th St, and 24th St Pavement Renovation: 2019 Prop K 5-Year Prioritization Program



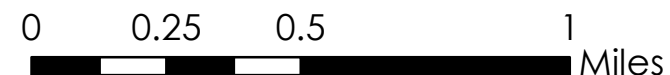
Legend

- Project Block
- District Boundary

DRAFT - SUBJECT TO CHANGE

NOTE: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

Created June 2018





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

Prop K Project Information Form	
Project Name:	Claremont, Juanita, and Yerba Buena Pavement Renovation
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	34-Street Resurfacing, Rehab, & Maintenance
Other EP Line Number/s:	
Fiscal Year of Allocation:	2023/24
Project Information	
Project Location:	<p>On Casitas Ave from Baxter Aly \ Cresta Vista Dr to Hazelwood Ave \ Yerba Buena Ave 1 block On Claremont Blvd from Dewey Blvd \ Kensington Way \ Montalvo Ave \ Taraval St to Dorchester Way 4 blocks On Colon Ave from Montecito Ave to Monterey Blvd 1 blocks On Dawnview Way from Glenview Dr to Burnett Ave 1 blocks On Foerster St from Los Palms Dr to Teresita Blvd 3 blocks On Glenview Dr from Portola Dr to Dawnview Way 1 block On Juanita Way from Teresita Blvd to Marne Ave 7 blocks On Kenwood Way from Darien Way \ Upland Dr to Keystone Way 1 block On Portola Dr from Glenview Dr to End 1 block On Robinhood Dr from Lansdale Ave to Lansdale Ave 1 block On Yerba Buena Ave from Santa Paula Ave \ Terrace Walk to Monterey Blvd 8 blocks</p>
Supervisory District(s):	District 07, District 08
Project Manager:	Ramon Kong
Phone Number:	415-554-8280
Email:	ramon.kong@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 29 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Public Works (DPW) requests FY 2023/24 Prop K funds to partially fund the construction of the Claremont, Juanita, and Yerba Buena Pavement Renovation project. Project will also be funded with General Funds. The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 29 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.</p> <p>The project is in planning but will be evaluated by PUC to determine if any work will need to be joined or coordinated. The project schedule will be coordinated with other projects and agencies as work programs are determined to minimize construction impacts to the City.</p> <p>DPW inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist DPW with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance (i.e., coordination with utilities) and geographic equity. The average PCI score within the project limits is mid 50s'.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A

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



Partner Agencies: Please list partner agencies and identify a staff contact at each agency.		
Type of Environmental Clearance Required:	Categorically Exempt	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	Project 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						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2021/22	Q4-Apr-May-Jun	2022/23
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2022/23		
Start Construction (i.e. Award Contract)	0%	Contracted	Q1-Jul-Aug-Sep	2023/24		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q2-Oct-Nov-Dec	2024/25
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2024/25

Comments/Concerns

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



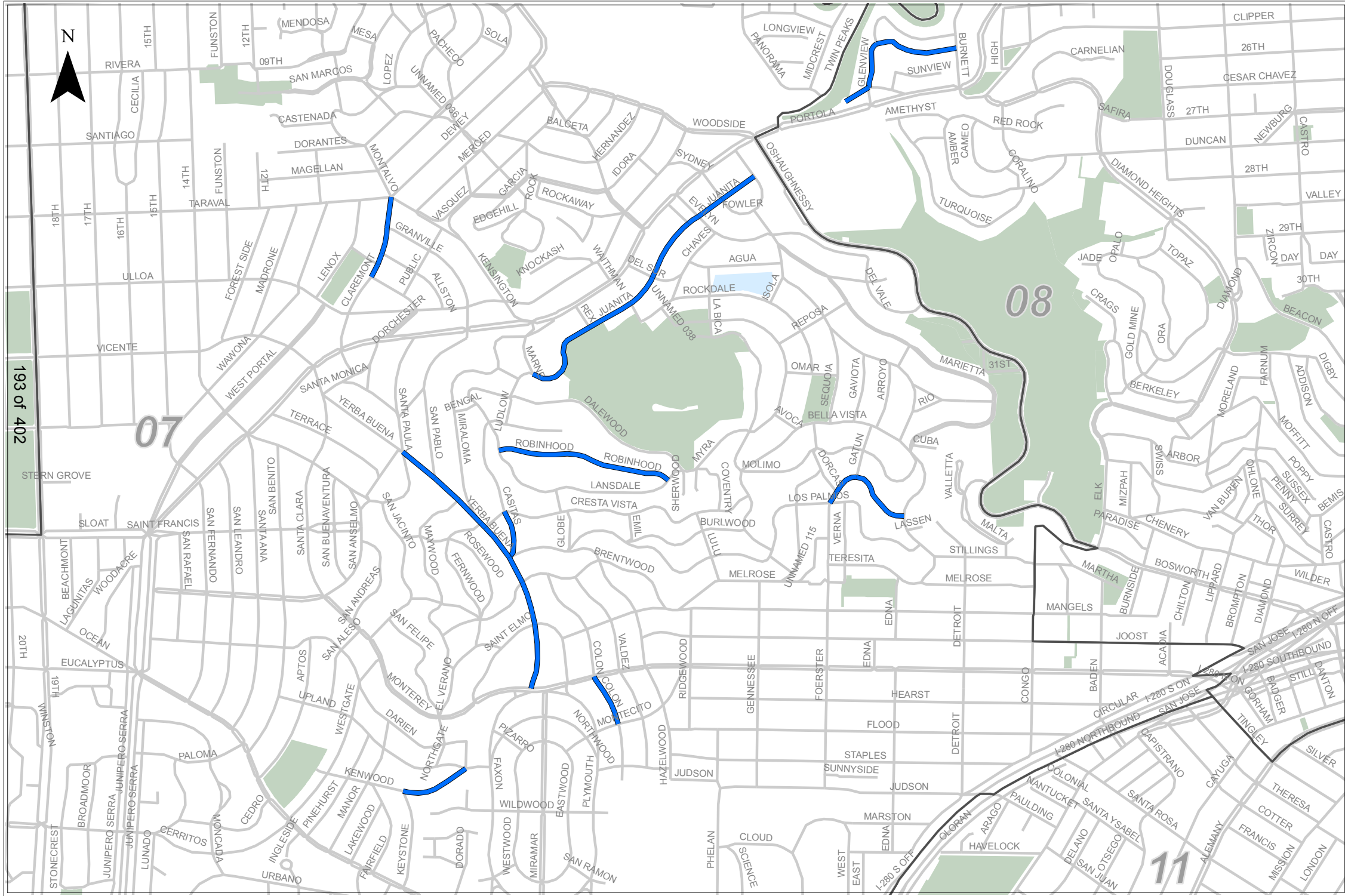
Project Name: Claremont, Juanita, and Yerba Buena Pavement Renovation

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 435,000	\$ -	\$ 435,000
Construction	\$ 4,350,000	\$ 2,927,331	\$ 1,422,669
Operations (i.e. paratransit)	\$ -		
Total Project Cost	\$ 4,785,000	\$ 2,927,331	\$ 1,857,669
Percent of Total		61%	39%

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	2024/25
General Fund		Design Engineering (PS&E)	Planned	2021/22	\$ 435,000	\$ -			\$ -	\$ 435,000		
Prop K	34-Street Resurfacing, Rehab, & Maintenance	Construction	Planned	2023/24	\$ 2,927,331	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 878,199	\$ 2,049,132
General Fund		Construction	Planned	2023/24	\$ 1,422,669	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 4,785,000	\$ -	\$ -	\$ -	\$ -	\$ 435,000	\$ 878,199	\$ 2,049,132

Comments

Claremont, Juanita, and Yerba Buena Pavement Renovation: 2019 Prop K 5-Year Prioritization Program



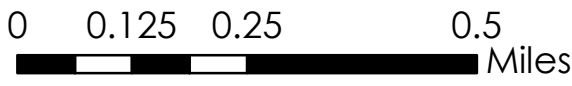
Legend

- Project Location
- District Boundary

DRAFT - SUBJECT TO CHANGE

NOTE: All Public Works Street Resurfacing Program candidates are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies and are NOT guaranteed to be moved forward to construction. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the Public Works Street Resurfacing Program candidates to be postponed or dropped from consideration.

Created June 2018



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



Prop K Project Information Form	
Project Name:	Street Repair and Cleaning Equipment
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	35-Street Repair & Cleaning Equipment
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	N/A
Supervisory District(s):	N/A
Project Manager:	John Leal
Phone Number:	415-695-2133
Email:	john.leal@sfdpw.org
Brief Project Description for MyStreetsSF (80 words max):	Replacement of street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Annual funding to replace street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt pavers, dump trucks, sweepers, and front-end loaders.</p> <p>To reduce maintenance costs, increase efficiency, and reduce down time, San Francisco Public Works needs to replace its vehicles according to industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years, and front end loaders and Street Flusher trucks every 8 years). In addition, there is a backlog of equipment that was due for replacement in previous years, but has not been replaced. The street cleaning program currently double and triple-shifts its trucks and is keeping equipment past its normal scheduled replacement, which has led to increased vehicle maintenance costs. Furthermore, Public Works' fleet includes many vehicles and equipment that have become non-CARB compliant.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	N/A
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	N/A
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%		Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

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



Project Name: Street Repair and Cleaning Equipment

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	\$ 5,001,612	\$ 5,001,612	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 5,001,612	\$ 5,001,612	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	35-Street Repair & Cleaning Equipment	Construction	Planned	2019/20	\$ 1,300,000	\$ -	\$ 650,000	\$ 650,000				
Prop K	35-Street Repair & Cleaning Equipment	Construction	Planned	2020/21	\$ 871,364	\$ -		\$ 435,682	\$ 435,682			
Prop K	35-Street Repair & Cleaning Equipment	Construction	Planned	2021/22	\$ 908,990	\$ -			\$ 454,495	\$ 454,495		
Prop K	35-Street Repair & Cleaning Equipment	Construction	Planned	2022/23	\$ 943,282	\$ -				\$ 471,641	\$ 471,641	
Prop K	35-Street Repair & Cleaning Equipment	Construction	Planned	2023/24	\$ 977,976	\$ -					\$ 488,988	\$ 488,988
Total By Fiscal Year					\$ 5,001,612	\$ -	\$ 650,000	\$ 1,085,682	\$ 890,177	\$ 926,136	\$ 960,629	\$ 488,988

Comments



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

Prop K Project Information Form	
Project Name:	Bike Facility Maintenance
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
EP Line (Primary):	37-Pedestrian & Bicycle Facility Maintenance
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Shahram Shariati
Phone Number:	701-5659
Email:	shahram.shariati@sfmta.com
Brief Project Description for MyStreetsSF (80 words max):	Annual funding for capital maintenance and upgrades to existing bike facilities such as replacing delineators, maintaining existing bike boxes and green lane markers, and performing spot paving improvements which are essential aspects of Vision Zero.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Annual program for capital maintenance and upgrades to existing bike facilities throughout San Francisco. The scope will focus on repaving, restriping including green bicycle lanes, green bicycle boxes and replacing delineators. Proposition K funds will also allow the SFMTA to test new, more substantial types of delineators and green coloring products for bicycle lanes, boxes and mixed zones. Replacing delineators, maintaining existing bike boxes and green lane markers, and performing spot paving improvements are essential aspects of Vision Zero, a San Francisco policy that has set goals of eliminating all traffic deaths by 2024.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Locations will be identified and prioritized based on inspection and public input. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW
Type of Environmental Clearance Required:	N/A
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q2-Oct-Nov-Dec	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name: Bike Facility Maintenance

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	\$ 900,000	\$ 900,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 900,000	\$ 900,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	37-Pedestrian & Bicycle Facility Maintenance	Construction	Planned	2019/20	\$ 150,000	\$ -	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -
Prop K	37-Pedestrian & Bicycle Facility Maintenance	Construction	Planned	2020/21	\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
Prop K	37-Pedestrian & Bicycle Facility Maintenance	Construction	Planned	2021/22	\$ 200,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -
Prop K	37-Pedestrian & Bicycle Facility Maintenance	Construction	Planned	2022/23	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -
Prop K	37-Pedestrian & Bicycle Facility Maintenance	Construction	Planned	2023/24	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
Total By Fiscal Year					\$ 900,000	\$ -	\$ 75,000	\$ 175,000	\$ 200,000	\$ 200,000	\$ 175,000	\$ 75,000

Comments

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



Prop K Project Information Form			
Project Name:	Public Sidewalk and Curb Repair		
Implementing Agency:	Department of Public Works		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iii. System Maintenance and Renovations (streets)		
EP Line (Primary):	37-Pedestrian & Bicycle Facility Maintenance		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24		
Project Information			
Project Location:	TBD		
Supervisory District(s):	TBD		
Project Manager:	Dijaïda Durden		
Phone Number:	415-695-2128		
Email:	dijaïda.durden@sfdpw.org		
Brief Project Description for MyStreetSF (80 words max):	Repair of damaged public sidewalk, curb and gutters, and angular returns not related to street tree damage.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Public Works is responsible for repairing sidewalks around City-maintained trees, adjacent to City properties, and at the angular returns of all intersections. The passage of Proposition E, in November 2016 resulted in \$19 million annual funding set-aside starting in FY17/18 to maintain all street trees in the public right-of-way. Nearly \$4 million of the Tree Maintenance Fund (TMF) will be used for sidewalk repairs due to City-maintained trees. Any other damaged public sidewalks, curb and gutters, and angular returns, not due to tree damage, will be repaired with Prop K funds and State Transportation Development Act, Article 3 (TDA-3) funds.</p> <p>San Francisco Public Works (SFPW), in partnership with the San Francisco Planning Department, recently completed a comprehensive street tree census. This census identified all street trees in the public right-of-way as well as maintenance needs, including sidewalk damage. As trees mature within restricted cut-out areas, the tree roots often damage and raise the sidewalk around it. These sidewalk displacements create potential tripping concerns for pedestrians and for the disabled. The area of damage increases as the tree roots grow in diameter further exacerbating tripping concerns when sidewalks remain unrepaired.</p> <p>SFPW currently has a backlog of 909 requested repairs to damaged public sidewalks, curb and gutters, and angular returns not related to street tree damage. Instead, damage at these locations is typically caused by trucks driving up on curbs, old age, heavy equipment, vehicular accidents, poor original construction. See attached list of outstanding repair locations, which will be used to identify work for this funding request. At a cost of \$24.19 per sq foot, SFPW expects to repair approximately 653 sidewalk locations on an annual basis with Prop K and TDA funds. The average cost per linear foot of curb and gutter (which involves pouring 12-18" of gutter as well as 6-10" of curb) is \$50 per linear foot.</p> <p>Locations are determined by SFPW inspection and public complaints, and will be prioritized based on project readiness, community support and time sensitive urgency. In addition to these locations, PW anticipates that emergency response may be required at sidewalks fronting federal, state, school, and housing authority properties, as well as fronting undeveloped lands, roadway structures (i.e. stairways, tunnels, bridges and retaining walls), and special surface sidewalks such as Market Street bricks and Mission Street tiles. Any substitutions of locations would be made in accordance with the SYPP prioritization criteria.</p> <p>New locations continuously become priorities as a result of PW's ongoing inspections, daily complaints, and reports of trip-and-fall accidents. The locations identified in the current prioritized sidewalk repair list may change based on higher-need locations that cannot be anticipated at this time. SFPW has the flexibility to prioritize and complete locations on an expedited basis if there is potential significant impact to pedestrian access and/or have the highest likelihood of generating claims against the City and County of San Francisco (CCSF). However, failure to correct sidewalk deficiencies, whether they front public or private properties, increases CCSF's exposure to claims and lawsuits resulting from trip-and-fall injuries.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Public Works receives requests to repair damaged sidewalks. Daily complaints are factored into the prioritization of repair locations. Sidewalk inspectors will continue to respond to public complaints through 311 about public sidewalks.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>List of requested repairs to damaged public sidewalks, curb and gutters, and angular returns not related to street tree damage</td> </tr> </table>	Yes	List of requested repairs to damaged public sidewalks, curb and gutters, and angular returns not related to street tree damage
Yes	List of requested repairs to damaged public sidewalks, curb and gutters, and angular returns not related to street tree damage		

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name: Public Sidewalk and Curb Repair

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	\$ 4,208,447	\$ 3,050,352	\$ 1,158,095
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 4,208,447	\$ 3,050,352	\$ 1,158,095
Percent of Total		72%	28%

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	37-Pedestrian & Bicycle	Construction	Planned	2019/20	\$ 552,659	\$ -	\$ 552,659	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Construction	Planned	2019/20	\$ 231,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	37-Pedestrian & Bicycle	Construction	Planned	2020/21	\$ 584,632	\$ -	\$ -	\$ 584,632	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Construction	Planned	2020/21	\$ 231,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	37-Pedestrian & Bicycle	Construction	Planned	2021/22	\$ 612,238	\$ -	\$ -	\$ -	\$ 612,238	\$ -	\$ -
Transportation Development Act Article 3		Construction	Planned	2021/22	\$ 231,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	37-Pedestrian & Bicycle	Construction	Planned	2022/23	\$ 637,680	\$ -	\$ -	\$ -	\$ -	\$ 637,680	\$ -
Transportation Development Act Article 3		Construction	Planned	2022/23	\$ 231,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	37-Pedestrian & Bicycle	Construction	Planned	2023/24	\$ 663,143	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 663,143
Transportation Development Act Article 3		Construction	Planned	2023/24	\$ 231,619	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 4,208,447	\$ -	\$ 552,659	\$ 584,632	\$ 612,238	\$ 637,680	\$ 663,143

Comments



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

Prop K Project Information Form			
Project Name:	6th Street Safety Improvements		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	38-Traffic Calming		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	6th Street (Market Street to Harrison Street)		
Supervisory District(s):	District 06		
Project Manager:	Kimberly Leung		
Phone Number:			
Email:			
Brief Project Description for MyStreetsSF (80 words max):	In support of San Francisco's Vision Zero initiative, the 6th Street Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street between Market and Harrison with wider sidewalks, new traffic signals, and streetscape improvements.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The 6th Street corridor exhibits one of the highest concentrations of severe and fatal pedestrian collisions in San Francisco. 6th Street is classified as a High Injury Network street by the SFMTA and the San Francisco Department of Public Health. This is a key project in the City's focus on Vision Zero – the City's goal of reducing all traffic deaths to zero by 2024. The primary goals of the project are as follows: Reduce pedestrian collisions, improve pedestrian crossings at all intersections, calm motor vehicle traffic, reduce speed, and create a safe and inviting public space.</p> <p>The central component of this project is a suite of proposed pedestrian safety and streetscape improvements on 6th Street from Market to Harrison Streets. On 6th Street between Market and Howard streets, sidewalks on both sides of the street will be widened and corner bulb-outs will be constructed to shorten crossing distances for pedestrians. Additionally, people crossing the street will become more visible to vehicles through additional traffic signals and painted crosswalks. The existing two lanes of vehicle traffic in each direction on 6th Street between Market and Howard streets will be reduced to one lane in the southbound direction and two lanes in the northbound direction. On 6th Street between Folsom and Harrison Streets, the project will remove peak-hour towaway lanes that restrict parking from 7am to 9am and 3pm to 7pm and restore full-time parking lanes. This project will also include streetscape amenities, such as landscaping improvements and pedestrian-scale lighting.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This proposal is the result of a comprehensive community outreach process that began based on the recommendations of the WalkFirst pedestrian safety study, as well as a Prop-K funded planning and outreach phase. This project was planned alongside community stakeholders via a series of 5 public open house meetings series of workshops in 2013 and 2018. Working with District Supervisor Jane Kim and local community groups, such as the Central City SRO Collaborative and the 6th Street Consortium (see Attachments Q1CI & I), the SFMTA designed a project proposal to meet the community's requests. The wider sidewalks were specifically identified as a key community amenity to benefit SRO residents who lack indoor space and to allow for people to move unobstructed along 6th Street. The community also identified the unsignalized alleyway crossings on 6th Street as a major conflict point, which directed a large part of the project design.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - Kelli Rudnick		
Type of Environmental Clearance Required:	Negative Declaration		
Attachments: 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>Fact Sheet (PDF). More materials available at https://www.sfmta.com/projects/6th-street-pedestrian-safety-project</td> </tr> </table>	Yes	Fact Sheet (PDF). More materials available at https://www.sfmta.com/projects/6th-street-pedestrian-safety-project
Yes	Fact Sheet (PDF). More materials available at https://www.sfmta.com/projects/6th-street-pedestrian-safety-project		

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	Q2-Oct-Nov-Dec	2014/15	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	100%	In-house and Contracted	Q1-Jul-Aug-Sep	2012/13	Q1-Jul-Aug-Sep	2017/18
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q2-Oct-Nov-Dec	2019/20
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23

Comments/Concerns



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

Project Name: 6th Street Safety Improvements

Table with columns: Project Cost Estimate (Phase, Cost) and Funding Source (Prop K, Other). Rows include Planning/Conceptual Engineering, Environmental Studies, Right of Way, Design Engineering, Construction, Operations, and Total Project Cost.

Funding Plan - All Phases | Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)

Large table with columns: Fund Source, Prop K Expenditure Line, Phase, Fund Source Status, Fiscal Year of Allocation, Total Funding, and Fiscal Year of Reimbursement (Previous, 2019/20, 2020/21, 2021/22, 2022/23, 2023/24).

Comments

SFMTA submitted an application for Active Transportation Program (ATP) Cycle 4 and Highway Safety Improvement Program (HSIP) Cycle 9 funding. Awards announcements are expected by December 31, 2018 for HSIP and Statewide ATP and mid-February 2019 for MTC regional ATP.

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6th Street Pedestrian Safety Project

Improving safety and livability for people walking and living on 6th Street from Market Street to Brannan Street

www.sfmta.com/6thSt

PROJECT OVERVIEW

6th Street between Market and Howard has one of the highest concentrations of pedestrian collisions, injuries, and fatalities in San Francisco. In support of San Francisco's Vision Zero initiative, the 6th Street Pedestrian Safety Project aims to create a safe and inviting place by transforming 6th Street with wider sidewalks, new traffic signals, corner bulbouts, pedestrian lighting, and streetscape improvements.

To allow for these safety upgrades, this project will remove one lane of southbound vehicle traffic from Market to Howard Street (where only one lane feeds southbound into 6th Street from Golden Gate Avenue).

WE NEED YOUR SUPPORT!

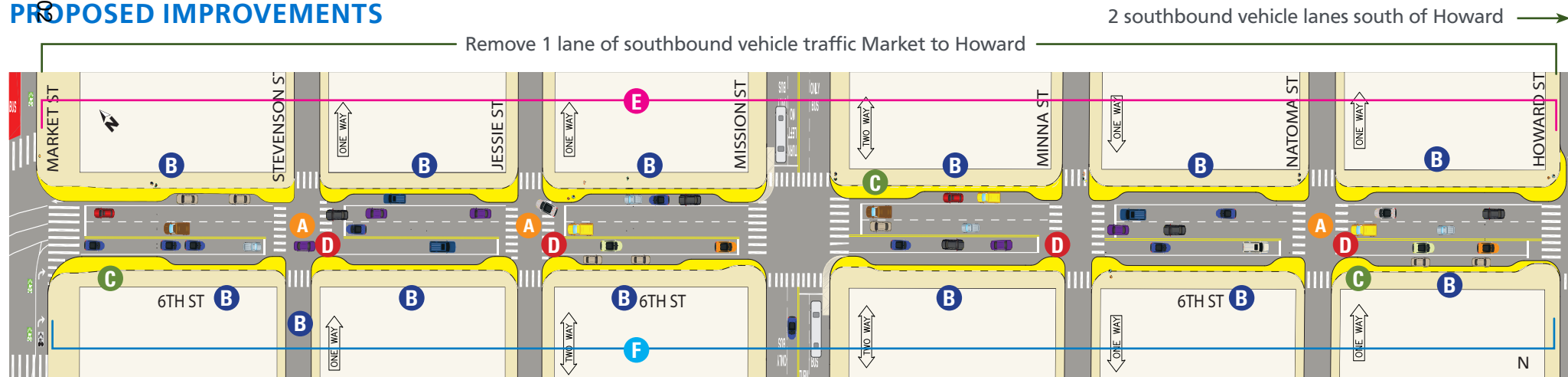
If you support the pedestrian safety elements of the 6th Street Project, or have other comments to share, please email the Project Manager at charlie.ream@sfmta.com and attend our Public Open House meeting on June 27, 2018. Your support and engagement is crucial to see that these vital safety improvements are approved for 6th Street residents and businesses!

STREETSCAPE OPEN HOUSE

June 27, 2018 - 6:30 PM - 8:00 PM

Gene Friend Rec Center - 270 6th Street

PROPOSED IMPROVEMENTS



A **INSTALL ALLEY TRAFFIC SIGNALS** at Stevenson St, Jessie St, and Natoma St (existing signal at Minna St)

B **NEW PEDESTRIAN-SCALE STREET LIGHTS** from Market Street to Folsom Street

C **CORNER BULBOUTS** to shorten crossing distances (in some cases by 20 feet!) for pedestrians along corridor (shown in yellow)

D **INSTALL NEW CROSSWALKS** at Stevenson St, Jessie St, Minna St, and Natoma St (with new signals)

E **STREETSCAPE IMPROVEMENTS** such as paving, upgraded sidewalks/tree wells, street furniture, and more (Market to Howard Street)

F **WIDEN SIDEWALKS** along the entire length of 6th St from Market St to Howard St (shown in yellow)



SFMTA

6th Street Pedestrian Safety Project

Improving safety and livability for people walking and living on 6th Street from Market Street to Brannan Street

www.sfmta.com/6thSt



6TH STREET TODAY

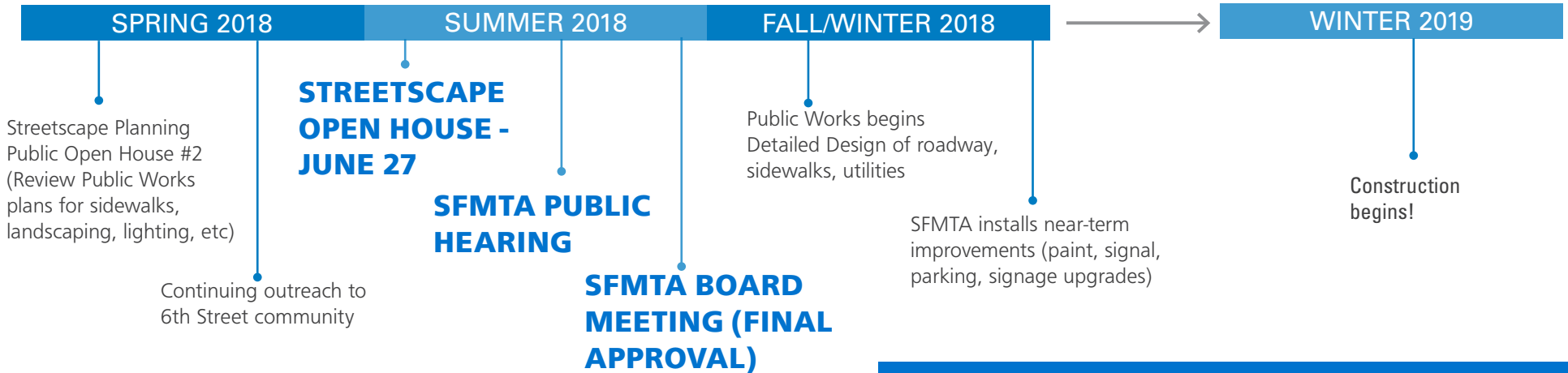
- Four traffic lanes, wide crossings
- Narrow sidewalks
- High levels of pedestrian activity
- Unsignalized midblock crossings (alleyways)
- Congested and confusing traffic during rush hour
- High speeds at non-peak hour (late night)
- Poorly lit sidewalks

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PAST OUTREACH AND SAFETY IMPROVEMENTS

- 2013**
 - » 3 Public Open House Meetings
 - » Public Community Walks with WalkSF, D6 Supervisor's Office
 - » Painted Safety Zone installation
- 2014**
 - » Outreach to 6th Street community, Painted Safety Zone expansion
 - » New traffic signal installed at Minna Street, Mayoral event
- 2015**
 - » Environmental Review
 - » New continental crosswalks installed at Market Street and alleyway crossings
- 2016/2017**
 - » Ongoing outreach to 6th Street community
 - » Streetscape Open House #1
- 2018**
 - » **STREETSCAPE OPEN HOUSE - JUNE 27, 2018**
 - » **Public Hearing and SFMTA Board**

PROJECT TIMELINE



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



Prop K Project Information Form	
Project Name:	Advancing Equity through Safer Streets
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Patrick Golier
Phone Number:	415.701.5672
Email:	Patrick.Golier@sfmta.com
Brief Project Description for MyStreetsSF (80 words max):	Plan, design, and construct traffic calming measures in residential locations as identified by SFMTA staff in cooperation with the Department of Public Health. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Plan, design, and construct targeted road safety measures on residential streets using data provided by the Department of Public Health, that will help to identify areas of the city where seniors and people with disabilities are most at risk while walking. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Criteria for selecting projects will include the potential to improve safety in areas frequented by populations of need (e.g., seniors and people with disabilities). SFMTA staff will develop a prioritization framework for selecting project locations for each program year. One 'project area' will be selected for a planning effort each year. Similar to the Application-Based Traffic Calming Program, each year staff will conduct outreach, design, and construct safety measures including but not limited to speed humps, speed cushions, speed tables, raised crosswalks, raised intersections, traffic islands, traffic diverters, turn restrictions, signal timing upgrades, painted safety zones, road diets, traffic circles, signage and striping, and chicanes in prioritized locations.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes See Draft Advancing Equity 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	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2019/20	Q1-Jul-Aug-Sep	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2020/21
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2021/22

Comments/Concerns

This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program.

Please show a typical schedule for the Planning, Design, and Construction phases for the FY 19/20 allocation. We have added a note that we anticipate similar schedules for each subsequent allocation.

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



Project Name: Advancing Equity through Safer Streets

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 1,500,000	\$ 1,500,000	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 1,500,000	\$ 1,500,000	\$ -
Construction	\$ 750,000	\$ 750,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 3,750,000	\$ 3,750,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Prop K	38-Traffic Calming	Any	Planned	2019/20	\$ 750,000		\$ 225,000	\$ 525,000				
Prop K	38-Traffic Calming	Any	Planned	2020/21	\$ 750,000			\$ 225,000	\$ 525,000			
Prop K	38-Traffic Calming	Any	Planned	2021/22	\$ 750,000				\$ 225,000	\$ 525,000		
Prop K	38-Traffic Calming	Any	Planned	2022/23	\$ 750,000					\$ 225,000	\$ 525,000	
Prop K	38-Traffic Calming	Any	Planned	2023/24	\$ 750,000						\$ 225,000	\$ 525,000
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
Total By Fiscal Year					\$ 3,750,000	\$ -	\$ 225,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 525,000

Comments
 Any allocations to this program will be contingent upon SFMTA presenting the prioritization framework for this program, including any planned outreach.

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

Prop K Project Information Form			
Project Name:	Application-Based Local Streets Traffic Calming Program		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	38-Traffic Calming		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24		
Project Information			
Project Location:	TBD		
Supervisorial District(s):	TBD		
Project Manager:	Patrick Golier		
Phone Number:	415.701.5672		
Email:	Patrick.Golier@sfmta.com		
Brief Project Description for MyStreetsSF (80 words max):	Annual program to evaluate and implement community-driven applications for traffic calming on various residential blocks across San Francisco. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Annual program that evaluates community-driven applications for traffic calming on various residential blocks across San Francisco. Design and construct traffic calming projects on those blocks that have been accepted into the Traffic Calming Program based on evaluation criteria that includes speeds, collisions, volumes and adjacent land uses. A total of 80-100 applications are typically received by the SFMTA each year, and approximately 45-55 projects are typically constructed annually. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).			
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%; text-align: center;">No</td> <td>https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program</td> </tr> </table>	No	https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program
No	https://www.sfmta.com/getting-around/walk/residential-traffic-calming-program		

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	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2021/22

Comments/Concerns

This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program.



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

Project Name:	Application-Based Local Streets Traffic Calming Program
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Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 1,000,000	\$ 1,000,000	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 750,000	\$ 750,000	\$ -
Construction	\$ 4,250,000	\$ 4,250,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 6,000,000	\$ 6,000,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2019/20	\$ 200,000	\$ -	\$ 100,000	\$ 100,000			
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 150,000	\$ -	\$ 75,000	\$ 75,000			
Prop K	38-Traffic Calming	Construction	Planned	2019/20	\$ 850,000	\$ -	\$ -	\$ 425,000	\$ 425,000		
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2020/21	\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000		\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2020/21	\$ 150,000	\$ -	\$ -	\$ 75,000	\$ 75,000		\$ -
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 850,000	\$ -	\$ -	\$ -	\$ 425,000	\$ 425,000	\$ -
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2021/22	\$ 200,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2021/22	\$ 150,000	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	
Prop K	38-Traffic Calming	Construction	Planned	2021/22	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ 425,000	\$ 425,000
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2022/23	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2022/23	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000
Prop K	38-Traffic Calming	Construction	Planned	2022/23	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 425,000
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2023/24	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2023/24	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
Prop K	38-Traffic Calming	Construction	Planned	2023/24	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 6,000,000	\$ -	\$ 175,000	\$ 775,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000

Comments

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



Prop K Project Information Form	
Project Name:	Bayview Community Based Transportation Plan Implementation
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	40-Pedestrian Circulation/Safety
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	Specific locations TBD, though will be in Bayview neighborhood.
Supervisorial District(s):	District 10
Project Manager:	Patrick Golier
Phone Number:	701-5672
Email:	patrick.golier@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This project will implement safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Project will implement SFMTA's Bayview Community Based Transportation Plan (CBTP) recommendations. Potential improvements include: sidewalk or intersection improvements; bike lanes, neighborways, or bike parking; bus shelter and signal improvements; and new street trees, public art, or pedestrian plazas. The Bayview CBTP is a community-driven planning effort funded through a Caltrans Sustainable Planning Grant and Prop K. The Bayview District, one of San Francisco's traditionally African-American neighborhoods, is culturally rich and resilient - despite being isolated from the rest of San Francisco by transportation barriers like Highway 101. Home to greater proportions of low-income residents, people of color, and immigrants than the City at-large, the SFMTA recognizes that the members of the Bayview community are in need of a robust and diverse transportation network for access to economic and social opportunities - and are more vulnerable to the impacts of future development. There are many past, ongoing, and future infrastructure projects and studies across the Bayview, and this plan will bring them all together to create a clear picture of community priorities, City commitments, and future demands on the transportation network. Bringing together SFMTA technical expertise and local stakeholders, the plan will create a list of local projects for implementation that emphasize walking, biking, taking the bus, and improving access for transit-dependant groups like seniors and residents of public housing. The CBTP will include conceptual designs for transportation improvements, a prioritized implementation plan, and a funding plan to ensure the on-the-ground results for the community. The plan will include a Participatory Budgeting exercise, concurrent with our outreach schedule, to develop community-led projects qualifying for Lifeline Transportation grant funds.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Planned community engagement as part of the Bayview CBTP during the two-year open-ended planning process includes partnering with residents and community groups to identify transportation priorities which reflect community values and support a growing and resilient Bayview. Through this plan, SFMTA hopes to foster a more collaborative and responsive relationship with the residents of the Bayview. The project team is partnering with 4 community-based organizations to lead community-centered outreach events between September of 2018 and Summer of 2019. One CBO, BMAGIC, will be leading our Participatory Budgeting process.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	MTC: Judis Santos SFCTA: Aprile Smith BMAGIC: Lyslynn Lacoste
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Project fact sheet; https://www.sfmata.com/projects/bayview-community-based-transportation-plan



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Q3-Jan-Feb-Mar	2019/20	Q1-Jul-Aug-Sep	2020/21
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2020/21	Q1-Jul-Aug-Sep	2021/22
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q4-Apr-May-Jun	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2022/23
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2023/24

Comments/Concerns

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

The Bayview Community Based Transportation Plan (BCBTP) is a community-driven, SFMTA-led planning effort funded through a Caltrans Sustainable Planning Grant. The BCBTP seeks to **improve mobility, safety, and opportunity** in the culturally rich and resilient Bayview community by identifying **transportation solutions tailored to the needs of residents, community-based organizations and businesses.**

The SFMTA is focused on delivering on-the-ground **transportation improvements to the Bayview within one to five years after completing the BCBTP.** Improvements could include:



Better sidewalks, curb extensions, or intersection treatments, like high visibility crosswalks



Protected bicycle lanes, neighborways, or bike parking

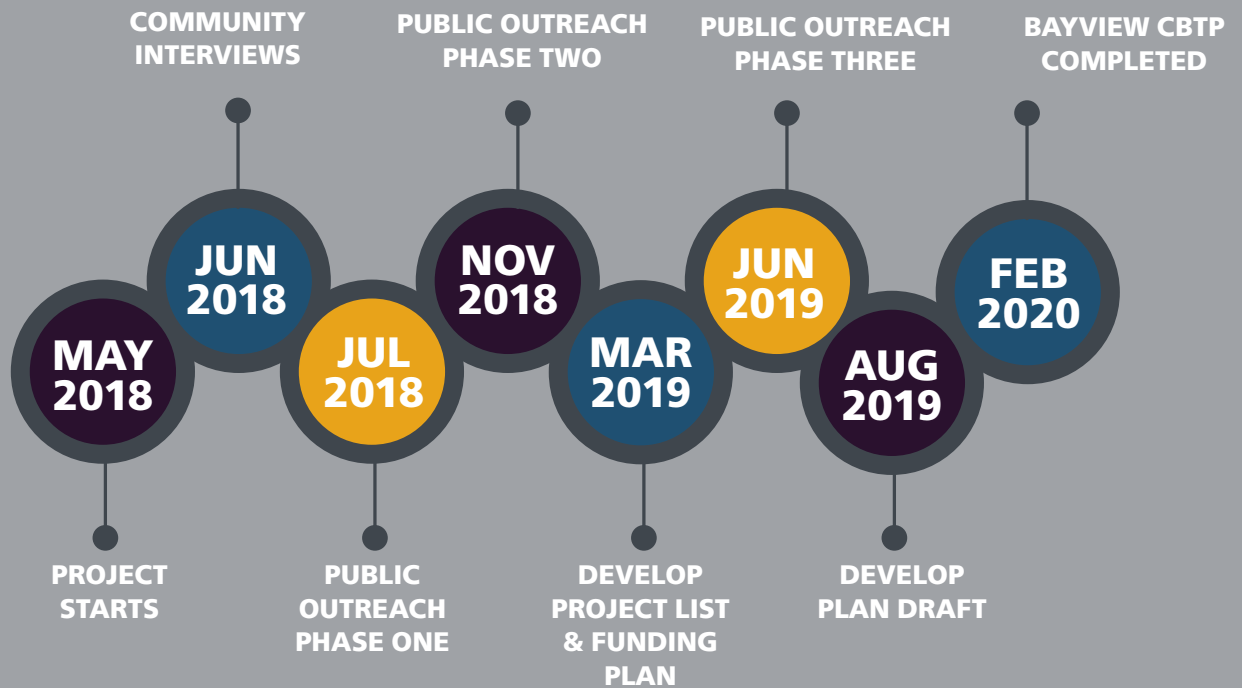


Bus bulbs or transit-related signal improvements



Landscaping, street trees, public art, or pedestrian-scale lighting

PROJECT TIMELINE



This project includes a robust community engagement strategy led by the San Francisco Municipal Transportation Authority (SFMTA), in collaboration with District 10 Supervisor's office and multiple community-based organizations across the Bayview. At the end of each community outreach phase, the project team will present the results and how community input has informed all recommendations. The final plan will be presented to the Bayview community before being adopted by the SFMTA Board to ensure it reflects community values and priorities.

PARTICIPATORY BUDGETING

The BCBTP will include a Participatory Budgeting (PB) exercise, where Bayview residents come together and decide how to spend \$500,000 in Lifeline transportation funds. Residents come up with ideas, develop them into proposals, then the community gets to vote on where the money will go. These funds can be spent on infrastructure (like new bus stops or improved routes to transit) or on programs (like a community shuttle or more frequent night & weekend MUNI service).



To find out more about the Bayview Community Based Transportation Plan and find out about upcoming outreach events go to: **SFMTA.com/BayviewCommunityPlan**

For questions or comments, please contact:

Christopher Kidd



christopher.kidd@sfmta.com
(415) 646-2852



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

Prop K Project Information Form			
Project Name:	Bayview Community Based Transportation Plan Near Term Implementation		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	40-Pedestrian Circulation/Safety		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Specific locations TBD, though will be in Bayview neighborhood.		
Supervisorial District(s):	District 10		
Project Manager:	Patrick Golier		
Phone Number:	701-5672		
Email:	patrick.golier@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Implementation of near term safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Project will implement near term recommendations from the SFMTA's Bayview Community Based Transportation Plan (CBTP). Potential near term improvements could include: improved sidewalks, safer intersections, bike lanes, neighborways and/or increased bike parking.</p> <p>The Bayview CBTP is a community-driven planning effort funded through a Caltrans Sustainable Planning Grant. The Bayview district, one of San Francisco's traditionally African-American neighborhoods, is culturally rich and resilient - despite being isolated from the rest of San Francisco by transportation barriers like Highway 101. Home to greater proportions of low-income residents, people of color, and immigrants than the City at-large, the SFMTA recognizes that the members of the Bayview community are in need of a robust and diverse transportation network for access to economic and social opportunities – and are more vulnerable to the impacts of future development.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Planned community engagement as part of the Bayview CBTP includes partnering with residents and community groups to identify transportation priorities which reflect community values and support a growing and resilient Bayview. There are many past, ongoing, and future infrastructure projects and studies across the Bayview, and this plan will bring them all together to create a clear picture of community priorities, City commitments, and future demands on the transportation network. Bringing together SFMTA technical expertise and the local knowledge of the community, the plan will create a list of local projects for implementation that emphasize walking, biking, taking the bus, and improving access for transit-dependant groups like seniors and residents of public housing. The BCBTP will include conceptual designs for transportation improvements, a prioritized implementation plan, and a funding plan to ensure the on-the-ground results for the community. Through this plan, SFMTA hopes to foster a more collaborative and responsive relationship with the residents of the Bayview. Improvements included in the near term implementation will likely include paint- and post-based improvements (e.g., painted safety zones, buffered bikeways) to improve safety and comfort for people biking and walking, in addition to signal retiming and inclusion of lead pedestrian interval phases.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>No</td> <td>Project fact sheet; https://www.sfmta.com/projects/bayview-community-based-transportation-plan</td> </tr> </table>	No	Project fact sheet; https://www.sfmta.com/projects/bayview-community-based-transportation-plan
No	Project fact sheet; https://www.sfmta.com/projects/bayview-community-based-transportation-plan		

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



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

Comments/Concerns



BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

The Bayview Community Based Transportation Plan (BCBTP) is a community-driven, SFMTA-led planning effort funded through a Caltrans Sustainable Planning Grant. The BCBTP seeks to **improve mobility, safety, and opportunity** in the culturally rich and resilient Bayview community by identifying **transportation solutions tailored to the needs of residents, community-based organizations and businesses.**

The SFMTA is focused on delivering on-the-ground **transportation improvements to the Bayview within one to five years after completing the BCBTP.** Improvements could include:



Better sidewalks, curb extensions, or intersection treatments, like high visibility crosswalks



Protected bicycle lanes, neighborways, or bike parking

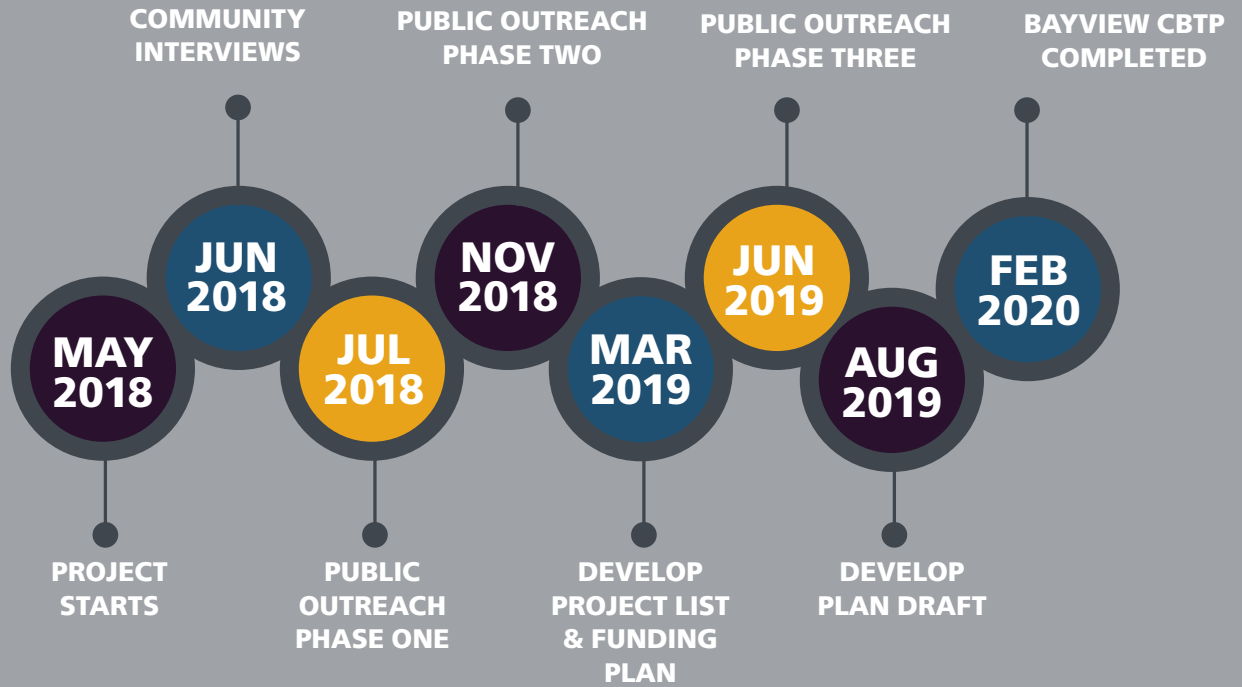


Bus bulbs or transit-related signal improvements



Landscaping, street trees, public art, or pedestrian-scale lighting

PROJECT TIMELINE



This project includes a robust community engagement strategy led by the San Francisco Municipal Transportation Authority (SFMTA), in collaboration with District 10 Supervisor’s office and multiple community-based organizations across the Bayview. At the end of each community outreach phase, the project team will present the results and how community input has informed all recommendations. The final plan will be presented to the Bayview community before being adopted by the SFMTA Board to ensure it reflects community values and priorities.

PARTICIPATORY BUDGETING

The BCBTP will include a Participatory Budgeting (PB) exercise, where Bayview residents come together and decide how to spend \$500,000 in Lifeline transportation funds. Residents come up with ideas, develop them into proposals, then the community gets to vote on where the money will go. These funds can be spent on infrastructure (like new bus stops or improved routes to transit) or on programs (like a community shuttle or more frequent night & weekend MUNI service).



To find out more about the Bayview Community Based Transportation Plan and find out about upcoming outreach events go to: **SFMTA.com/BayviewCommunityPlan**

For questions or comments, please contact:

Christopher Kidd
 christopher.kidd@sfmta.com
 **(415) 646-2852**

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



Prop K Project Information Form	
Project Name:	Excelsior Neighborhood Traffic Calming
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Neighborhood-wide in Excelsior
Supervisorial District(s):	District 11
Project Manager:	Nick Carr
Phone Number:	415.701.4468
Email:	Nick.Carr@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods. The planning process will develop neighborhood traffic calming designs that improve the livability and vitality of local streets, while providing better non-motorized links to local and regional transit, employment, education, recreation/open space, and health services. The planning effort will include a robust public participation process to empower residents and stakeholders from this ethnically diverse and historically car-dependent area of southern San Francisco. Requested funds would support the implementation of recommendations identified through the community planning process.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The SFMTA will work with the community to identify neighborhood traffic challenges, including locations with excess speeding, “cut-through” traffic, and difficult walking and biking connections to local destinations. Through this community planning process, the SFMTA will also look into opportunities for safety improvements along residential streets. The outreach process will include several interactive pop-up events and workshops. Community participation will be used to develop a set of design recommendations that achieve neighborhood traffic safety goals.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD SF Planning (Excelsior Outer Mission Neighborhood Strategy)
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes See Draft corridors and fact sheet; https://www.sfmta.com/projects/excelsior-neighborhood-traffic-calming-project



**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	65%	In-house	Q4-Apr-May-Jun	2016/17	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	5%	In-house	Q1-Jul-Aug-Sep	2018/19	Q2-Oct-Nov-Dec	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2019/20
Advertise Construction			Q1-Jul-Aug-Sep	2020/21		
Start Construction (i.e. Award Contract)	0%	TBD	Q2-Oct-Nov-Dec	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23

Comments/Concerns



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

Project Name: Excelsior Neighborhood Traffic Calming

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 400,000	\$ 100,000	\$ 300,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 620,000	\$ 620,000	
Construction	\$ 4,660,000	\$ 2,580,000	\$ 2,080,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 5,680,000	\$ 3,300,000	\$ 2,380,000
Percent of Total		58%	42%

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
Caltrans Planning Grant		Planning/Conceptual Engineering	Allocated	Previous	\$ 300,000		\$ -	\$ -			\$ -
Prop K	44-Transportation/Land	Planning/Conceptual Engineering	Allocated	Previous	\$ 100,000	\$ 100,000	\$ -	\$ -			\$ -
Prop K NTIP	38-Traffic Calming	Design Engineering (PS&E)	Allocated	Previous	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K NTIP	38-Traffic Calming	Construction	Allocated	Previous	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	Previous	\$ 520,000		\$ 260,000	\$ 260,000	\$ -	\$ -	
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 2,080,000	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 280,000	
TBD		Construction	Planned	2020/21	\$ 2,080,000	\$ -	\$ -				
											\$ -
											\$ -
											\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 5,680,000	\$ 700,000	\$ 260,000	\$ 260,000	\$ 1,800,000	\$ 280,000	\$ -

Comments

TBD sources may include ATP or new local revenue sources such as sales tax or general obligation bond funds.

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PROJECT OVERVIEW

Starting in the fall of 2017, the SFMTA will lead a collaborative community planning process in the Excelsior with the goal of creating safer and more comfortable neighborhood streets for people accessing schools, parks, transit, and nearby commercial corridors.

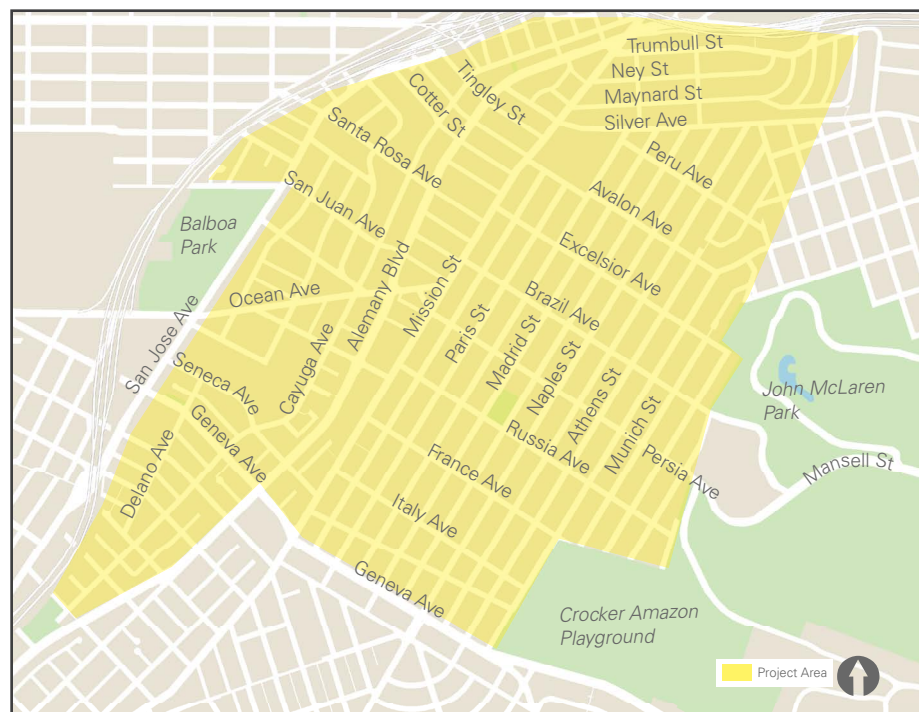
The SFMTA will work with the community to identify neighborhood traffic challenges, including locations with excess speeding, “cut-through” traffic, and difficult walking and biking connections to local destinations. Through community planning, the SFMTA will also look into opportunities for safety improvements along residential streets. The outreach process will include several interactive pop-up events and workshops. Community participation will be used to develop a set of design recommendations that achieve neighborhood traffic safety goals.

PROJECT TIMELINE

- » Community Outreach: Fall 2017, Winter/Spring 2018
- » Preliminary Engineering: Spring/Summer 2018
- » Environmental Review & Legislation: Fall 2018
- » Near Term Construction: Winter 2018
- » Detailed Design/Construction: 2019-2020

WHAT IS TRAFFIC CALMING?

Traffic calming slows traffic and creates safer and more comfortable streets. There are a variety of measures in the Traffic Calming Toolkit that can be applied together to address speeding, “cut-through” traffic, and generally improve neighborhood streets for local residents and visitors. Depending on the neighborhood, the design measure used may look and feel slightly different



For more information, please contact Nick Carr at Nick.Carr@sfmta.com

TRAFFIC CALMING MEASURES



Speed Humps to encourage slow & calm vehicle traffic

Corner Bulbouts to slow turning vehicles and decrease pedestrian crossing distances



Traffic Circles to promote more efficient vehicle flow

Traffic Diverters that allow bicycle through traffic and reduce vehicle "cut-through" traffic, thereby calming the street



Visible crosswalks and pedestrian islands to make crossing the street safer and more comfortable

Paint and Signs to serve as wayfinding for people walking and biking





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

Prop K Project Information Form			
Project Name:	Safer Taylor Street		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	38-Traffic Calming		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Taylor Street from Market Street to Sutter Street		
Supervisory District(s):	District 06		
Project Manager:	Gabe Ho		
Phone Number:	415.701.4456		
Email:	gabriel.ho@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Streetscape improvements as identified through a Caltrans Planning Grant and Prop K funded planning phase to improve safety for all roadway users on Taylor Street between Market Street and Sutter Street. Improvements may include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Working with Taylor Street residents, workers, local community groups and advocacy organizations, the planning phase for this project will develop a new vision for Taylor Street that meets the city's Vision Zero goals of ending traffic fatalities for all road users. The Safer Taylor Street Transportation Plan will immediately enter the design phase to ensure a smooth transition from planning to the implementation phase. This project will serve as a model on how to end traffic-related fatalities through streetscape improvements developed through robust community partnerships and rapid coordination with City agencies. Current proposed improvements include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.</p> <p>Specific improvements proposed through the planning and early preliminary engineering phases include:</p> <ul style="list-style-type: none"> *Wider sidewalks to create more public space for walking, shorter crosswalks, landscaping, art and neighborhood amenities. The proposed design widens sidewalks by 5 to 11 feet throughout Taylor Street on both sides. Together, more space and more amenities can lead to better public health outcomes for all. *Reducing the number of travel lanes providing critical roadway safety improvements with minimal impacts to traffic congestion most of the day. Taylor Street will be one lane with turn pockets south of Ellis Street, and expand to two lanes north of Ellis. This new design still accommodates existing traffic on Taylor Street while substantively improving public safety. People walking will have shorter crosswalks and more time to cross, while drivers will have dedicated turn signals separate from pedestrian crossings. *Improved loading zones with up to five foot buffers from travel lanes, allowing for safer pickup and dropoff for tourist buses, large event trucks, mobile neighborhood services and paratransit vans. 		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>As part of the Caltrans- and Transportation Authority-funded planning phase, key community leaders and residents continue to meet regularly with the SFMTA project team to learn about progress and make critical decisions collaboratively. Through more than 30 unique events and meetings, the project team has received input from more than 1,000 Tenderloin residents, workers and community leaders. The SFMTA has prioritized events that give the most vulnerable people a voice.</p> <p>The Tenderloin-Little Saigon Neighborhood Transportation Plan included general traffic calming recommendations for portions of Taylor Street.</p>		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Public Works, SF Department of Public Health		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%; text-align: center;">Yes</td> <td>fact sheet; https://www.sfmta.com/projects/safer-taylor-street</td> </tr> </table>	Yes	fact sheet; https://www.sfmta.com/projects/safer-taylor-street
Yes	fact sheet; https://www.sfmta.com/projects/safer-taylor-street		

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	85%	In-house and Contracted	Q1-Jul-Aug-Sep	2016/17	Q4-Apr-May-Jun	2017/18
Environmental Studies (PA&ED)	10%	In-house and Contracted	Q3-Jan-Feb-Mar	2017/18	Q4-Apr-May-Jun	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Advertise Construction			Q1-Jul-Aug-Sep	2020/21		
Start Construction (i.e. Award Contract)	0%	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:	Safer Taylor Street
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 1,525,000	\$ 300,000	\$ 1,225,000
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 3,172,500	\$ 2,407,250	\$ 765,250
Construction		\$ 14,924,250	\$ 1,022,499	\$ 13,901,751
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 19,621,750	\$ 3,729,749	\$ 15,892,001
Percent of Total			19%	81%

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
Caltrans Planning Grant		Planning/Conceptual Engineering	Allocated	Previous	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	44-Transportation/Land	Planning/Conceptual Engineering	Allocated	Previous	\$ 80,000	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Allocated	Previous	\$ 220,000	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Planning/Conceptual Engineering	Programmed	Previous	\$ 925,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 2,407,250	\$ -	\$ 2,000,000	\$ 407,250	\$ -	\$ -	\$ -
Prop B General Fund		Design Engineering (PS&E)	Programmed	2019/20	\$ 765,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 1,022,499	\$ -	\$ -	\$ 150,000	\$ 872,499	\$ -	\$ -
Prop A GO Bond		Construction	Programmed	2020/21	\$ 8,809,326	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2020/21	\$ 1,492,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Active Transportation Program		Construction	Planned	2020/21	\$ 3,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 19,621,750	\$ 300,000	\$ 2,000,000	\$ 557,250	\$ 872,499	\$ -	\$ -

Comments
 TBD sources may include Active Transportation Program (ATP), Highway Safety Improvement Program, Affordable Housing and Sustainable Communities Program (AHSC), or new local revenue sources such as sales tax or general obligation bond funds.

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In strong collaboration with the Tenderloin community, the San Francisco Municipal Transportation Agency (SFMTA) is developing a new vision for Taylor Street between Market and Sutter streets that improves transportation safety and livability for all users of this corridor. The planning phase of this project uses the voice of the Tenderloin's residents, merchants, social services and advocacy groups to set a foundation for future implementation.



RECENT ACCOMPLISHMENTS

Design Proposal

The project team has refined preliminary design options to develop a single unified design proposal for Taylor Street, based on strong community input, technical analysis and national best practices.



Community Working Group

Key community leaders and residents continue to meet regularly with the SFMTA project team to learn about progress and make critical decisions collaboratively. This group is open for anyone to join.

Neighborhood Partnerships

Through more than 30 unique events and meetings, the project team has received input from more than 1,000 Tenderloin residents, workers and community leaders. The SFMTA has prioritized events that give the most vulnerable people a voice.



NEXT STEPS

Community Meeting (June 19, 2018 4-6 PM at Boeddeker Park)

All are invited to an upcoming open gallery to view the design proposal, unifying community and technical input. The team will introduce the next phase of the project focused on streetscape for Taylor Street. This will be presented alongside the PhotoVoice gallery, a collection of youth stories showcased through photographs and essays by Tenderloin youth, made possible by the Boys & Girls Club Tenderloin Clubhouse and 826 Valencia.

SFMTA Board of Directors Meeting (Fall 2018)

The project team will complete a final report and present the proposed design to the SFMTA Board of Directors for approval.

FOR MORE INFORMATION

Visit

sfmta.com/safertaylor

Contact

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This project is funded by grants from Caltrans and the San Francisco County Transportation Authority.



SAFER TAYLOR STREET PROJECT

PROJECT PROPOSALS

SFMTA.COM/SAFERTAYLOR

A SPACE FOR ALL TO ENJOY

What we learned: Taylor Street is home to a vibrant, dense and diverse mix of residents and workers. The neighborhood has historically struggled with socio-economic and traffic safety issues. People hope to reclaim street space for safe and enjoyable walking.

What we propose: Wider sidewalks will create more public space for walking, shorter crosswalks, landscaping, art and neighborhood amenities. The proposed design widens sidewalks by 5 to 11 feet throughout Taylor Street on both sides. Together, more space and more amenities can lead to better public health outcomes for all.



TAILORED CURBSIDE ACCESS

What we learned: Improved passenger loading is critical for supporting residents and businesses on Taylor Street, especially for SROs, social service organizations, hotels and event venues. Pickup and dropoff is currently difficult and blocked travel lanes from double-parked cars is a common occurrence.

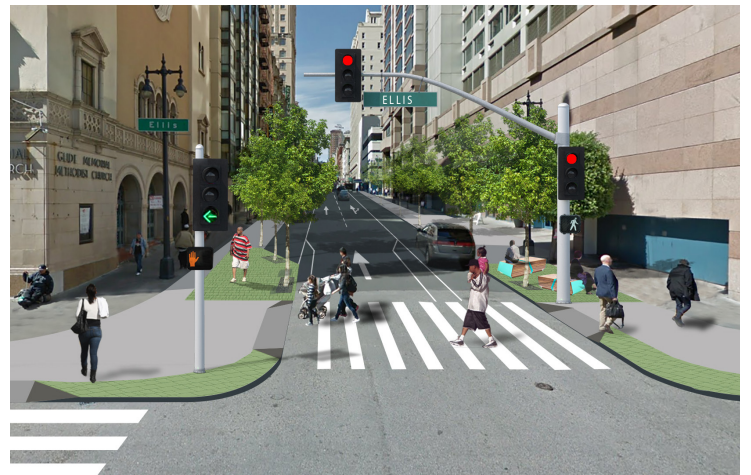
What we propose: The new design provides improved loading zones with up to five foot buffers from travel lanes, allowing for safer pickup and dropoff for tourist buses, large event trucks, mobile neighborhood services and paratransit vans.



SAFER STREETS THROUGH SAFER SPEEDS

What we learned: More than 50 percent of injury collisions along the corridor involved pedestrians, with most resulting from a driver failing to yield while turning. In addition, over half of auto collisions were caused by risky driver behaviors such as red light running and traveling at unsafe speeds.

What we propose: Widening the sidewalk, and in turn reducing the number of travel lanes, provides critical roadway safety improvements with minimal impacts to traffic congestion most of the day. Taylor Street will be one lane with turn pockets south of Ellis Street, and expand to two lanes north of Ellis. This new design still accommodates existing traffic on Taylor Street while substantively improving public safety. People walking will have shorter crosswalks and more time to cross, while drivers will have dedicated turn signals separate from pedestrian crossings.



We thank our project partners, who have provided us invaluable expertise throughout the planning phase: [SF Public Works](#), [SF Department of Public Health](#), [Fehr & Peers](#), [Tenderloin Safe Passage](#), [WalkSF](#), [Alfred Williams](#), [Hood Design Studio](#)

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



Prop K Project Information Form	
Project Name:	Schools Engineering Program
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	38-Traffic Calming
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Patrick Golier
Phone Number:	415.701.5672
Email:	Patrick.Golier@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Plan, design and implement street safety measures and traffic calming projects within school zones via three related engineering programs, including 1) Traffic Operations Program - new and upgraded signage and pavement markings at school sites citywide; 2) School Loading Zone Traffic Calming Program - traffic calming measures on loading zone streets; 3) School Walk Audit Program - safety improvements identified through a collaborative planning process.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The scope of this annual program is focused on three distinct areas of work, focused on creating a safer on-street environment around schools, generally 500 feet from a school entrance. The sub-programs include Traffic Operations, School Walk Audits, and Schools Loading Zone Traffic Calming. Work delivered via this program will be both proactive and responsive. Proactive work will identify potential problem areas to address while engaging communities for added input and review, including students and families. The responsive work will follow a traditional approach of responding to community concerns as they are raised.</p> <p>The three focus areas that make up the Schools Engineering Program will be coordinated and cohesive in approach to meet the diverse needs of San Francisco's neighborhoods and private, parochial and charter schools. Under the management of the SFMTA's Livable Streets subdivision, this program will reintroduce school-area walk audits, where school communities can walk the neighborhood around a school with SFMTA staff, in order to collaboratively identify safety and traffic operations issues. Once issues are identified, a rapid response plan will be put into place for solutions that can be quickly implemented to address these concerns. Combined with the refreshed communications protocols as part of the SF-SRTS program, families at SF's schools will have extensive access to request safety assistance, provide input on planned transportation safety projects and actively participate in school site transportation planning.</p> <p>Prioritization will be based on factors such as collision and enrollment data, collaboration with the school communities, and assessments of existing road safety treatments in school zones.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Aug-Sep, Q2-Oct-N	2019/20	Q4-Apr-May-Jun	2023/24
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Feb-Mar, Q2-Oct-N	2019/20	Q1-Jul-Aug-Sep	2024/25
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house	Q1-Jul-Aug-Sep	2020/21		
Operations (i.e. paratransit)						
Open for Use				Q3-Jan-Feb-Mar, Q2-Oct-N		2024/25
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2025/26

Comments/Concerns

This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program.

Show a typical schedule for the Planning, Design, and Construction phases for the FY 19/20 allocation. We have added a note that we anticipate similar schedules for each subsequent allocation.



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

Project Name:	Schools Engineering Program
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 900,000	\$ 900,000	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 500,000	\$ 500,000	\$ -
Construction	\$ 3,600,000	\$ 3,600,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 5,000,000	\$ 5,000,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2019/20	\$ 180,000		\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 100,000		\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2019/20	\$ 720,000		\$ 360,000	\$ 360,000	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2020/21	\$ 180,000	\$ -	\$ -	\$ 90,000	\$ 90,000	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2020/21	\$ 100,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 720,000	\$ -	\$ -	\$ 360,000	\$ 360,000	\$ -	\$ -
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2021/22	\$ 180,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 90,000	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2021/22	\$ 100,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2021/22	\$ 720,000	\$ -	\$ -	\$ -	\$ 360,000	\$ 360,000	\$ -
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2022/23	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ 90,000	\$ 90,000
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2022/23	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
Prop K	38-Traffic Calming	Construction	Planned	2022/23	\$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ 360,000
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	2023/24	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90,000
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2023/24	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Prop K	38-Traffic Calming	Construction	Planned	2023/24	\$ 720,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,000
Total By Fiscal Year					\$ 5,000,000	\$ -	\$ 500,000	\$ 910,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000

Comments
 Any allocations to this program will be contingent upon SFMTA presenting the prioritization framework for this program, including any planned outreach.

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

Prop K Project Information Form			
Project Name:	Speed Radar Sign Installation		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	38-Traffic Calming		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24		
Project Information			
Project Location:	TBD		
Supervisory District(s):	TBD		
Project Manager:	Patrick Golier		
Phone Number:	701-4695		
Email:	patrick.golier@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Annual program to install up to four Speed Radar Signs (i.e., Vehicle Speed Feedback Signs) citywide. Speed radar signs are intended to encourage drivers to reduce speed.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Annual program to install up to four Speed Radar Signs (i.e. Vehicle Speed Feedback Signs) at various locations in San Francisco per year. Speed radar signs are used to reduce traffic speeds by making drivers aware of how fast they are moving relative to the speed limit and inducing them to adjust their speed accordingly. The approval and installation of a Speed Radar Sign will follow agency policies and processes that provide clear guidance on location selection and prioritization, in addition to placement guidelines and technical specifications. SFMTA will evaluate the effectiveness of speed radar signs as they are implemented. SFMTA currently has one potential location identified to study at Fulton St. west of Park Presidio Blvd. See Additional Scope tab for details.		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).			
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Additional scope and photo</td> </tr> </table>	Yes	Additional scope and photo
Yes	Additional scope and photo		

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



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

Comments/Concerns

This is an annual process and Prop K funds are proposed for planning, design and construction in each of the 5 years covered by the 2019 5YPP. The schedule milestones above are for the FY 2019/20 allocation. Similar schedules are anticipated for each subsequent allocation of funds for this program.

Show a typical schedule for the Planning, Design, and Construction phases for the FY 19/20 allocation. We have added a note that we anticipate similar schedules for each subsequent allocation. Please indicate percent complete and if the work by phase will be done in-house, contracted, or both.



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

Project Name: Speed Radar Sign Installation

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ -		\$ -
Environmental Studies (PA&ED)	\$ 80,000	\$ 80,000	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 80,000	\$ 80,000	\$ -
Construction	\$ 740,000	\$ 740,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 900,000	\$ 900,000	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2019/20	\$ 16,000	\$ -	\$ 16,000	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 16,000	\$ -	\$ 16,000	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2019/20	\$ 148,000	\$ -	\$ 148,000	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2020/21	\$ 16,000	\$ -	\$ -	\$ 16,000	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2020/21	\$ 16,000	\$ -	\$ -	\$ 16,000	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2020/21	\$ 148,000	\$ -	\$ -	\$ 148,000	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2021/22	\$ 16,000	\$ -	\$ -	\$ -	\$ 16,000	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2021/22	\$ 16,000	\$ -	\$ -	\$ -	\$ 16,000	\$ -	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2021/22	\$ 148,000	\$ -	\$ -	\$ -	\$ 148,000	\$ -	\$ -
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2022/23	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2022/23	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ 16,000	\$ -
Prop K	38-Traffic Calming	Construction	Planned	2022/23	\$ 148,000	\$ -	\$ -	\$ -	\$ -	\$ 148,000	\$ -
Prop K	38-Traffic Calming	Environmental Studies (PA&ED)	Planned	2023/24	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2023/24	\$ 16,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,000
Prop K	38-Traffic Calming	Construction	Planned	2023/24	\$ 148,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 148,000
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 900,000	\$ -	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000

Comments

SFMTA will provide prioritization scores with annual Prop K allocation requests as locations are identified.



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

Prop K Project Information Form	
Project Name:	Beale Street Bikeway
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Beale Street adjacent to Transbay Transit Center
Supervisory District(s):	District 06
Project Manager:	Ian Trout/Mike Tamin
Phone Number:	701-4556
Email:	ian.trout@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Design and construct a two-way class IV bike facility between Market and Folsom Streets and Muni-only lane between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The project consists of parking and traffic modifications on Beale Street to construct a Muni-only lane between Market and Natoma Streets and a two-way class IV bike facility between Market and Folsom Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Corridor is included in improvements as outlined in the underway South Downtown Design and Activation Plan and completed Transit Center District Plan. The South Downtown Design and Activation Plan will provide a framework for designing, implementing and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill. One of the opportunities of the South Downtown Design and Activation Plan is to design and implement modern bike facilities within the South Downtown.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

Comments/Concerns
Project includes combined Planning and PA&ED phases.

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



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

Project Name:	Beale Street Bikeway
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ 370,000	\$ -	\$ 370,000	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 330,000	\$ 330,000	\$ -	\$ -
Construction	\$ 1,140,000	\$ 640,000	\$ 500,000	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 1,840,000	\$ 970,000	\$ 870,000	\$ -
Percent of Total		53%	47%	

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
Operating		Environmental Studies (PA&ED)	Allocated	Previous	\$ 30,000		\$ -	\$ -	\$ -	\$ -	\$ -
Prop A General Obligation Bond		Environmental Studies (PA&ED)	Planned	Previous	\$ 340,000		\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	Previous	\$ 330,000	\$ 165,000	\$ 165,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2019/20	\$ 640,000	\$ -	\$ 320,000	\$ 320,000	\$ -	\$ -	\$ -
State Transportation Development Act		Construction	Programmed	2019/20	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,840,000	\$ 165,000	\$ 485,000	\$ 320,000	\$ -	\$ -	\$ -

Comments

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

Project Name: Bicycle Outreach and Education (e.g. classes and event tabling)

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	\$	640,000	\$	640,000	\$	-
Operations (i.e. paratransit)	\$	-	\$	-	\$	-
Total Project Cost	\$	640,000	\$	640,000	\$	-
Percent of Total			100%		0%	

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	39-Bicycle	Construction	Programmed	Previous	\$ 90,529	\$ 90,529	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle	Construction	Programmed	Previous	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle	Construction	Planned	2019/20	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle	Construction	Planned	2020/21	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -
Prop K	39-Bicycle	Construction	Planned	2021/22	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -
Prop K	39-Bicycle	Construction	Planned	2022/23	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 560,529	\$ 180,529	\$ 80,000	\$ 90,000	\$ 100,000	\$ 110,000	\$ -

Comments

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



Prop K Project Information Form	
Project Name:	Bike to Work Day
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19, 2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	John Knox White
Phone Number:	415.701.4473
Email:	John.KnoxWhite@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work. Prop K funds will be used for promotion of BTWD, as well as event-day services like energizer stations with educational materials and activities.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work or school. The event is held nationally on the third Friday of May, but is sponsored locally by public and private advocacy groups. In San Francisco, BTWD is often held on the second Thursday of May, with events being hosted by various groups to reward and celebrate participating bicycle commuters. Typical events include refreshment stations, bicycle repair clinics, and prize giveaways. The SFMTA's role has traditionally been to promote BTWD and to fund a contract to organize San Francisco's event.</p> <p>Prop K funds will be used to encourage increased bicycle ridership through the sponsorship of regional Bike To Work Day program in each year 2020 through 2024. SFMTA will work with the MTC's locally identified Bike To Work Day vendor to ensure that SFMTA and SFCTA are identified as major supporters of bicycling in San Francisco by maximizing the visibility of the event and SFMTA's and SFCTA's support of it.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	
Attachments: 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)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2019/20				
Operations (i.e. paratransit)								
Open for Use							Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)							Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name:	Bike to Work Day
----------------------	------------------

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	\$ 247,265	\$ 247,265	\$ -
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost		\$ 247,265	\$ 247,265	\$ -
Percent of Total			100%	0%

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	2023/24			
Prop K	39-Bicycle Circulation/Safety	Construction	Programmed	Previous	\$ 38,475	\$ 38,475	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,475
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2019/20	\$ 41,758	\$ -	\$ 41,758								\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2020/21	\$ 41,758	\$ -	\$ 41,758								\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2021/22	\$ 41,758	\$ -	\$ -	\$ 41,758							\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2022/23	\$ 41,758	\$ -	\$ -	\$ -	\$ 41,758						\$ 41,758
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2023/24	\$ 41,758	\$ -	\$ -	\$ -	\$ -	\$ 41,758					\$ 41,758
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**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Caltrain Wayside Bike Parking Improvements
Implementing Agency:	Peninsula Corridor Joint Powers Board (Caltrain)
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Caltrain stations in San Francisco (4th and King; 22nd Street)
Supervisory District(s):	District 06, District 10
Project Manager:	Peter Skinner
Phone Number:	650-622-7818
Email:	skinnerp@samtrans.com
Brief Project Description for MyStreetSF (80 words max):	This project will design, procure, install and maintain bicycle parking and access improvements at the 4th & King and 22nd Street Caltrain Stations.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The improvements are part of the JPB's efforts to implement the recommendations and standards outlined in the agency's 2018 Bicycle Parking Management Plan (BPMP). This plan identifies needed wayside bicycle parking improvements and recommended best practice standards throughout the Caltrain system. More specifically, this project will design, procure, install and maintain bicycle parking and access improvements at the 4th & King and 22nd Street Caltrain Stations. Specific improvements may include, but are not limited to projects involving the following:</p> <ul style="list-style-type: none"> • Parking improvements related to bicycle racks, electronic lockers and shared parking facilities. • Bicycle access improvements including relocation or modification of station amenities and installation of ramps and stair channels • Informational signage and striping. • Safety lighting and barriers
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Caltrain staff will work with Caltrain's Bicycle Advisory Committee to refine and prioritize capital improvements in the 2018 BPMP into a detailed guide for capital improvements. In developing 2018 BPMP, Caltrain sought extensive public comments from the public through a series of surveys, focus groups, community meetings with the Bicycle Advisory Committee, a number of technical advisory group meetings, as well as public comment periods. As specific improvements are proposed at either 22nd or 4th and King stations, Caltrain staff will engage the surrounding communities as well as other stakeholders within the City.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA.
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%		Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2023/24
Advertise Construction	0%		Q1-Jul-Aug-Sep	2021/22		
Start Construction (i.e. Award Contract)	0%		Q3-Jan-Feb-Mar	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Prop K Project Information Form	
Project Name:	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Cesar Chavez/Potrero/Bayshore intersection.
Supervisory District(s):	District 09, District 10
Project Manager:	Thalia Leng
Phone Number:	701-4762
Email:	thalia.leng@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Improve existing limited circulation network for people walking and biking to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>In the area known as “the Hairball”, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from city streets to a complex arrangement of bridges and ramps linking with Highway 101. The intersection is built in three levels, with pedestrian and bicycle circulation generally restricted to the middle and ground levels, while motor vehicles use all three levels. This series of pedestrian and bicycle pathways in the Hairball allow for connections between Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue that are not possible by vehicle. However, the network has clear gaps where the bicycle and/or pedestrian facilities are limited or substandard. Certain portions of the network are not ADA accessible, poorly lit or missing lighting, and are in poor condition. Lastly, because of the many paths that intersect in this area, the interchange is challenging to navigate and there are points of high conflict between vehicles, pedestrians and bicycles.</p> <p>The Hairball Improvement Phase 2 will build on previous planning and near-term improvements and build on the existing limited circulation network to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas, providing a crucial link between residential neighborhoods and vital destinations such as regional transit stops, parks, hospitals, educational institutions and food markets. Project includes rebuilding and widening existing sidewalks and bicycle lanes as well as constructing new pedestrian pathways and bicycle lanes. The project will also include striping improvements, infrastructure upgrades to key crossings where bicycle and pedestrians currently conflict with vehicles, accessibility improvements, and upgraded or new lighting in coordination with PUC. Phase 2 scope is limited to Segments A, B, C, D, E, H, I, J, K, L as identified in the Key Segment Improvements document.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Project builds on earlier community engagement processes, including Cesar Chavez East Community Plan and the Prop K NTIP-funded Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue Intersection (The Hairball): Key Segment Improvements planning and scoping effort.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - David Froehlich PUC - TBD
Type of Environmental Clearance Required:	Negative Declaration
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes

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

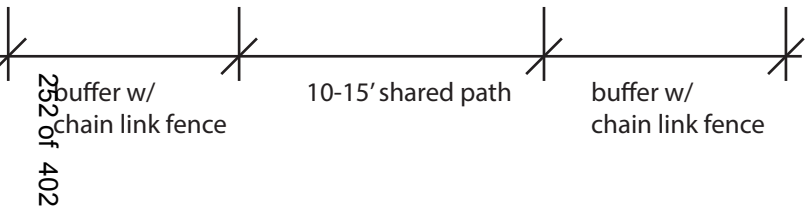
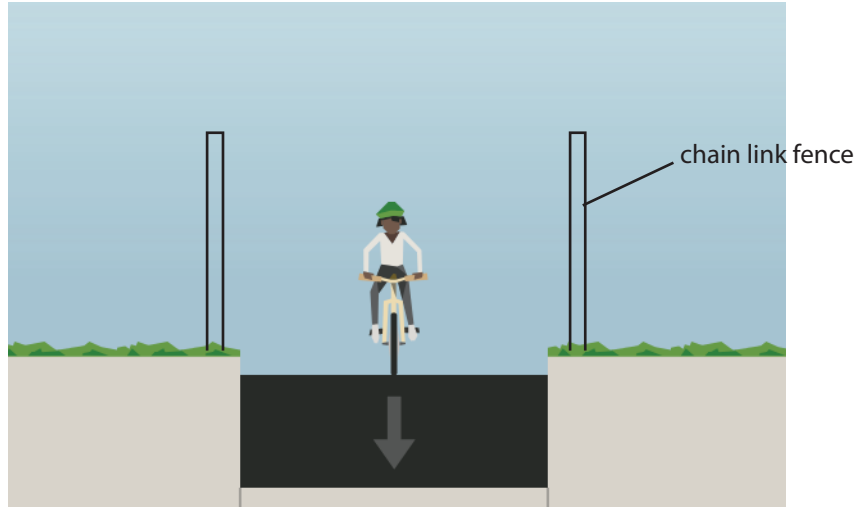


Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q2-Oct-Nov-Dec	2019/20
Right of Way						
Design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

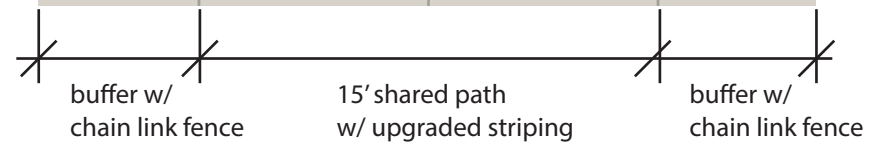
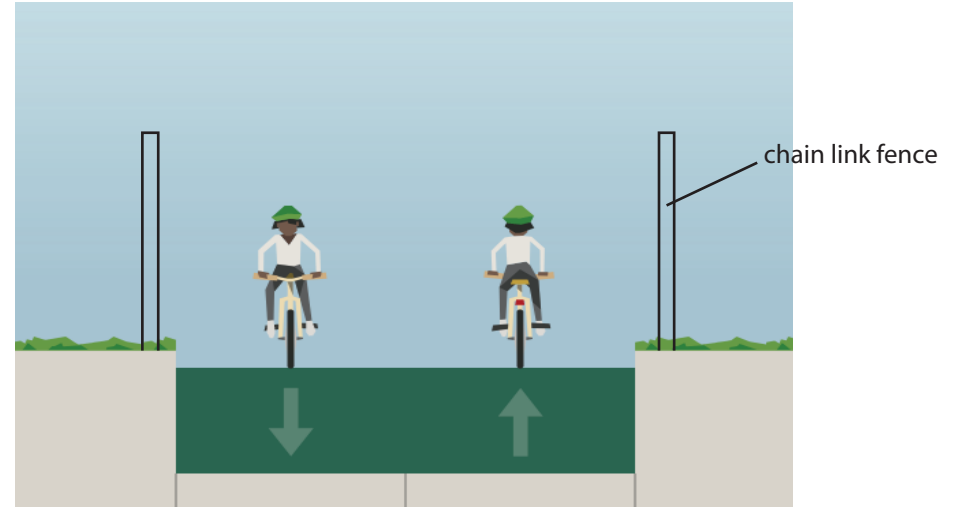
Comments/Concerns

252 Typical Cross Sections

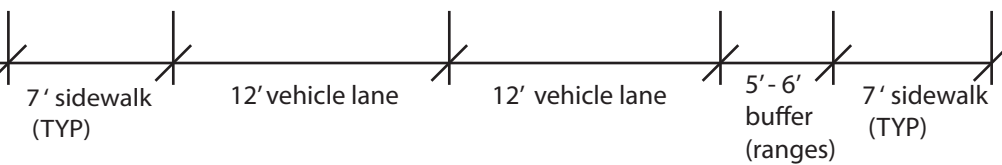
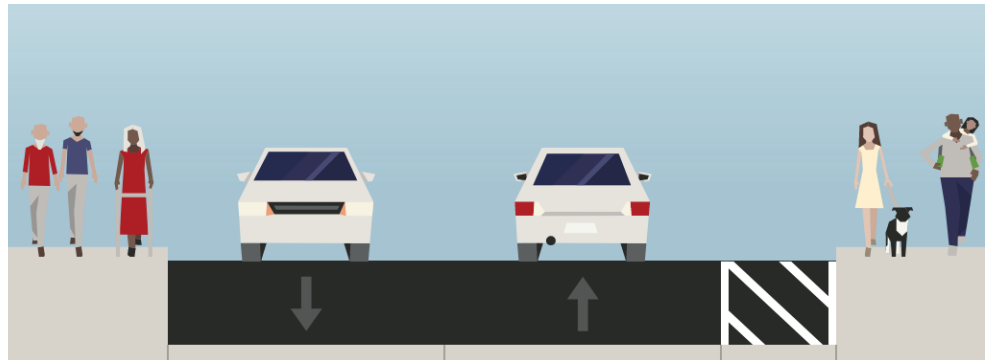
Existing - Shared Separated Pathway Condition (underneath overpass)



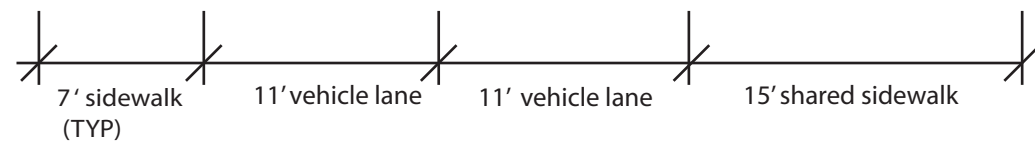
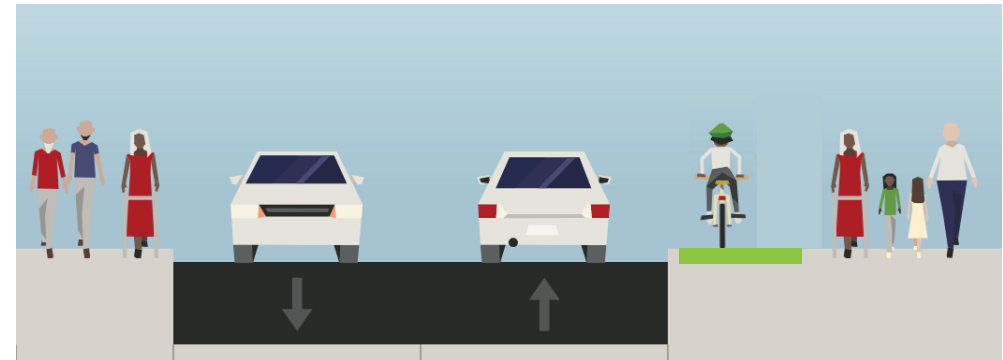
Proposed - Shared Separated Pathway Condition*



Existing - Shared Sidewalk Condition



Proposed - Shared Sidewalk Condition*



**Note: Proposed designs are preliminary and may change during the planning and design phase of the project.*

Median Household Income

According to American Community Survey data, census block groups around Hairball have a median household income of \$94,585, 4.4% less than San Francisco overall (\$98,956).

Average Median Household Income	
Census Blocks adjacent to Hairball intersection	\$94,585
City of San Francisco	\$98,956

MISSION DISTRICT

POTRERO HILL

BERNAL HEIGHTS

BAYVIEW INDUSTRIAL AREAS

Legend

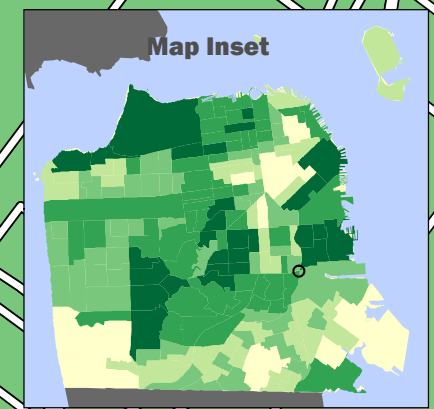
- Project Area
- Census Tract Boundary

Median Household Income

- \$11,971 - \$44,922
- \$44,922 - \$74,500
- \$74,500 - \$101,000
- \$101,000 - \$133,079
- \$133,079 - \$205,865

400'

N



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254 Population Density

According to American Community Survey data, census tracts adjacent to Hairball have an average population density of 28,062 per square mile, 55% denser than San Francisco overall (18,132).

	Average Population Per Square Mile
Census Tracts Adjacent to Hairball	28,062
City of San Francisco	18,132



MISSION DISTRICT

POTRERO HILL


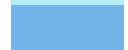
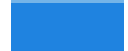

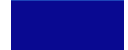
BERNAL HEIGHTS

BAYVIEW INDUSTRIAL AREAS

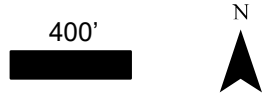
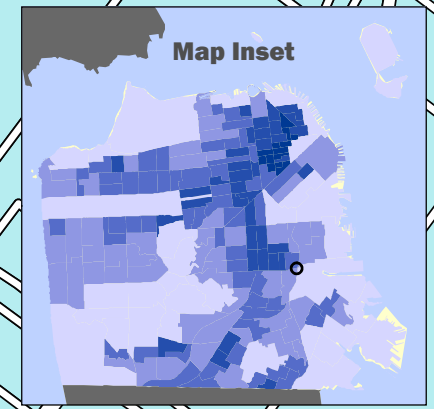
Legend

-  Project Area
-  Census Tract Boundary

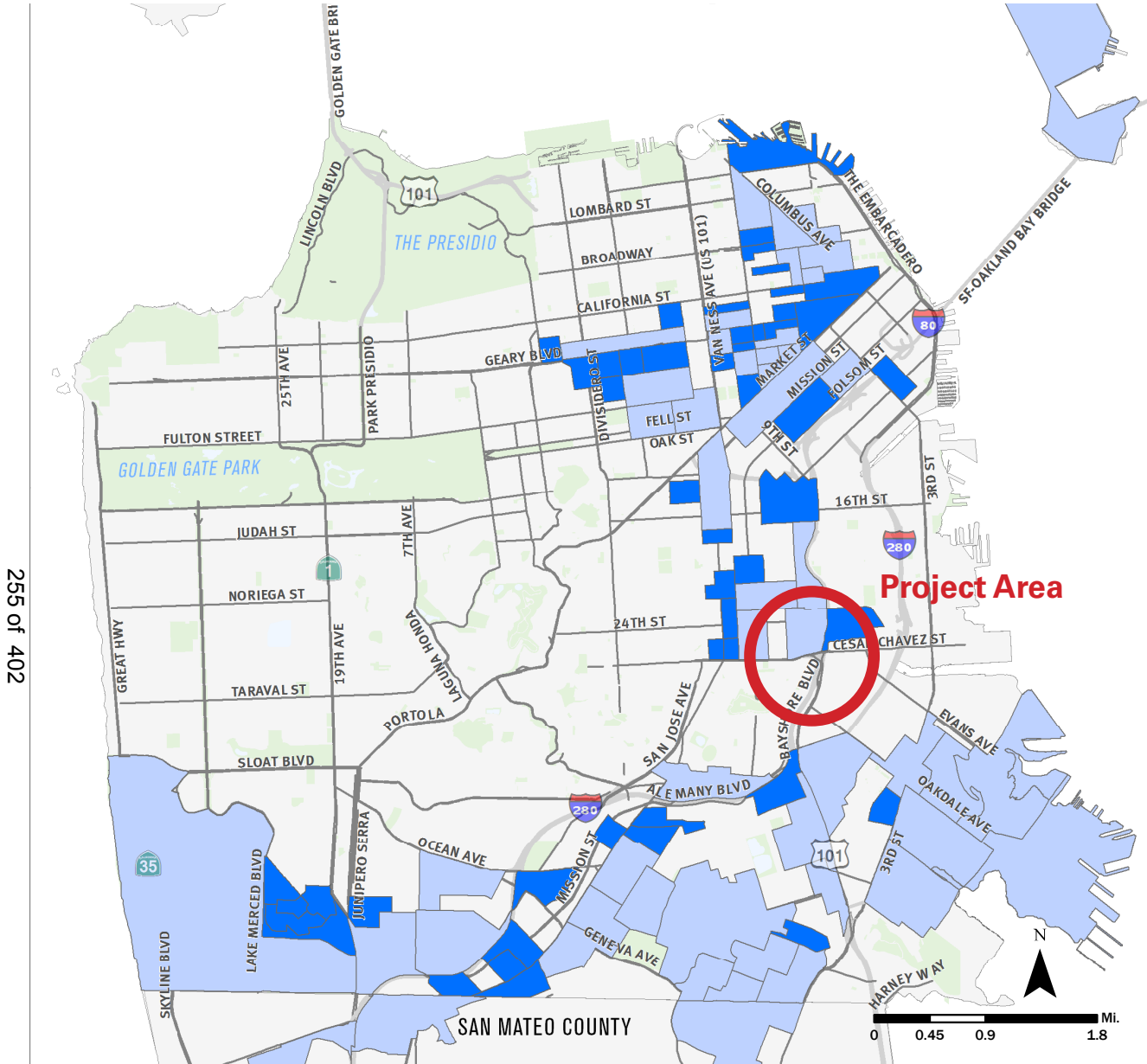
Population Density per Sq Mile

-  0 - 14,064
-  14,065 - 24,925
-  24,926 - 36,588
-  36,589 - 61,526
-  61,527 - 151,527

400'

MTC's Communities of Concern 2017



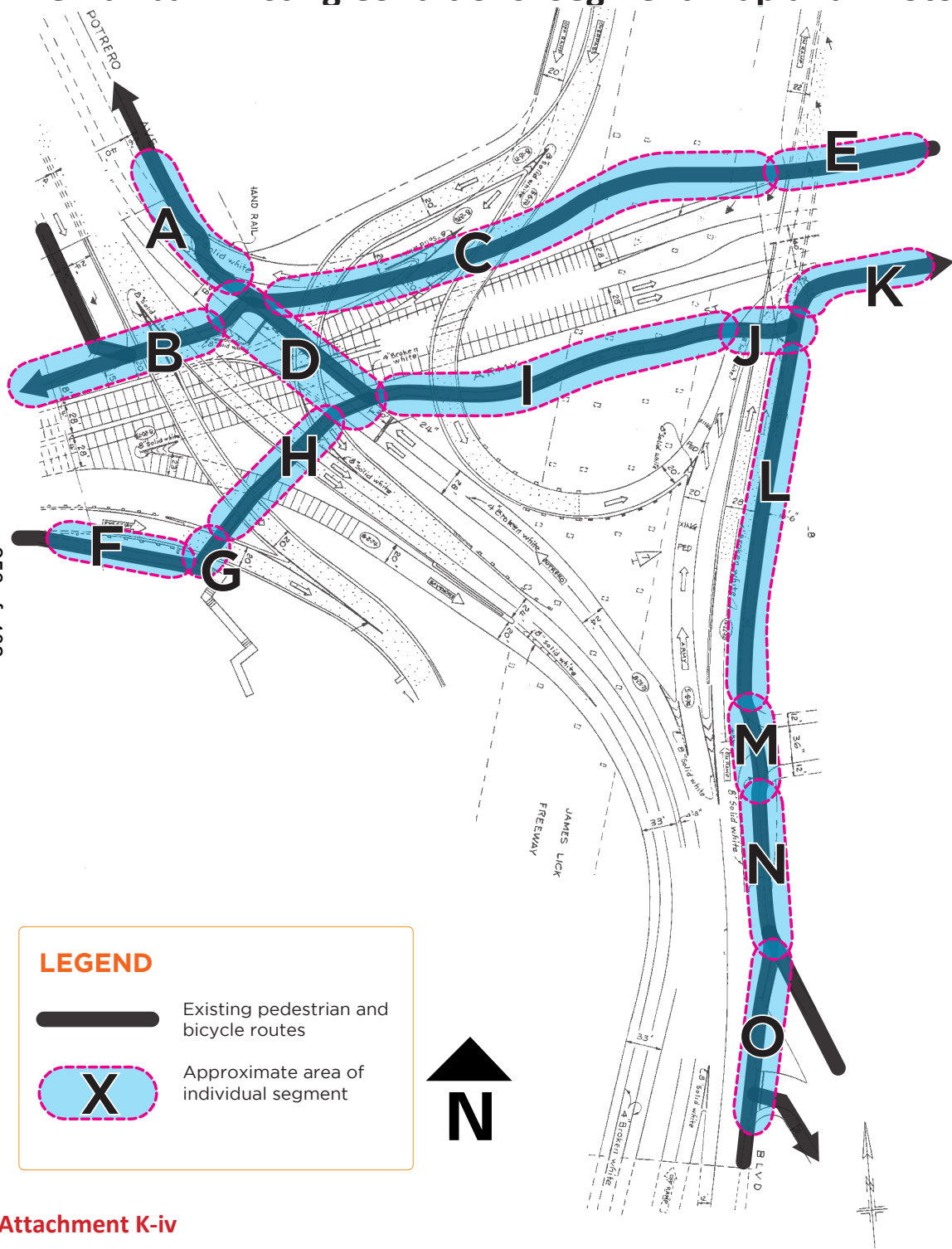
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Proposed San Francisco Communities of Concern 2017

- SFCTA 2017 supplemental Communities of Concern Boundaries
- MTC 2017 Communities of Concern (Modified)
- Parks and Open Space

256 The Hairball Existing Conditions: Segment Map and Photos (continued)

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Segment A



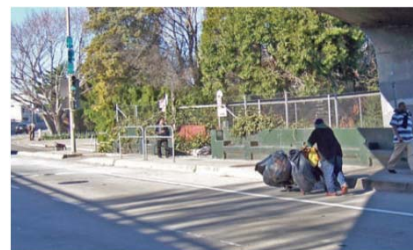
Segment B



Segment A



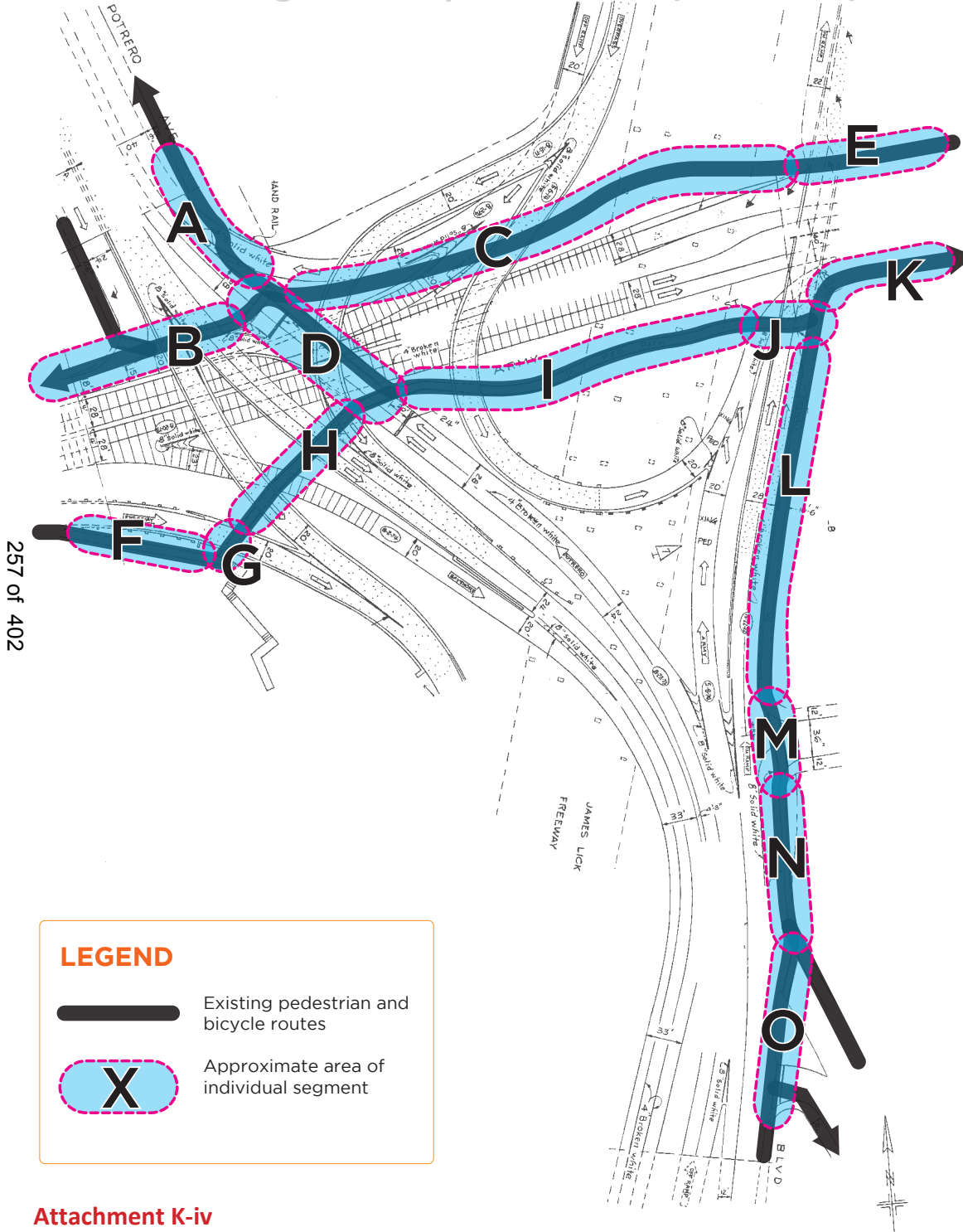
Segment D



Segment E



The Hairball Segment Map and Photos (continued)



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Segment H



Segment I



Segment J



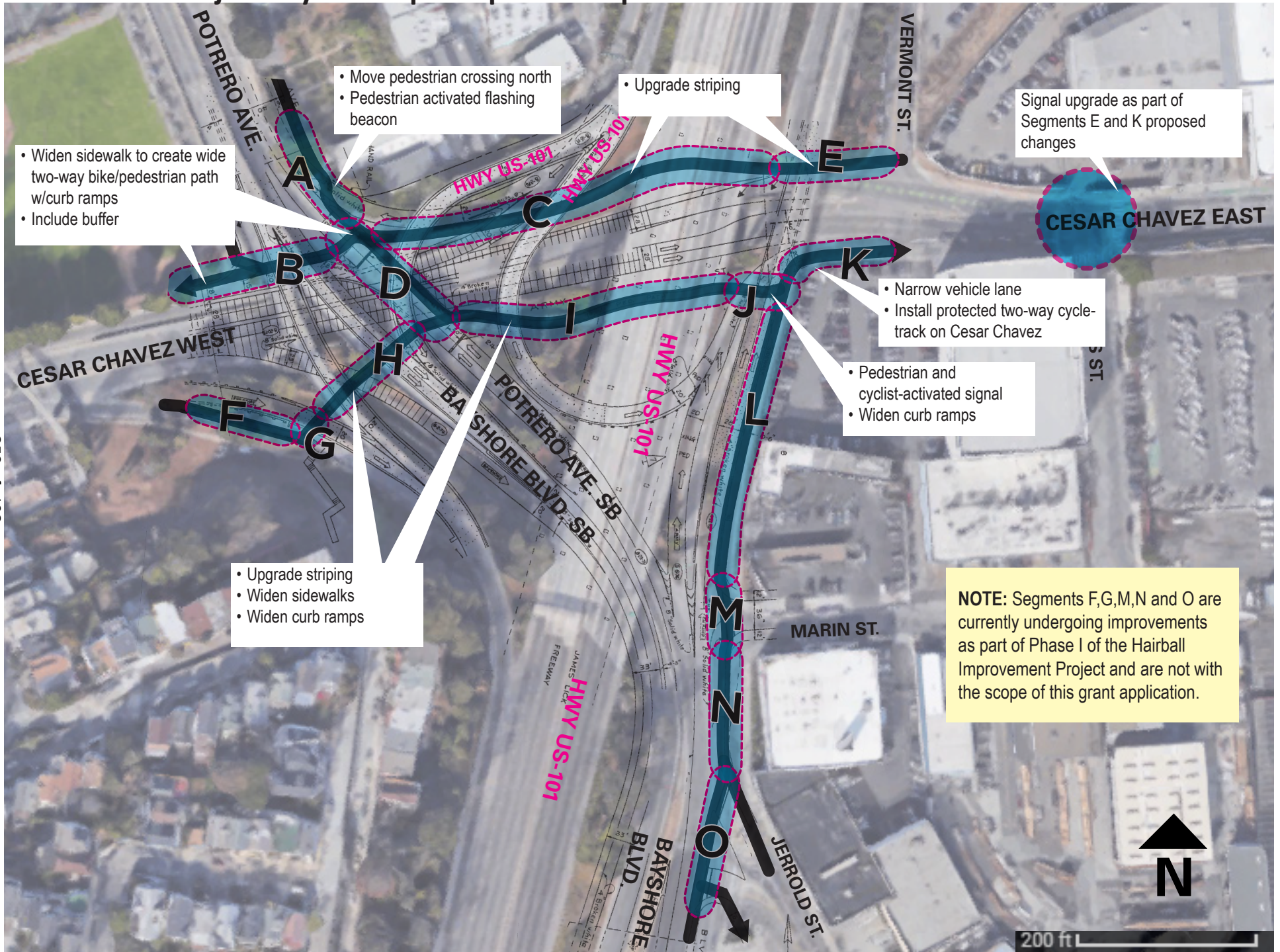
Segment K



Segment L



258 The Hairball Project Layout Map- Proposed Scope



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

Prop K Project Information Form	
Project Name:	Citywide Neighborway Design and Implementation
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	TBD
Supervisorial District(s):	Citywide
Project Manager:	Charlie Ream
Phone Number:	701-4695
Email:	charlie.ream@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborways throughout San Francisco. Neighborways are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborways throughout San Francisco. Neighborways are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking. Neighborways are a cost-effective tool for making bicycling accessible to a wider range of the population. The neighborway program will allow the SFMTA to be responsive to community priorities and more nimbly take advantage of coordination opportunities (e.g., green infrastructure projects). Community outreach and engagement activities will be conducted for individual corridors and could include public open houses, pop-up events, community walkthroughs, and online surveys. Following community outreach, the project team will follow through with conceptual design, legislation, and implementation of proposed measures.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Community outreach and engagement activities will be conducted for individual corridors and could include public open houses, pop-up events, community walkthroughs, and online surveys.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No https://www.sfmta.com/blog/neighborways-new-type-project-create-calmer-more-livable-streets

Project Delivery Milestones	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	2019/20	Q4-Apr-May-Jun	2023/24
Environmental Studies (PA&ED)		In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2023/24
Right of Way						
Design Engineering (PS&E)		In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2023/24
Advertise Construction						
Start Construction (i.e. Award Contract)		TBD	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2024/25

Comments/Concerns

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



Planning and PA&ED combined into singular phase for this program.



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

Project Name: Citywide Neighborway Design and Implementation

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ 1,300,000	\$ -	\$ 1,300,000	
Environmental Studies (PA&ED)	\$ 2,800,000	\$ -	\$ 2,800,000	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction	\$ 8,500,000	\$ 3,750,000	\$ 4,750,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 12,600,000	\$ 3,750,000	\$ 8,850,000	
Percent of Total		30%	70%	

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	2024/25	Cash Flow Total
General Fund		Planning/Conceptual Engineering	Programmed	2019/20	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Design Engineering (PS&E)	Programmed	2019/20	\$ 2,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Construction	Programmed	2019/20	\$ 4,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2019/20	\$ 3,750,000	\$ -	\$ 200,000	\$ 550,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 12,600,000	\$ -	\$ 200,000	\$ 550,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000

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Comments

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



Prop K Project Information Form	
Project Name:	Grove Street/Civic Center Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	40-Pedestrian Circulation/Safety
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Grove Street between Octavia Boulevard and Market Street.
Supervisorial District(s):	District 06, District 05
Project Manager:	Matt Lasky
Phone Number:	701-5228
Email:	matt.lasky@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Design and construct bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Project will implement bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street. Project includes street design and roadway changes that correlate with the circulation and collision patterns of the area, as well as data analysis, additional outreach, and preparation of conceptual designs for the final plan document. SFMTA will implement several near-term improvements based on analysis of key conflict areas and opportunities effective safety improvements. Following the environmental clearance of the project, SFMTA will work with Public Works to implement more detailed proposed changes.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Under the direction of SF Planning, the Civic Center Public Realm Plan will create recommended improvements in the City Hall/Civic Center area. Public engagement process, consists of two workshops, online survey, and mobile outreach station to date, and a final open house in Fall 2018. https://civiccentersf.org/about/outreach/
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-John Dennis SF Planning-Nick Perry
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	60%	In-house	Q4-Apr-May-Jun	2016/17	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	60%	In-house	Q4-Apr-May-Jun	2016/17	Q1-Jul-Aug-Sep	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2019/20	Q3-Jan-Feb-Mar	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2022/23
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2023/24

Comments/Concerns



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

Project Name:	Grove Street/Civic Center Improvements
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Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 220,000	\$ -	\$ 220,000
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 400,000	\$ 400,000	
Construction	\$ 3,600,000	\$ 2,782,000	\$ 818,000
Operations (i.e. paratransit)	\$ -		
Total Project Cost	\$ 4,220,000	\$ 3,182,000	\$ 1,038,000
Percent of Total		75%	25%

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
General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 200,000	\$ -	\$ 40,000	\$ 160,000	\$ -	\$ -	\$ -
Prop K	40-Pedestrian Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 200,000	\$ -	\$ 40,000	\$ 160,000	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2021/22	\$ 1,391,000	\$ -	\$ -		\$ 851,000	\$ 540,000	\$ -
Prop K	40-Pedestrian Circulation/Safety	Construction	Planned	2021/22	\$ 1,391,000	\$ -	\$ -		\$ 851,000	\$ 540,000	\$ -
General Fund		Construction	Programmed	2021/22	\$ 818,000	\$ -	\$ -			\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 4,220,000	\$ -	\$ 80,000	\$ 320,000	\$ 1,702,000	\$ 1,080,000	\$ -

Comments
This project proposes programming in both EP 39 and EP 40.

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



Prop K Project Information Form			
Project Name:	The Embarcadero Enhancements		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	39-Bicycle Circulation/Safety		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	The Embarcadero between North Point and Townsend Streets		
Supervisory District(s):	District 03		
Project Manager:	Casey Hildreth		
Phone Number:	701-4817		
Email:	casey.hildreth@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	The Embarcadero Enhancement Project will improve safety, accessibility and comfort for all travelers between North Point Street near Pier 39 and Townsend Street at South Beach Park by building a physically protected (Class IV) bikeway and enhanced pedestrian crossings.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Embarcadero multi-way boulevard carries tens of thousands of people each day along the city's northeast waterfront, supporting a wide variety of trip purposes and travel modes. It is an important arterial that supports connections to downtown and the regional freeway system; an essential route for ferry-goers and cruise ship passengers; a critical link in the city's multi-modal transit system; and an increasingly popular pedestrian and bicycle route for workers, residents, and visitors in San Francisco.</p> <p>Despite having fully signalized intersections, dedicated (Class II) bike lanes, and an off-street, shared use (Class I) pathway known as the Promenade, The Embarcadero is struggling to safely accommodate these various travel activities. Conflicts are on the rise both in the roadway and on the Promenade as measured by overall number of collisions, collisions resulting in injuries, police citations, and complaints of double-parking and pedestrian safety. Meanwhile, vehicle travel times and congestion are increasing as adjacent neighborhoods and job centers expand and ride hail services attract new vehicles and users.</p> <p>The Embarcadero Enhancement Project will improve safety, accessibility and comfort for all travelers between North Point Street near Pier 39 and Townsend Street at South Beach Park by building a physically protected (Class IV) bikeway to reduce conflicts between modes. Additionally, the project will enhance pedestrian crossings to meet current ADA standards and provide shorter crossing distances where feasible. A limited number of turn restrictions and circulation changes will be introduced both on and directly adjacent to The Embarcadero to simplify intersections and support the efficient movement of people and goods. Streetcar stops may be consolidated and/or removed, and allocations of curb space (for loading, parking, tow-away zones, and other uses) will be updated.</p> <p>Between Don Chee Way and Washington Street, the project may also result in a "big move" to consolidate vehicle through lanes on the city-side and expand public gathering space(s) and loading areas adjacent to the Ferry Building and Harry Bridge's Plaza.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The SFMTA, Port of San Francisco, San Francisco Planning Department and San Francisco Public Works are collaborating on the Embarcadero Enhancement Project to increase safety and comfort of travel along The Embarcadero. The project planning phase has included extensive public participation to review and comment on conceptual designs, costs and trade-offs, with the goal of reaching a recommended design that is physically and financially viable, reflects public values, and enhances safety and the experience of travelers on foot, on bike, or in a vehicle along the project route. The project's goals and description have been referenced and integrated into other waterfront planning efforts such as the Port's Waterfront Land Use Plan Update as well as the Fisherman's Wharf/Pier 39 Complete Streets Study/Project.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - Shannon Cairns, shannon.cairns@sfdpw.org, 415-581-2576 PORT - Lindy Lowe, lindy.lowe@sfport.com, 415-274-0621		
Type of Environmental Clearance Required:	Negative Declaration		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>2016 Open House Boards with existing conditions and bikeway design alternatives included</td> </tr> </table>	Yes	2016 Open House Boards with existing conditions and bikeway design alternatives included
Yes	2016 Open House Boards with existing conditions and bikeway design alternatives included		

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





**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	95%	In-house	Q4-Apr-May-Jun	2013/14	Q1-Jul-Aug-Sep	2018/19
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	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	2021/22
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	Q3-Jan-Feb-Mar	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2022/23
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2022/23

Comments/Concerns



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

Project Name: The Embarcadero Enhancements

Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 570,000	\$ -	\$ 570,000
Environmental Studies (PA&ED)	\$ 550,000	\$ 550,000	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 2,500,000		\$ 2,500,000
Construction	\$ 10,000,000	\$ -	\$ 10,000,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 13,620,000	\$ 550,000	\$ 13,070,000
Percent of Total		4%	96%

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	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	Previous	\$ 550,000	\$ 350,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -
Prop B General Funds		Design Engineering (PS&E)	Planned	2019/20	\$ 2,500,000	\$ -	\$ 625,000	\$ 1,250,000	\$ 625,000	\$ -	\$ -
TBD		Construction	Planned	2019/20	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -
Prop B General Funds		Planning/Conceptual Engineering	Allocated	Previous	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307		Planning/Conceptual Engineering	Allocated	Previous	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA Operating		Planning/Conceptual Engineering	Allocated	Previous	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 13,620,000	\$ 350,000	\$ 825,000	\$ 1,250,000	\$ 5,625,000	\$ 5,000,000	\$ -

Comments
 TBD sources may include ATP, HSIP, or new local revenue sources such as sales tax or general obligation bond funds.

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WHAT IS THE PURPOSE OF TONIGHT?

The purpose of tonight is to...

- Reintroduce The Embarcadero Enhancement Project
- Explain what a 'Complete Street' concept is and how its application to The Embarcadero will make it a safer, more comfortable space for all
- Present the two bikeway alignment alternatives, along with the benefits and challenges associated with each
- Collect your feedback on a preferred alignment and overall opportunities to improve The Embarcadero

Choosing a bikeway alignment is the next step in developing a larger Complete Street design for The Embarcadero.

A 'Complete Street' is one that is designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.



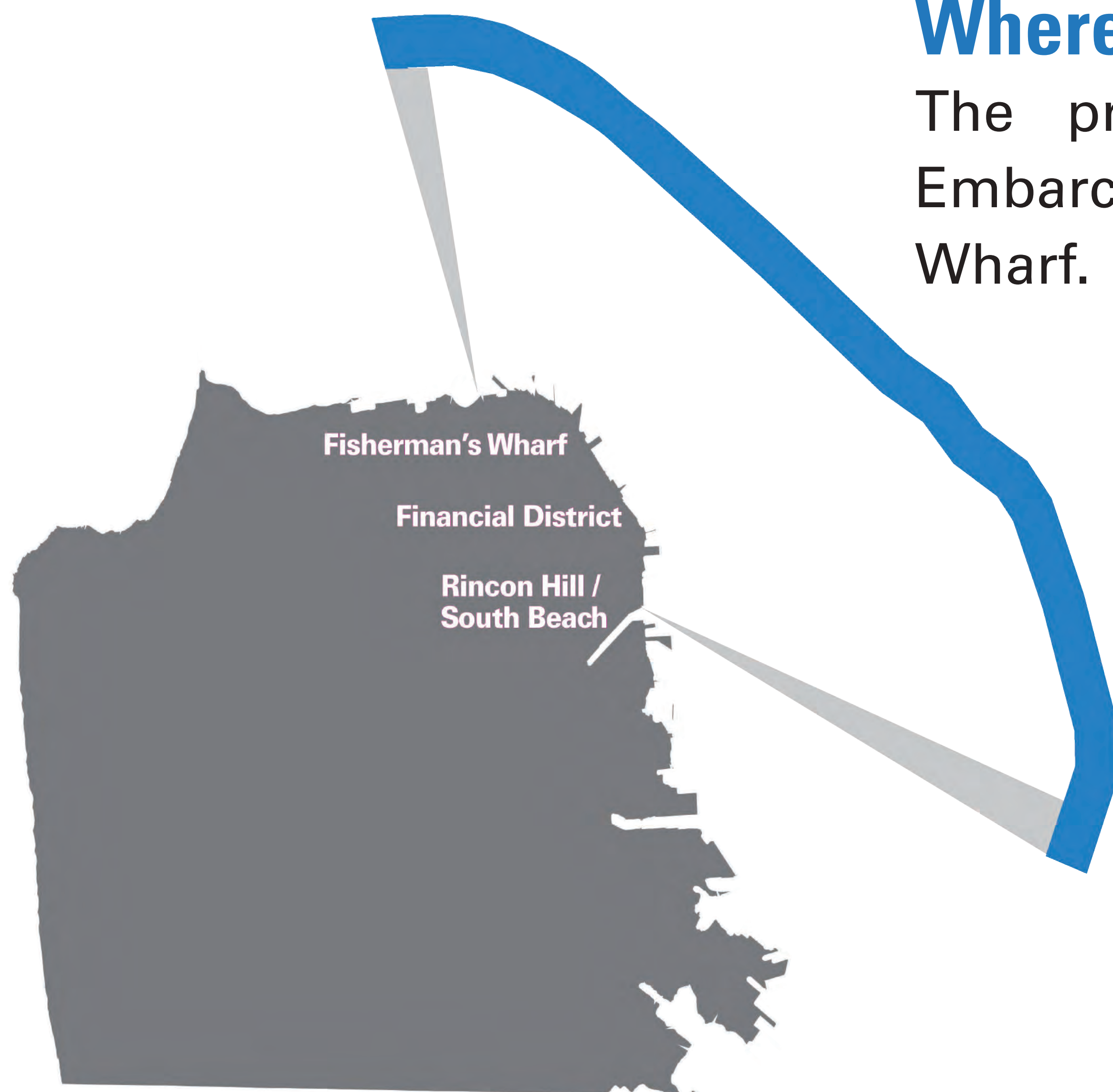
PROJECT OVERVIEW

What is the Project?

The **Embarcadero Enhancement Project** focuses on increasing safety, comfort and access for all users, and ensuring the corridor continues to serve adjacent businesses. Guided by the concept of 'Complete Streets,' the project will result in a **conceptual design** for an improved Embarcadero that gives each mode of travel its own dedicated space to accommodate growing demands.

Where is the Project?

The project limits include 3 miles of The Embarcadero, from South Beach to Fisherman's Wharf.



Supportive Projects (Partial List)

- Better Market Street
- Ferry Terminal Expansion Project
- Seawall Resiliency Program
- Transbay Terminal / Folsom Street
- SE Waterfront 'Blue Greenway'
- Jefferson Street Public Realm
- E Line Streetcar Service Expansion
- Bay Bridge West Span Pathway Study

OPEN HOUSE
November 2016

- Present bikeway alignment alternatives
- Feedback on preferred alignment & project trade-offs

REFINE COMPLETE STREET CONCEPTS
Winter 2016 / 2017

- Select preferred bikeway alignment
- NE Waterfront circulation study & concept design alternatives

DESIGN WORKSHOPS
Spring - Summer 2017

- Prepare 15% concept designs
- Update impacts analysis
- Gather public feedback on design details

DESIGN APPROVAL
2017 / 2018

- Approval of conceptual design(s) for environmental review

ENVIRONMENTAL REVIEW, DETAILED DESIGN & CONSTRUCTION
To Be Determined (NOT FUNDED)

VISION ZERO

A large portion of The Embarcadero is on San Francisco's High Injury Network, representing the city's 12 percent of streets that account for 70 percent of traffic collisions

Between 2011 and 2016, **192** people were killed or injured on The Embarcadero including:

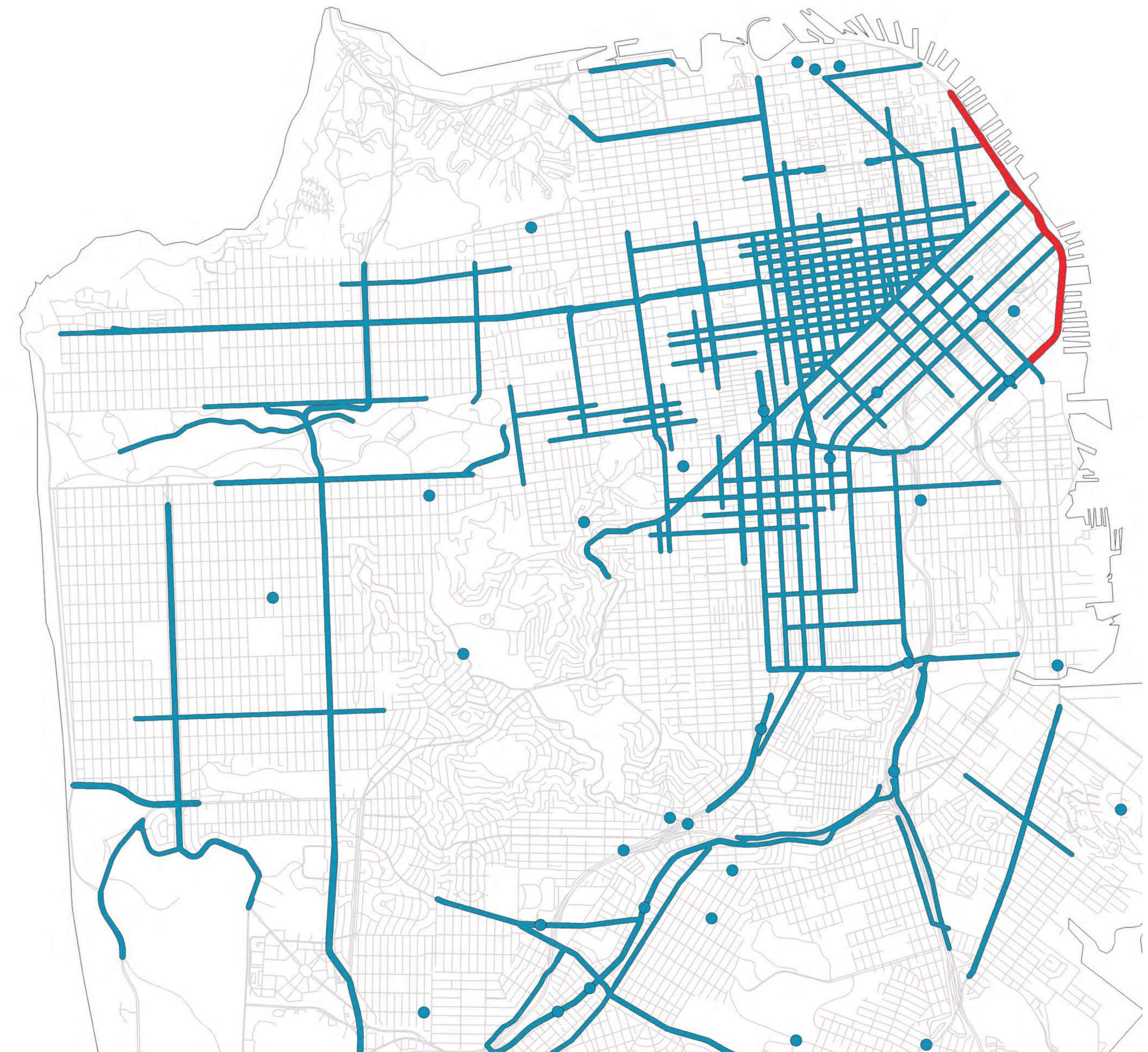
- **1 Pedestrian Fatality**
- **1 Motorist Fatality**
- **6 Pedestrians Severely Injured**
- **10 Bicyclists Severely Injured**
- **3 Motorists Severely Injured**

Every year, 30 people are killed and 200 more are seriously injured in SF traffic crashes.



Our city's goal, Vision Zero, is to end all traffic deaths by 2024.

High-Injury Network



TRAFFIC & CIRCULATION CONDITIONS

Issues

- The Embarcadero remains an important arterial corridor for the movement of people and goods, including as a bypass around congestion in the Financial District
- Generally there are two travel lanes in each direction (excluding turn lanes), with a third lane (all-day or peak periods-only) between Broadway and Mission
- Average estimated corridor travel times between North Point and Townsend are 13 to 15 minutes, although congestion is highly variable depending on time of day and other factors (e.g., game days, cruise ship port-of-calls) and access can be restricted during special events

Opportunities / Challenges

- Traffic volumes have remained steady or slightly decreased in the last 15 years despite significant local and regional housing and employment growth
- Variable lane transitions, double-parking, and bicyclists riding outside the bike lanes lead to additional driver stress, unnecessary congestion, and safety issues
- Most intersections currently allow U-turns in both directions, which promotes localized access at the expense of throughput travel time and capacity
- Improved wayfinding and real-time advisory signs could limit driver confusion and promote event detours



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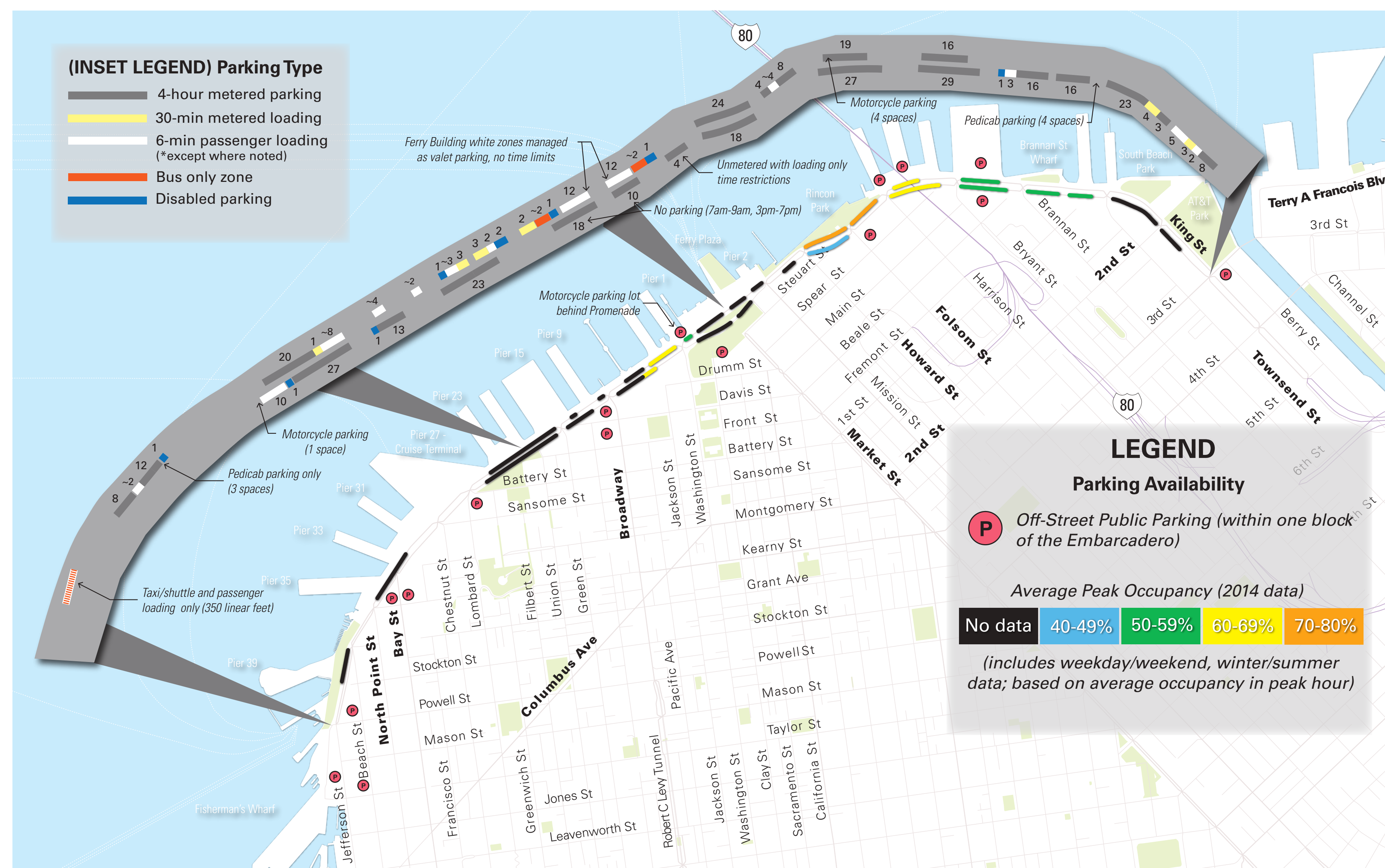
PARKING & CURBSPACE ACCESS

Issues

- Approximately 10% of the traffic volume along The Embarcadero is shuttles, buses, taxis, and delivery trucks
- Demand for curbspace loading is extremely high and varies from commercial distributors to valet parking, taxis and ride hail services, to hop-on/hop-off tour bus operations and public transit buses
- Existing loading zones may not be optimally sized, located, or managed - making it difficult for loading to occur safely in appropriate areas without impacting other roadway users, especially people riding in the bike lanes
- On-street private vehicle parking may not be the best use of space along the water's edge, given other competing needs and presence of nearby off-street garages and lots

Opportunities / Challenges

- Providing a physically-separated bikeway could reduce conflicts between people on bicycles and loading activities, although on-street parking would be impacted
- The Embarcadero Enhancement Project provides a unique opportunity to address loading needs throughout the corridor, particularly as ride hail services such as Uber and Lyft have become more popular
- Improved wayfinding and promotion of existing off-street garages may help mitigate reduced on-street parking



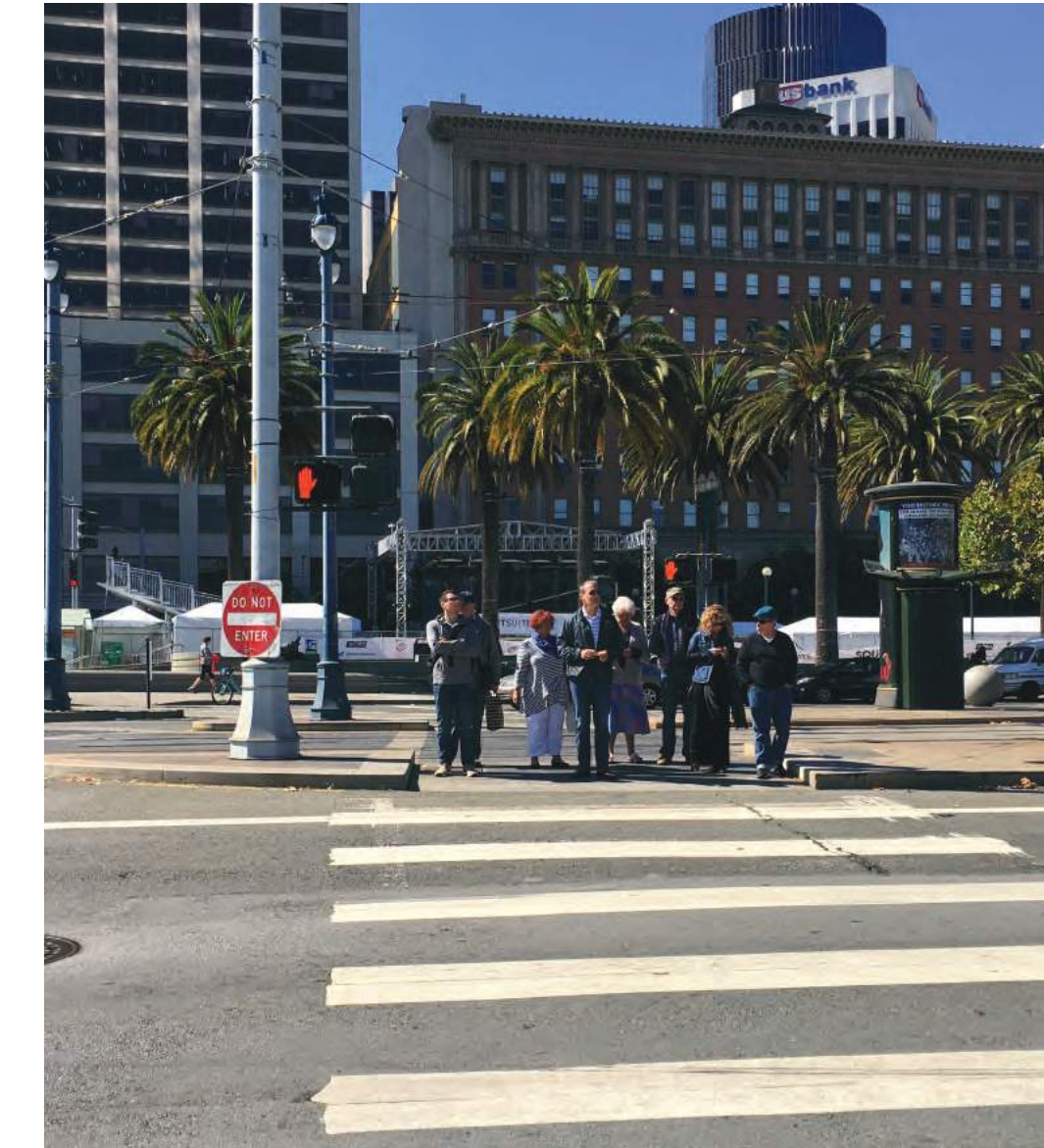
WALKING CONDITIONS

Issues

- The shared use Promenade pathway is oversubscribed with pedestrians competing for space with bicyclists, creating ongoing conflict
- Conflicts along the Promenade can be worsened by the proliferation of signs, artwork, seating, and other street furniture that otherwise contributes to a vibrant waterfront
- The size of The Embarcadero creates wide intersections and long crossings that can be difficult to use comfortably
- Curb ramps and refuge islands exist along the corridor, but most do not meet current ADA accessibility standards
- The City-side sidewalk is too narrow and/or underutilized

Opportunities / Challenges

- Providing a physically-separated bikeway could reduce the attractiveness of the Promenade for bicyclists, thus reducing overall conflict
- Near-term upgrades to enhance comfort and safety include higher-visibility crosswalks and new pedestrian signal 'head starts' for all City-side side street crossings
- A Complete Streets approach to The Embarcadero would include ADA upgrades, more bulbouts and refuge islands, improved landscaping, better organization of the Promenade, and wider City-side sidewalks where feasible



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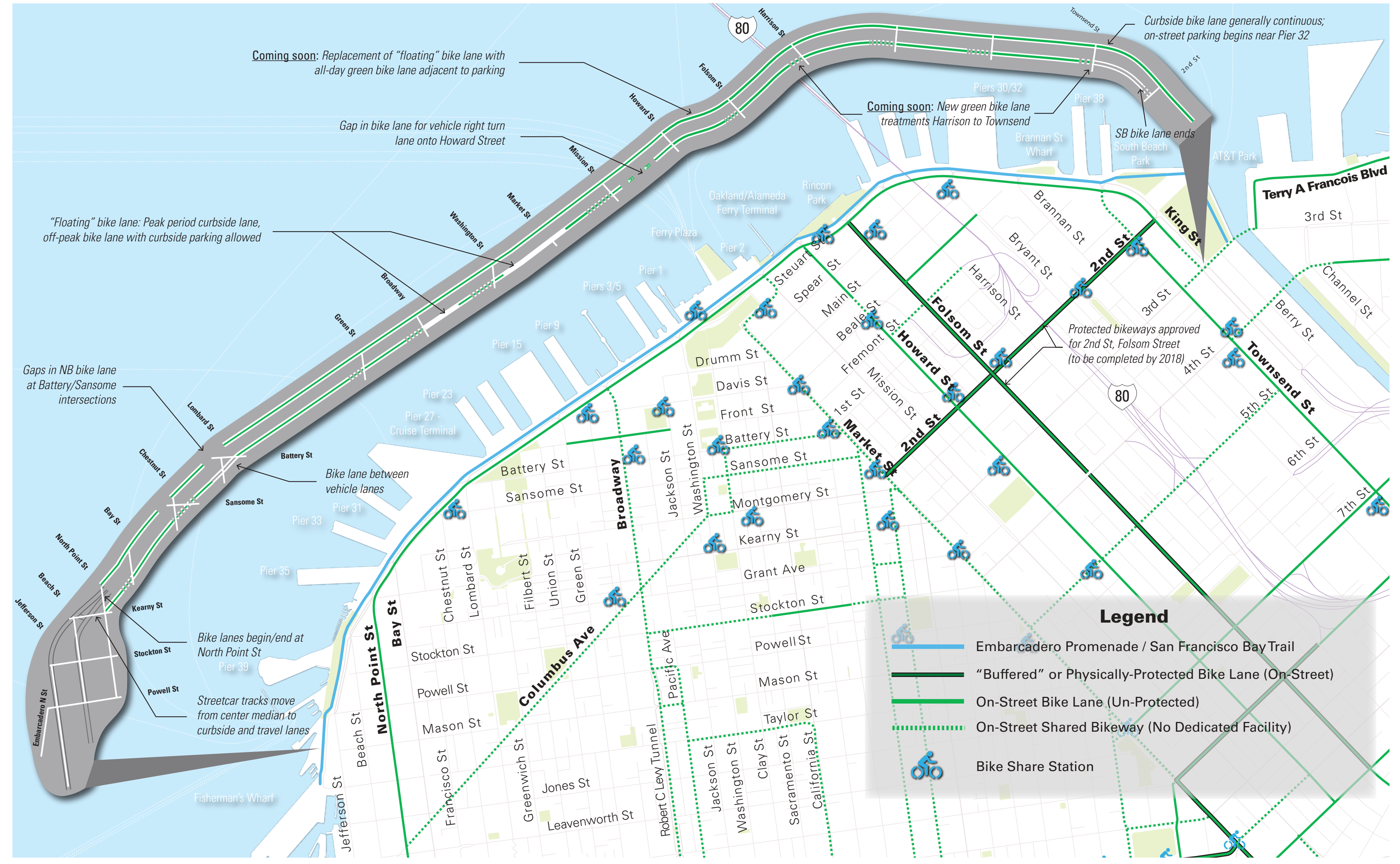
BICYCLING CONDITIONS

Issues

- The Embarcadero is one of the Bay Area’s busiest bike corridors, with approx. 2,000 daily bicyclists near Alcatraz Landing at Bay Street (and nearly 1,000 bicyclists just in the afternoon commute period near the Ferry Building)
- Loading vehicles consistently block the bike lane, which along with high truck volumes forces many bicyclists onto the Promenade (increasing conflicts with pedestrians) and discourages others from riding altogether
- The SB bike lane has several gaps - leaving bicyclists more exposed to traffic, including many right-turning vehicles
- There are no dedicated bike facilities north of North Point St, and bicyclists tend to use the curbside streetcar lane or ride into Pier 39 where there are heavy pedestrian volumes

Opportunities / Challenges

- The City soon will be enhancing existing bike lanes south of the Ferry Building and is planning for a bike signal at North Point to facilitate safer left-turns. Additional bike safety upgrades are generally not possible, however, without the Embarcadero Enhancement Project
- With an expanding regional bike share program and potential Bay Bridge West Span pathway (among other projects), continued significant growth in bicyclist volumes along the waterfront is expected



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PUBLIC TRANSIT CONDITIONS

Issues

- The E Embarcadero line began service in 2015 and operates along the waterfront every 15 minutes between 10am and 7pm, seven days a week. The historic streetcar line makes the same stops as the N Judah and T Third between Caltrain and Folsom Street, and shares F Market stops from the Ferry Building to Fisherman's Wharf
- The Embarcadero corridor provides dedicated space for Muni streetcars, except for the block between Beach and Kearny where it operates in mixed southbound traffic
- To accommodate an expected tripling of ridership by 2035 (to 32,000 daily riders), the downtown Ferry Terminal is expanding to include two new gates and overwater berthing facilities, as well as supportive passenger facilities

Opportunities / Challenges

- To support faster, more reliable streetcars, Muni is planning to enhance Transit Signal Priority (TSP) throughout the corridor in 2017. Other enhancements, such as potential consolidation of closely-spaced stops, will be explored as part of the Embarcadero Enhancement Project
- Additional ferry passengers will result in higher pedestrian and bicycle volumes near the Ferry Building during peak commute periods



WHAT WE HAVE HEARD SO FAR

Feedback thus far from residents, businesses and people who use and travel along the Embarcadero - which notably includes the 2014 design workshop series to identify values and trade-offs - is generally summarized by **seven key themes on how to enhance and complete The Embarcadero**:



Sergio Ruiz / Flickr

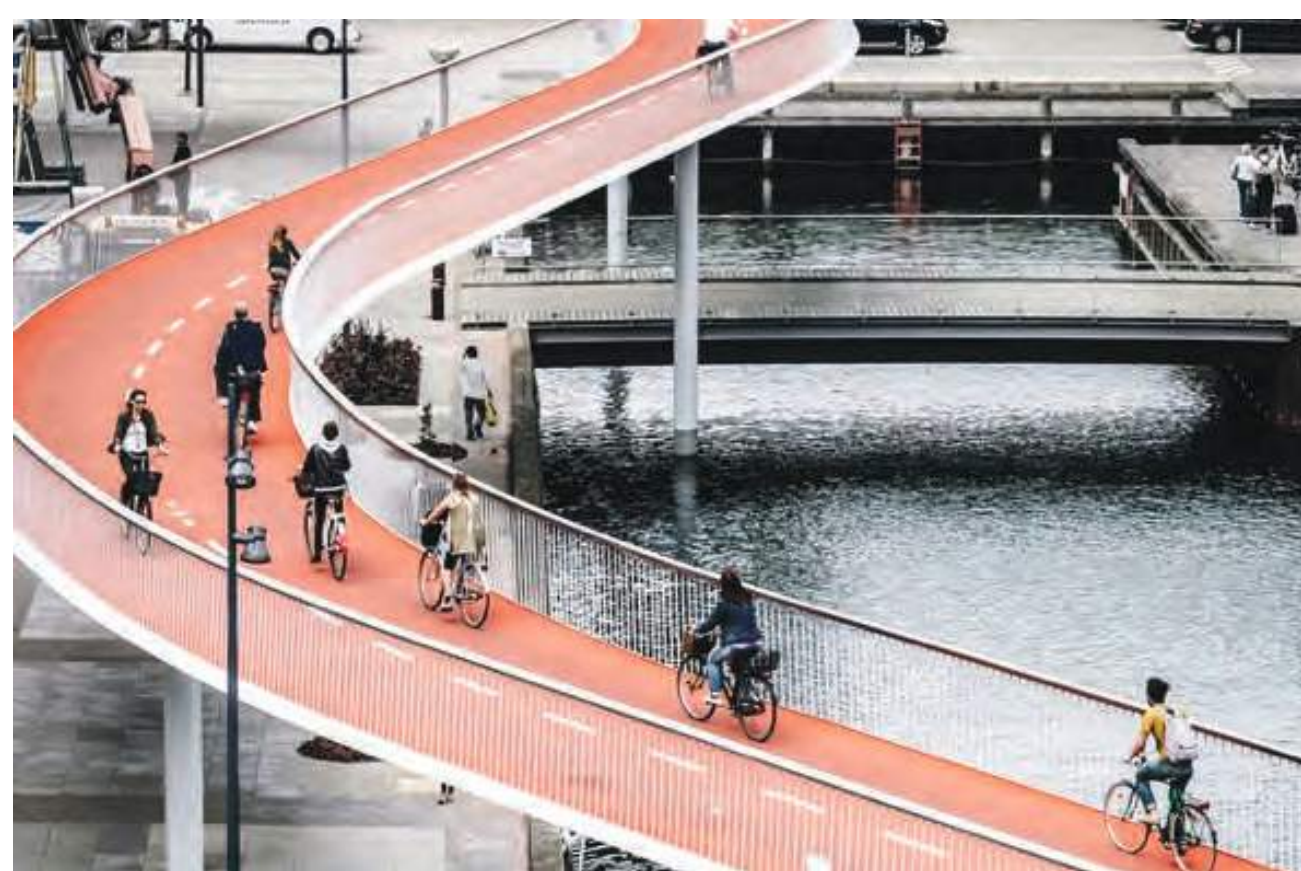
RETAIN LOADING & UNLOADING FOR BUSINESSES

Virtually all 2014 design workshop participants stressed the importance of retaining access for business-related loading and unloading activities, including delivery trucks, tour buses and valet parking. Resolving how to accommodate loading activities along with a protected bikeway is a key focus and challenge of the Enhancement Project.



ON-STREET PARKING VS. SAFER TRAVEL

Given high demand for a limited right-of-way, workshop participants and others have questioned the value of maintaining the current supply of on-street parking for private vehicles. These stakeholders point to the presence of parking lots and garages within a short walk of The Embarcadero, and have not made parking retention as high a priority as providing a protected bikeway or retaining a wide, welcoming Promenade.



THINK BIG

A variety of commenters have emphasized the once-in-a-lifetime opportunity this project represents, whether it be focused on how the project relates to the sea wall and addresses climate change; provides a great user experience and avoids conflict; or expands people-oriented spaces in front of the Ferry Building and northern waterfront. These comments have generally encouraged the City to think 'big' or 'outside-the-box' when advancing the design.



MAINTAIN APPROPRIATE VEHICLE CAPACITY

The Embarcadero remains a key arterial corridor for moving people and goods, and is the logical route for accessing the northern waterfront from the Bay Bridge and I-80. While supportive of enhancing safety, a number of stakeholders are concerned about increased traffic congestion and longer travel times that could result from this project.



SEPARATION OF MODES

In order to reduce conflicts along the Promenade and support a truly 'Complete Street,' the majority of feedback has recognized the need to provide a physically-separated bikeway. Such a facility is seen as critical to accommodating all ages and abilities while also allowing for increased separation between pedestrians and vehicles.



DESIGN DETAILS MATTER

Barriers, landscaping, differentiated grades and street trees between bicycles and other users were frequently emphasized as key aspects of the street designs proposed during the fall 2014 workshops - as were bikeway and vehicle lane widths. Stakeholders have also frequently underscored the desire for great urban design and to assure that pedestrians feel safe and separated from fast moving bicyclists and skaters.

SUPPORT FLEXIBILITY

The theme of flexibility and adaptability emerged during the 2014 design workshop series as a response both to the busy calendar of special events and street/lane restrictions along The Embarcadero, as well as the desire to find creative solutions to potential time-of-day conflicts - e.g. when there are Farmer's Markets or peaks in user demands.

EMBARCADERO COMPLETE STREETS DESIGN PROCESS

Selecting a preferred bikeway alignment is but one step in the process to develop and consider Complete Street improvements for all roadway users. Below is a diagram that outlines next steps in the design process once a preferred bikeway is identified

Identify Preferred Bikeway Alignment

Next Steps: North Point to Townsend Street

- Refine Load Zone Detail
- Adjust Bikeway Width and Buffer Assumptions As Necessary
- Explore Parking Mitigation Options
- Refine Circulation and Traffic Signal Concept
- Consider Alternative Uses to SB Bike Lane (if Two-Way Alignment is Selected)
- Consider Potential Streetcar Stop Consolidation(s)
- Explore 'Big Move' Concept at Ferry Building

Next Steps: Embarcadero North of North Point Street

- Finalize Data Collection for Sub-Area Circulation Study
- Prepare Initial Circulation and Urban Design Concepts
- Conduct Stakeholder Meetings / Design Workshop(s)
- Refine Concepts & Summarize Findings



Agency Approvals to Proceed / Fund Environmental Review Phase

2017 / 2018

SPRING 2017

Design Workshops to Present Draft Complete Street Concept(s)

SUMMER 2017

Ongoing: Coordination with the Port's Seawall Resiliency Program

(sfport.com/great-seawall-resiliency-program)

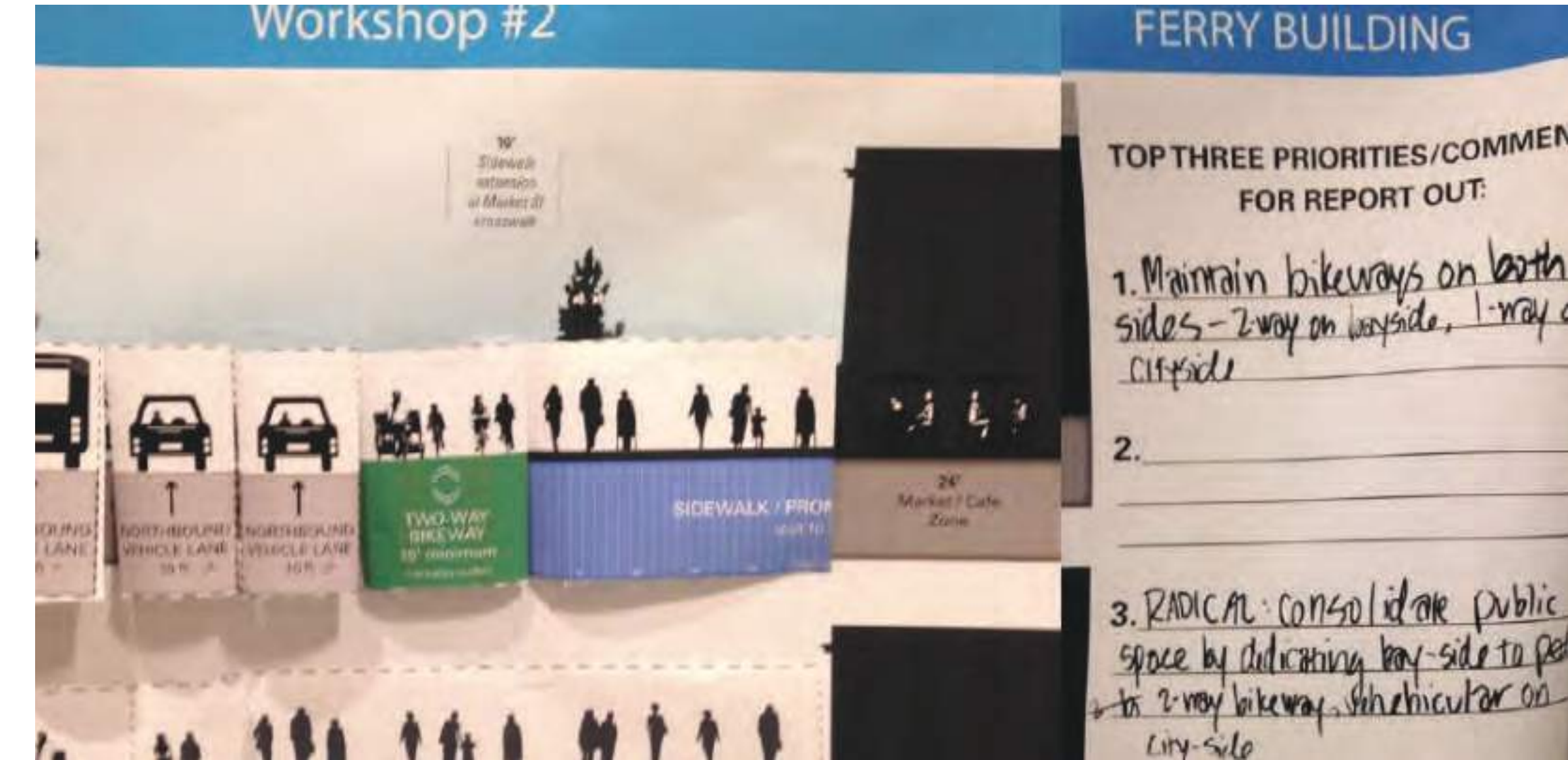
& Waterfront Land Use Plan Update

(sfport.com/waterfront-plan-update)

The "Big Move" concept is the idea of shifting all through-traffic away from the Ferry Building to provide a larger, more flexible plaza space that supports bicycling, pedestrians, special events such as the Farmer's Market, and related loading/unloading activities.

More design analysis is needed to confirm if this concept is feasible prior to formally considering with this project.

WHAT HAVE WE DONE SO FAR?

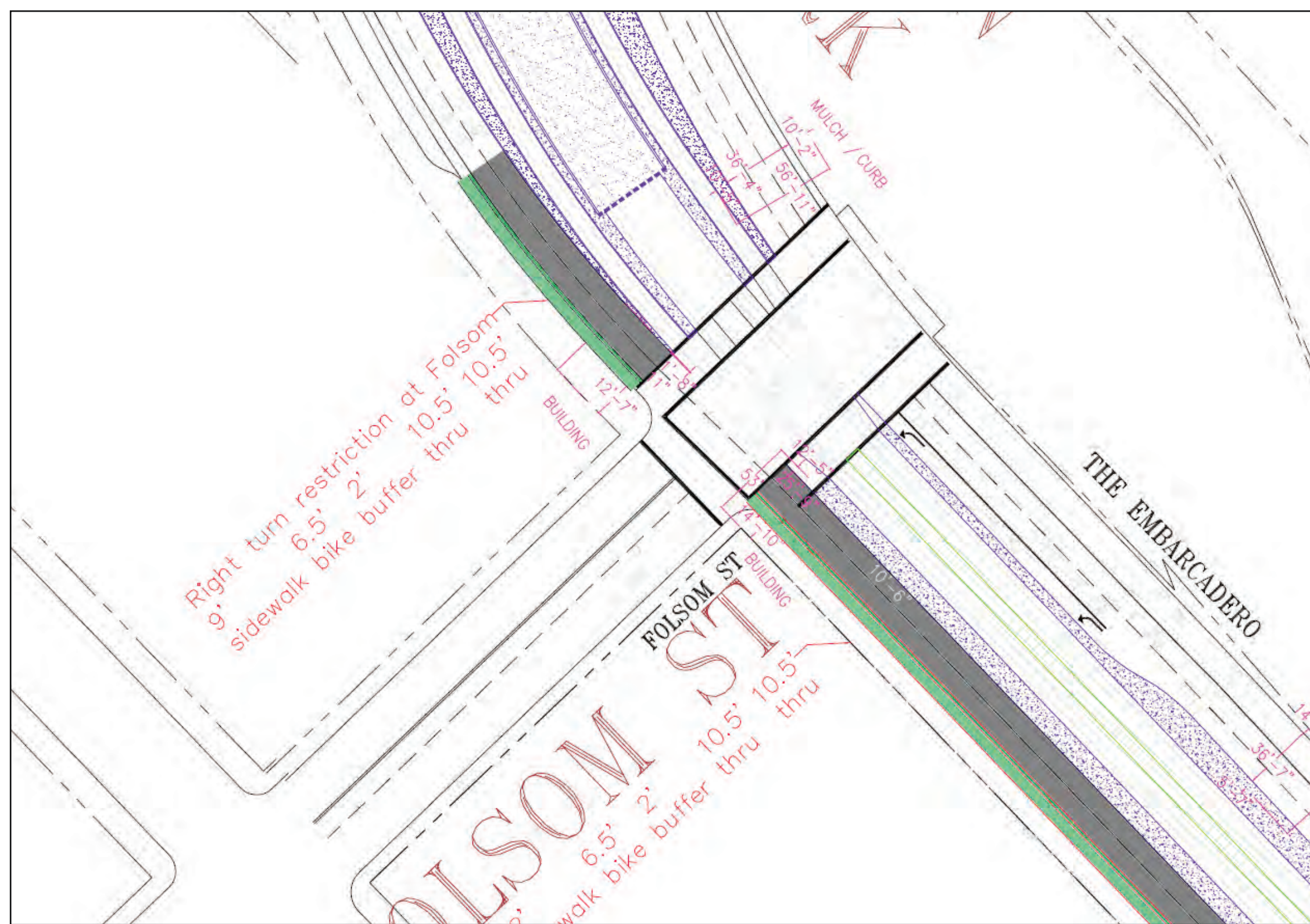


Design Workshops (2014)

In the fall of 2014, the Project held a design workshop series to assess public values and transportation priorities along The Embarcadero, focusing on specific ‘pinchpoints.’ A detailed report summarizing workshop activities and input is available this evening and online.

Draft Alignments (2015)

Based on public input, the Project team prepared high-level Complete Street design concepts for The Embarcadero (between North Point and Townsend streets), which include two potential bikeway alignments.

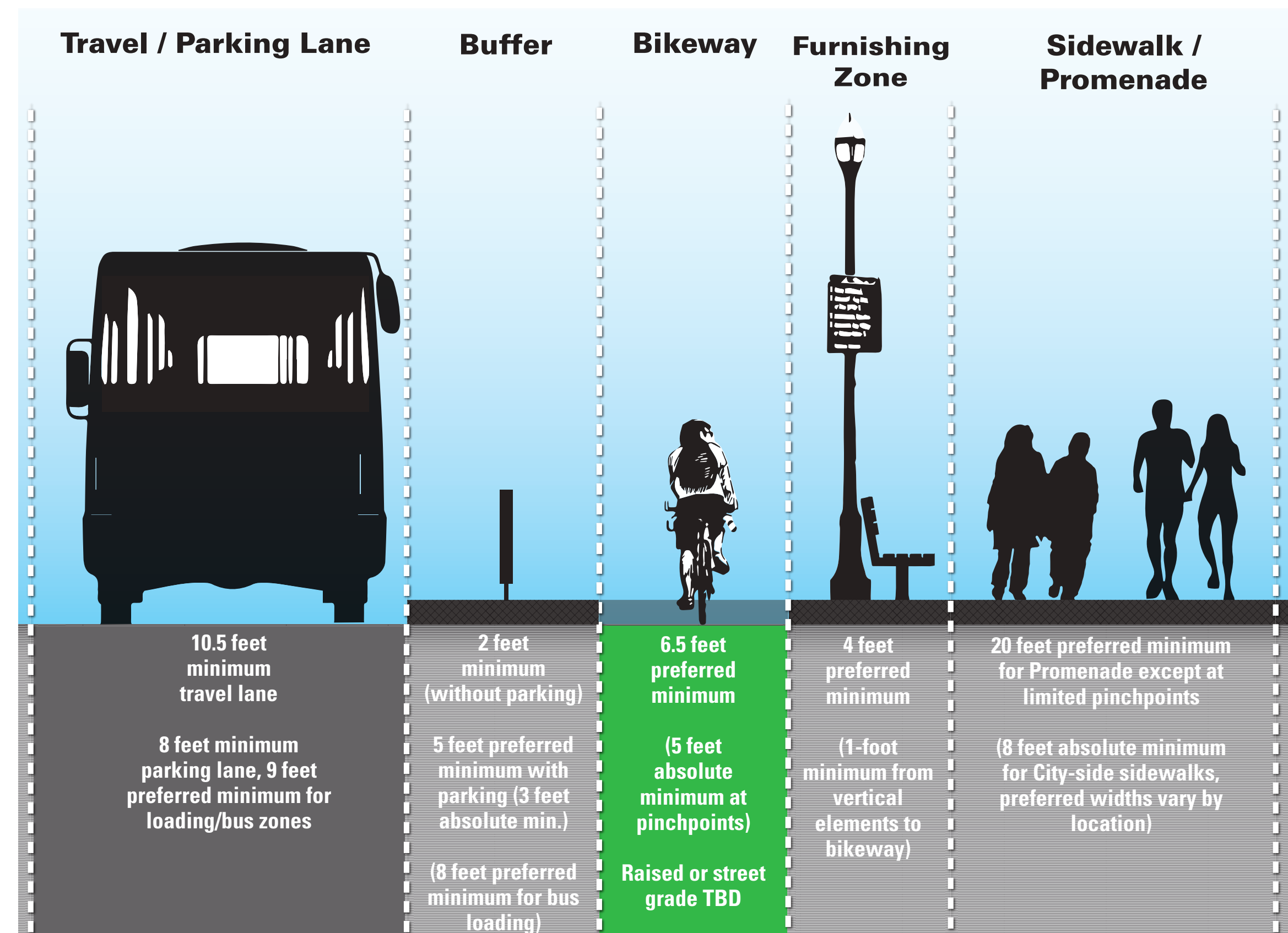


Impact Analysis (2016)

The SFMTA updated traffic data and identified potential impacts of each bikeway alignment on seven project criteria / elements, which are available for review to help identify a preferred alignment alternative.

ALIGNMENT ALTERNATIVE - ONE WAY CURBSIDE

OVERVIEW



A one-way curbside bikeway alignment would upgrade existing bike lanes in both the northbound and southbound directions along The Embarcadero, providing a wider and more physically protected space for people to bike.

Minimum Requirements

The project team assumed a standard width of 8.5 feet (including traffic buffer) and dedicated bike signal phasing at intersections (for southbound travel only) for assessing potential impacts.

To support adjacent parking or loading, the bikeway would need to be approximately 11.5 feet. For this reason, the northbound one-way alignment is generally assumed to have similar impacts as the two-way waterside alignment.

Dedicated bike signals for southbound travel were assumed as a minimum safety feature due to the volume of right-turning vehicles.

BENEFITS/CHALLENGES



Benefits

- Intuitive; similar to existing bike lane configuration
- Retains more design flexibility around constraints (i.e., can revert to standard bike lane or shared lane if necessary, which is more difficult to do with a two-way bikeway)
- Potentially requires less narrowing of the Promenade for northbound bikeway
- Easier to implement in phases than a two-way bikeway

Challenges:

- Impacts both sides of the Embarcadero, including for construction
- Southbound bike signals to address vehicle right-turn conflicts require additional space for dedicated vehicle turn pockets, and would likely result in significant, unavoidable congestion
- Conflicts with desire for wider sidewalks on City-side; actually narrows existing sidewalks to potentially unacceptable widths
- Desire to be on the waterside may encourage southbound bicyclists to continue using Promenade
- Less opportunity for "real" separation from traffic compared to two-way alignment alternative
- Less bike capacity and opportunities for passing compared to the two-way alignment alternative
- One-way alignment does not appear feasible / practical north of North Point Street

SUMMARY OF POTENTIAL IMPACTS

TRAFFIC AND CIRCULATION

Maintains two travel lanes in each direction and NB double-left turns onto Washington, Broadway, and Bay streets. Due to required bike signal phases, substantial SB congestion is forecasted at Battery Street and at most intersections south of the Ferry Building. SB right-turns at Folsom and Harrison streets would be prohibited, and Lombard Street would potentially be closed to traffic at The Embarcadero.

PARKING AND LOADING

Impacts approximately 314-330 parking spaces depending on final design. Mitigation/replacement efforts may reduce the number of parking spaces removed but options are limited. Existing load zones on the water-side would largely be retained, but City-side impacts include Chaya, Delancy Street restaurant loading/valet zones.

PEDESTRIAN FACILITIES

Due to existing narrow sidewalks on the City-side, this alignment potentially results in unacceptable sidewalk widths (9 feet or less) from North Point to Battery, Howard to Harrison, and at Brannan Street. On the water-side, the width of the Promenade generally would be impacted less than the two-way alignment alternative.

TREES/LANDSCAPE DESIGN

Since the one-way alignment would require sidewalk narrowing in many places, it would impact a significant number of street trees (approx. 62) and light poles (approx. 44) with limited options for replacement.

TRANSIT/BUS OPERATIONS

Generally impacts transit operations more than the two-way alignment (particularly Golden Gate bus routes and Muni buses leaving the Kirkland Division Yard) due to the significant increase in SB congestion from dedicated bike signals.

BIKEWAY QUALITY

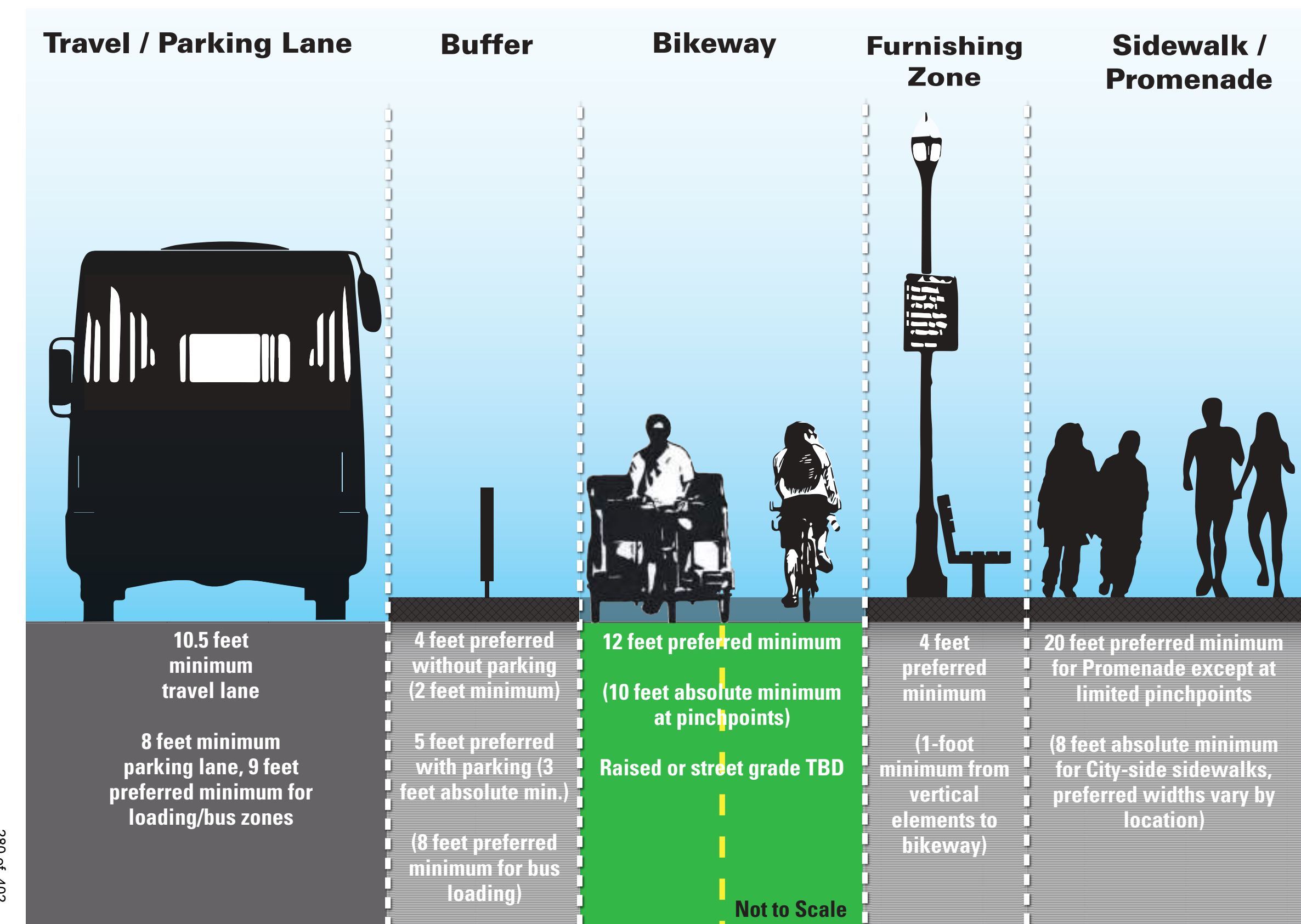
Widens the existing SB bike lanes and improves intersection safety at most locations with new dedicated bike signals or vehicle right-turn bans. Wider and physically-protected NB bike lanes are achievable, but opportunities for substantial separation from SB traffic are more limited.

COST

While specific cost estimates are not yet available, the one-way alignment is generally expected to be double the cost of the two-way alignment due to having a much larger footprint.

ALIGNMENT ALTERNATIVE - TWO WAY WATERSIDE

OVERVIEW



This alignment proposes a two-way (bi-directional) bikeway adjacent to the Promenade (northbound or “waterside”) of The Embarcadero.

Minimum Requirements

The project team assumed a standard width of 16 feet (including traffic buffer) for a two-way protected bikeway in order to assess potential impacts. Actual widths of the bikeway and buffer would vary, but this width generally allows for adjacent parking or loading with an accessible buffer zone, or a wider bikeway (and narrower buffer) where parking/loading is not adjacent.

While traffic signals would be upgraded as part of the two-way bikeway alignment, dedicated bike phases were not assumed since the Promenade is uninterrupted by major intersections or signals. In most cases bikes would use the same signal phases as northbound traffic, and in some locations the buffer could become a pedestrian waiting zone where bikes yield to pedestrians at crosswalks.

BENEFITS/CHALLENGES



Benefits

- Minimizes potential vehicular conflicts - fewer cross streets and more opportunities for physical separation than one-way alignment
- Higher bicycle capacity, easier passing (of pedicabs, for example), and more potential for social bike riding than one-way alternative
- Puts people on bikes closer to destinations, which should help result in higher compliance
- Generally limits traffic impacts / trade-offs to one side of The Embarcadero
- Focuses investment in most heavily-used pedestrian areas
- Allows for redundant southbound bike lane or repurposing into wider sidewalks

Challenges:

- Higher complexity of design for transitions and intersections compared to the one-way alignment
- Less potential for phased implementation than one-way alternative
- Requires narrowing of existing Promenade in most locations and reduction in northbound vehicle capacity
- More interaction with loading/unloading activities than on City-side

SUMMARY OF POTENTIAL IMPACTS

TRAFFIC AND CIRCULATION

Maintains two travel lanes in each direction and NB double-left turns onto Washington, Broadway, and Bay streets. Prohibits NB left-turns at Folsom and potentially Chestnut streets, and repurposes a third NB travel lane between Howard and Pier 5 (approx. 4 blocks). A modest increase in NB congestion during peak periods is anticipated (about 2 to 4 minutes in additional delay), although SB congestion could decrease by 1 to 2 minutes due to signal timing efficiencies.

PARKING AND LOADING

Impacts approximately 89 parking spaces, with up to 132 spaces potentially removed depending on alignment options. Mitigation/replacement would be explored to potentially reduce the number of parking spaces removed. Existing loading zones on the water-side would largely be retained and/or enhanced, although some spaces would need to be shifted.

PEDESTRIAN FACILITIES

Varied impacts to the width of the Promenade. For most blocks it would require 0-4 feet for the bikeway, at some locations up to 14 feet would be required, and in a few locations the Promenade could be widened slightly. With few exceptions, a minimum Promenade width of 20 feet is expected to be retained, while ‘de-cluttering’ the Promenade and improving marginal wharf areas could result in more usable, people-oriented space.

TREES/LANDSCAPE DESIGN

Requires removal of 6 palm trees where center medians would be narrowed/removed. Otherwise, this alignment provides opportunities for landscaping and urban design enhancements pending additional design.

TRANSIT/BUS OPERATIONS

Minimal impacts to NB bus operations, but overall is less disruptive than the one-way alignment. Streetcar impacts from a potential ‘big move’ at the Ferry Building and possible stop consolidation require further study.

BIKEWAY QUALITY

This alignment meets or exceeds the preferred minimum width in the vast majority of the corridor, provides good opportunities for traffic separation, avoids more signalized intersections than the one-way alignment, and is directly adjacent to waterfront destinations. If desirable, portions of the SB bike lane could also be maintained to provide an alternative facility.

COST

While specific cost estimates are not yet available, this alignment is expected to be roughly half the cost of the one-way alternative.



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

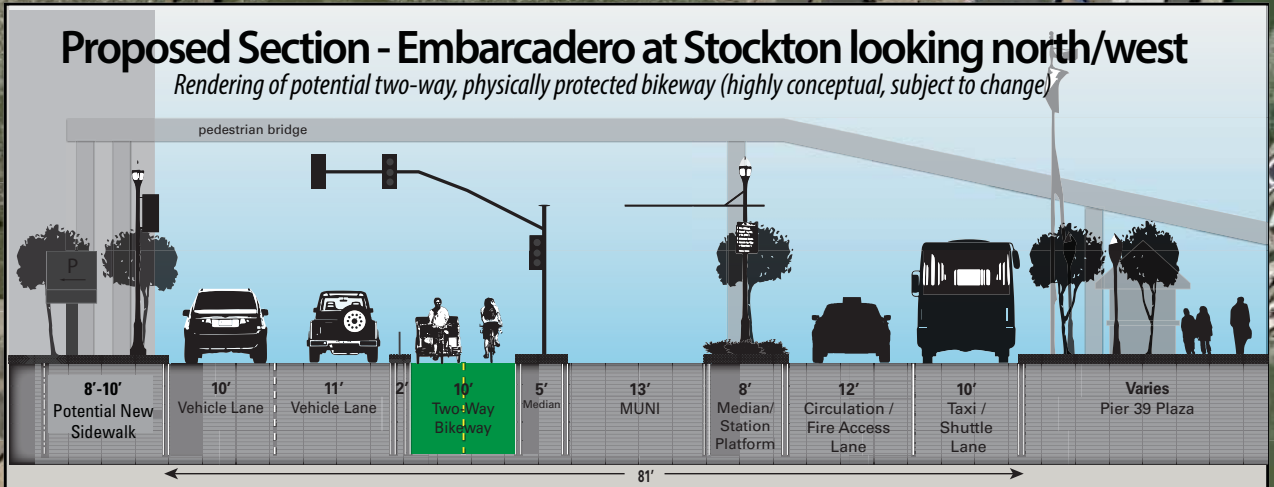
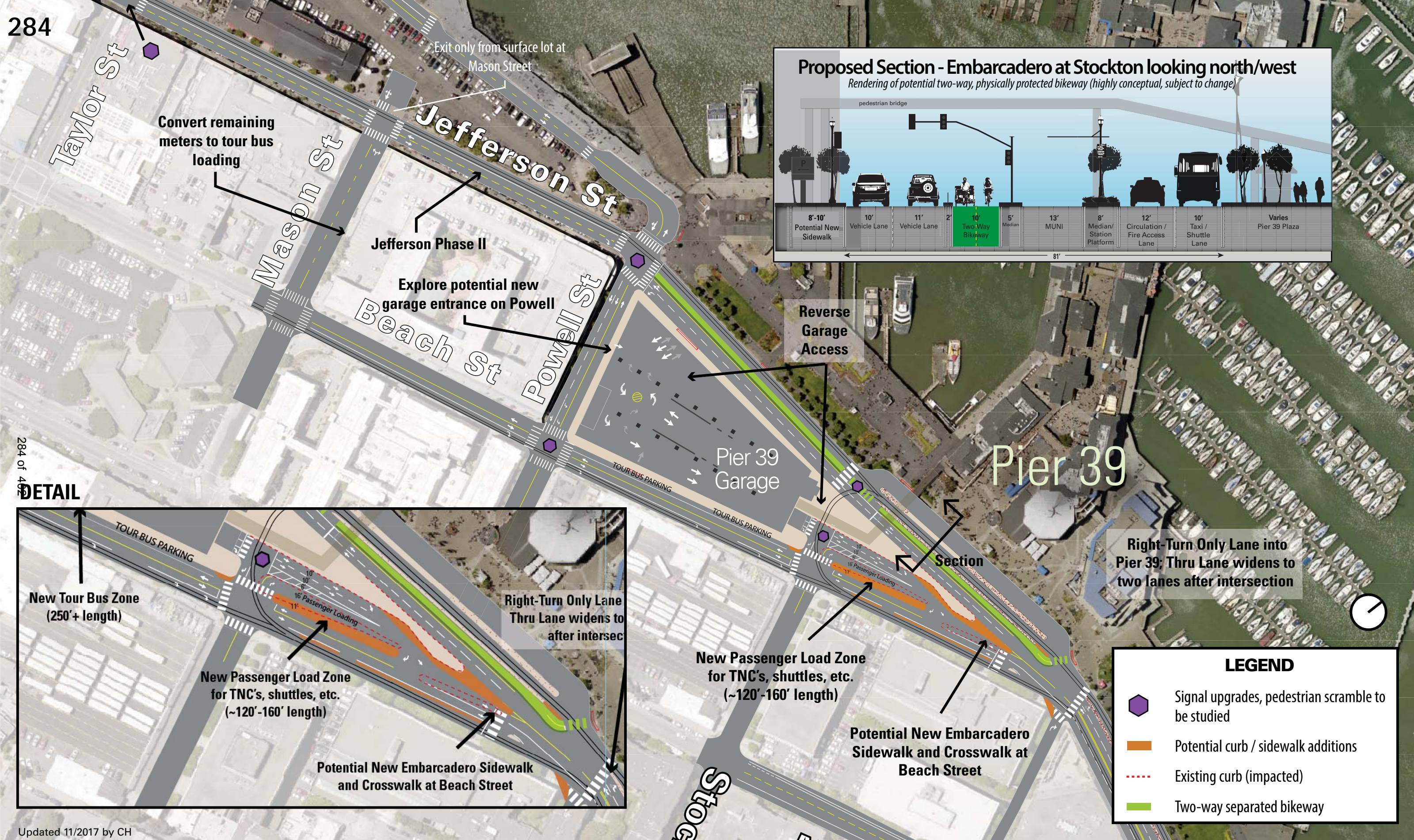
Prop K Project Information Form			
Project Name:	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	39-Bicycle Circulation/Safety		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	The Embarcadero between Jefferson and North Point streets; Beach Street between Embarcadero and Powell		
Supervisory District(s):	District 03		
Project Manager:	Casey Hildreth		
Phone Number:	701-4817		
Email:	casey.hildreth@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.</p> <p>Currently The Embarcadero north of Beach Street includes two northbound lanes and one southbound lane that originates from the Pier 39 parking garage. Northbound Embarcadero from North Point to Beach streets includes only one through travel lane and one left-turn lane onto Beach Street. Additional Pier 39 parking garage entrances are adjacent to Beach and Stockton streets, which is also close to the primary southbound F/E line streetcar stop. Sidewalk gaps in this area limit pedestrian comfort and safety.</p> <p>The current configuration of travel lanes, pedestrian pathways, and garage ingress/egress in the project area results in inefficient circulation, lack of opportunity for a protected bikeway, and overall poor pedestrian comfort and transit accessibility. By identifying optimized changes to roadway and parking garage circulation, this project will result in a recommended design that supports a two-way protected bikeway on The Embarcadero, improved passenger loading zones, more efficient traffic signal operations and use of existing public-right-of-way, and improved transit access.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The SFMTA, Port of San Francisco, San Francisco Planning Department and San Francisco Public Works are collaborating on the Embarcadero Enhancement planning project to increase safety and comfort of travel along The Embarcadero. Extensive public outreach during the planning phase identified the area north of North Point Street as a distinct area in need of more comprehensive analysis and ongoing stakeholder engagement. Through a separate ad hoc working group comprised of representatives from Fisherman's Wharf CBD, Fisherman's Wharf Restaurant Association, Pier 39, Port staff and others, the SFMTA developed and received feedback on preliminary circulation concepts during the planning phase. These concepts have a strong level of buy-in but require additional study in the environmental phase to confirm a recommended design.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	PORT - Lindy Lowe, lindy.lowe@sfport.com, 415-274-0621		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%; text-align: center;">Yes</td> <td>Conceptual Designs</td> </tr> </table>	Yes	Conceptual Designs
Yes	Conceptual Designs		



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

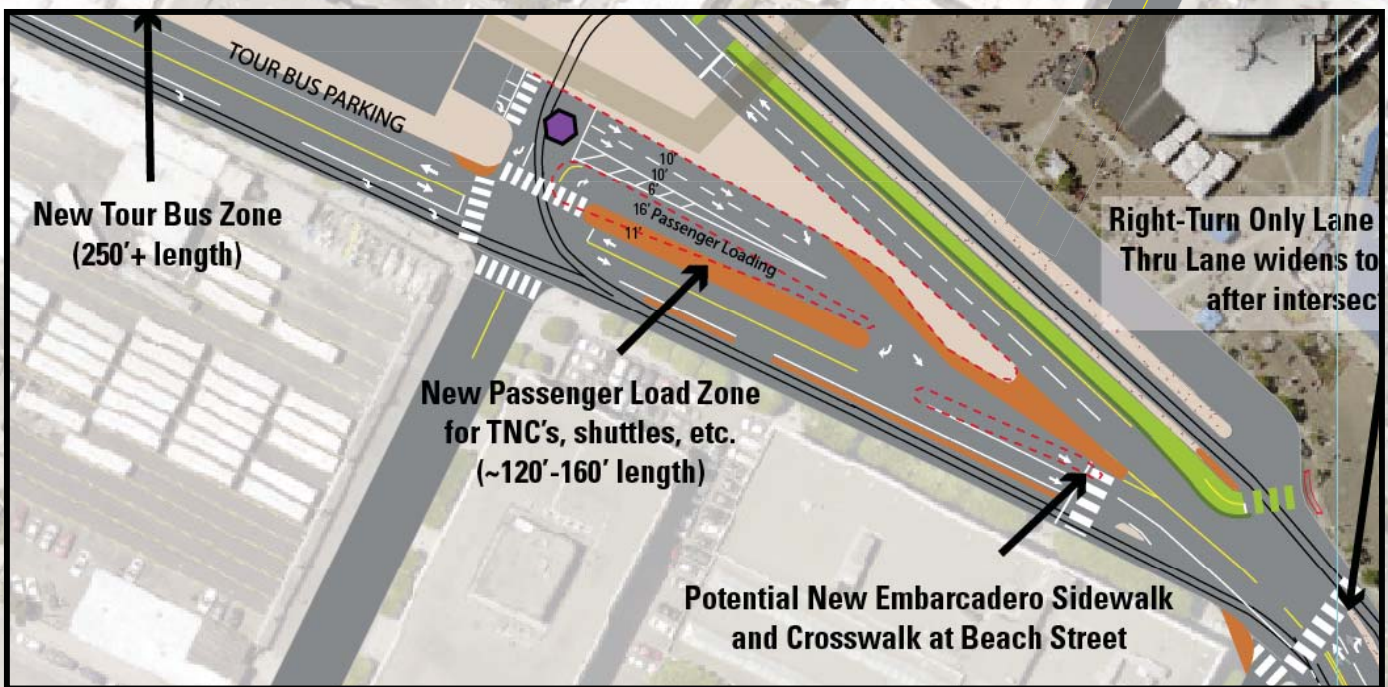
Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	85%		Q3-Jan-Feb-Mar	2013/14	Q2-Oct-Nov-Dec	2018/19
Environmental Studies (PA&ED)	0%		Q3-Jan-Feb-Mar	2018/19	Q2-Oct-Nov-Dec	2019/20
Right of Way						
Design Engineering (PS&E)	0%		Q3-Jan-Feb-Mar	2019/20	Q2-Oct-Nov-Dec	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%		Q4-Apr-May-Jun	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2021/22
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2022/23

Comments/Concerns



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DETAIL



Right-Turn Only Lane into Pier 39; Thru Lane widens to two lanes after intersection

LEGEND

- Signal upgrades, pedestrian scramble to be studied
- Potential curb / sidewalk additions
- Existing curb (impacted)
- Two-way separated bikeway

Updated 11/2017 by CH



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

Prop K Project Information Form	
Project Name:	Ocean Avenue Safety Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	40-Pedestrian Circulation/Safety
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Ocean Avenue from Phelan Street to San Jose Avenue
Supervisorial District(s):	District 07, District 11
Project Manager:	Jamie Parks
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	Improve safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue. Project will develop and implement near-term, cost-effective measures, and develop an implementation plan for long-term improvements for a redesigned Ocean Avenue.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	This project is aimed at improving safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue. The Project will take the recommendations from the SF Planning Department's Ocean Avenue Corridor Design as a starting point for discussion and respect the community input that went into that past planning effort. The goal of this project will be two-fold. First will be to develop and implement a set of near-term improvements - cost-effective measures that can be quickly installed to immediately improve safety for people on Ocean Avenue. Second will be to design and approve a long-term vision for an Ocean Avenue redesign that can be coordinated with other ongoing projects or a future Muni re-rail project. Short term and long term improvements to be identified through the planning phase.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Based on recommendations from the SF Planning Ocean Avenue Corridor Master Plan. May 2018, attended meetings with Ocean Avenue Association, Balboa Reservoir CAC, and City College stakeholders to continue outreach and project development process.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	City College-TBD, Caltrans-TBD, SFPW-TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	https://www.sfmta.com/projects/ocean-avenue-safety-project

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	5%	In-house and Contracted	Q4-Apr-May-Jun	2017/18	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q4-Apr-May-Jun	2018/19	Q4-Apr-May-Jun	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr-May-Jun	2019/20	Q4-Apr-May-Jun	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q3-Jan-Feb-Mar	2022/23
Project Completion (means last eligible expenditure)					Q3-Jan-Feb-Mar	2023/24

Comments/Concerns



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

Project Name:	Ocean Avenue Safety Improvements
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Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering	\$ 700,000	\$ 640,000	\$ 60,000	
Environmental Studies (PA&ED)	\$ -		\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ 1,800,000	\$ 1,800,000	\$ -	
Construction	\$ 9,400,000	\$ -	\$ 9,400,000	
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 11,900,000	\$ 2,440,000	\$ 9,460,000	
Percent of Total		21%	79%	

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	39-Bicycle Circulation/Safety	Planning/Conceptual Engineering	Planned	Previous	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -
General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Planning/Conceptual Engineering	Planned	Previous	\$ 240,000	\$ 80,000	\$ 160,000	\$ -	\$ -	\$ -	\$ -
Prop K	38-Traffic Calming	Design Engineering (PS&E)	Planned	2019/20	\$ 900,000	\$ -	\$ -	\$ 700,000	\$ 200,000	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 900,000	\$ -	\$ -	\$ 700,000	\$ 200,000	\$ -	\$ -
TBD		Construction	Programmed	2021/22	\$ 9,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 11,900,000	\$ 80,000	\$ 560,000	\$ 1,400,000	\$ 400,000	\$ -	\$ -

Comments

This project is requesting funds from both EP 38 and EP 39. Potential sources for TBD funds include the Active Transportation Program, Highway Safety Improvement Program (HSIP), Affordable Housing and Sustainable Communities Program (AHSC), and new local revenue sources.

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

Prop K Project Information Form	
Project Name:	Page Street Neighborway (Webster to Stanyan)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Page Street from Webster Street to Stanyan Street
Supervisory District(s):	District 05
Project Manager:	Mark Dreger
Phone Number:	415.646.2719
Email:	Mark.Dreger@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborway' project and will use a variety of traffic calming and other measures to lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborway' project and will use a variety of traffic calming and other measures lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor. Staff will investigate the corridor and relevant parallel or intersecting routes. Data collection and analysis of traffic volumes and speeds, conflict patterns, collision records, and other metrics will take place during the planning phase. The SFMTA will hold up to three community meetings to inform the public and solicit feedback on the project and proposals; additional outreach activities will include specialized outreach to schools, merchants and other key stakeholders. Mailers, email updates, and/or web postings will also be used to communicate with residents, merchants, and advocates. The project will include detailed design and construction of traffic calming and other preferred measures identified in the planning phase.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Page Street was identified through the Green Connections effort. The Green Connections planning process included a number of opportunities for community input, including more than twenty outreach events across the city. This effort helped the team understand stakeholders' vision for Green Connections and solicited feedback on the draft network, needs and opportunities in different neighborhoods, and potential design options for the routes.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	10%	In-house	Q3-Jan-Feb-Mar	2017/18	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q1-Jul-Aug-Sep	2020/21
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q3-Jan-Feb-Mar	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2021/22
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2021/22

Comments/Concerns

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





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

Project Name: Page Street Neighborway (Webster to Stanyan)

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 245,000	\$ -	\$ 245,000
Environmental Studies (PA&ED)		\$ 110,000	\$ 110,000	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ 250,000	\$ 250,000	\$ -
Construction		\$ 1,210,000	\$ 1,210,000	\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 1,815,000	\$ 1,570,000	\$ 245,000
Percent of Total			87%	13%

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
General Fund		Planning/Conceptual Engineering	Programmed	Previous	\$ 245,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	Previous	\$ 110,000		\$ 10,000	\$ 70,000	\$ 30,000	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Construction	Planned	2020/21	\$ 1,210,000	\$ -	\$ -	\$ 1,210,000	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 1,815,000	\$ -	\$ 260,000	\$ 1,280,000	\$ 30,000	\$ -	\$ -

Comments

290



SFMTA



290
402

Page Street Neighborway

Phase One - Webster to Market Streets

Project Summary

Sept 2018

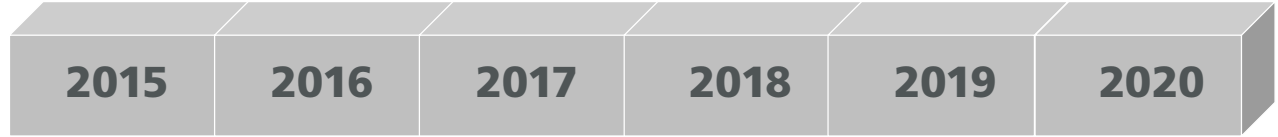
Project Timeline

Market Octavia Plan

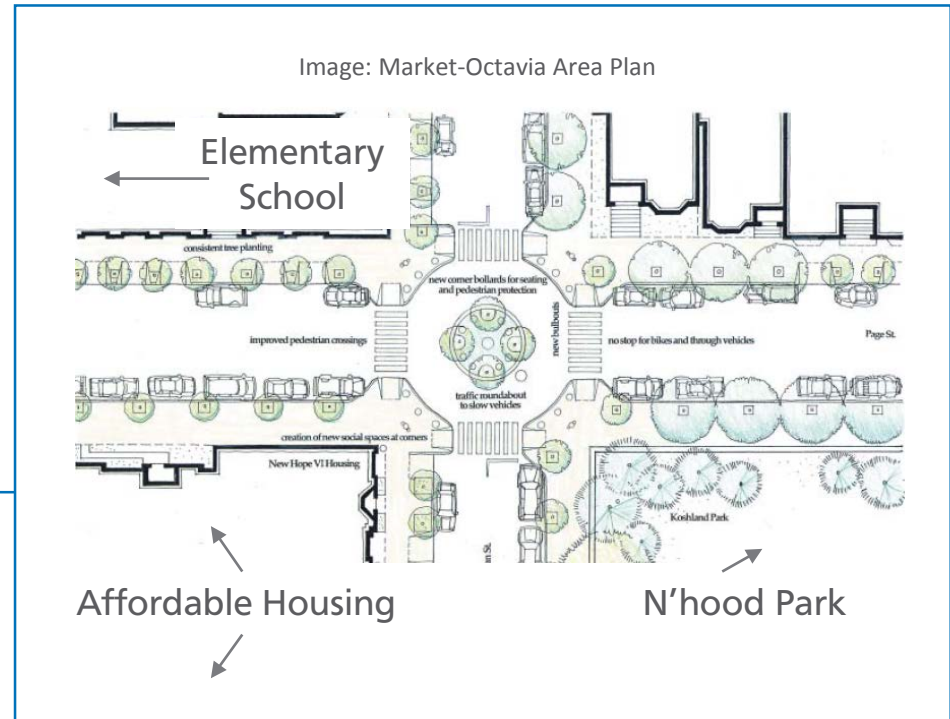
Planning & Outreach

Design

Construction



- 291 of 402
- Vision for walkable, bikeable, mixed-income neighborhood
- Established funding for improvements (impact fees)
- Page/Buchanan concept



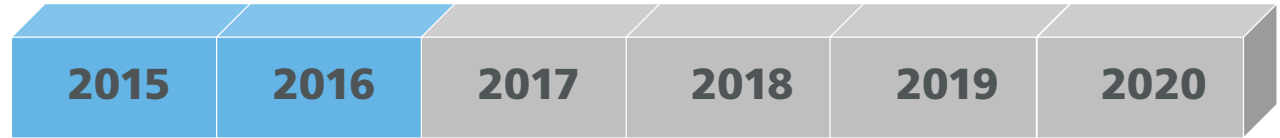
292 Project Timeline



Planning & Outreach

Design

Construction



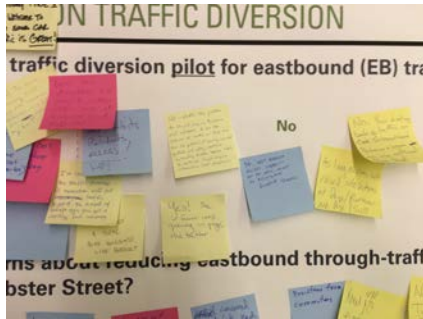
Issues

Meetings & Outcomes

292 of 402

- Chronic congestion with cars accessing Octavia/freeway
- More bikes than cars in the morning peak hour (~300/hr)
- Page/Octavia on High-Injury Network (Vision Zero)

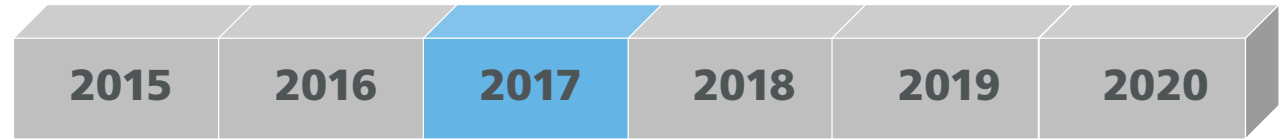
- Fall 2015 “Walk & Talk” led to near-term improvements (center-running bike lane)
- 2015 and 2016 open houses as part of Octavia Enhancement Project & Lower Haight Public Realm Plan



Planning & Outreach

Design

Construction



Meetings & Outcomes

293 of 402

- Stakeholder meetings with John Muir Elementary, Zen Center, Market-Octavia CAC, Hayes Valley Neighborhood Association
- March 2017 combined open house with Lower Haight Public Realm Plan
- Clear support for improvements and pilot measure to “do something”



294 Project Proposal

WHAT IS A NEIGHBORWAY?

The SFMTA is hoping to apply the “neighborway” concept to Page Street to create a safe, pleasant east-west route for people walking and biking in the Hayes Valley and Haight neighborhoods. The neighborway isn’t a new idea, though. Neighborways are residential streets designed for low vehicle traffic and speeds, where children can play and people walking and biking are given priority. They’ve been implemented throughout the U.S. and Canada, including in cities like Seattle, Portland, and Chicago.

Neighborways:

- **Serve as active transportation connections** between parks, schools, business districts, and where people live.
- **Use traffic calming measures** such as speed humps or raised crosswalks and traffic diversion to achieve the slower speeds and lower traffic volumes that make them a more pleasant place to walk and bike.
- **Provide connectivity** to the broader bicycle route network.
- **Ideally have street trees and other landscaping elements** to provide a sustainable, comfortable urban environment - especially if located along the City’s *Green Connections Network* (www.sf-planning.org/green-connections)



Page Street Existing Speeds and Traffic Volumes

Daily Traffic Volumes

Webster to Buchanan streets



Speeds (85th Percentile)

Webster to Buchanan streets*



HOW TO IMPROVE PAGE STREET?

MEASURES CONSIDERED BUT DROPPED



Parking / Physically Protected Bikeways to separate people biking from moving traffic

- X Too many driveways to complete corridor-wide*
- X Not adequate for emergency vehicle access (EVA)*
- X Requires too much parking loss for benefits*



One-Way Conversion to manage overall volumes and discourage cut-through traffic

- X Not compatible with two-way bicycle traffic without significant parking restrictions / EVA impacts*
- X Overly restrictive to local access compared to alternative diversion concepts*



Traffic Islands & Circles to encourage slow traffic & reduced conflicts at intersections

- X Not adequate for emergency vehicle access, and/or*
- X Requires too much parking loss for benefits*
- X May impede flow of bicycles in traffic congestion*



Speed Humps to encourage slow & calm vehicle traffic midblock

- X Does not benefit pedestrians crossing at intersections*
- X Not appropriate for steep grades (>13%)*
- *May be appropriate in future / compatible with project*
- *Speeding addressed by other proposed measures*

RECOMMENDED MEASURES



Partial Traffic Diversion to manage overall volumes and discourage cut-through traffic

- ✓ *Compatible with maintaining two-way local access and neighborhood character*
- ✓ *Allows two-way bicycle flow without parking loss*
- ✓ *Doubles as improved pedestrian infrastructure*



Raised Intersections and Crosswalks to promote safer, slower vehicle movements through intersections

- ✓ *Slows traffic where it's needed most, at pedestrian crossings; also improves accessibility*
- ✓ *Provides neighborhood "gateway" and urban design "showcase" opportunity*



Corner Bulbouts to slow turning vehicles and decrease pedestrian crossing distances. Larger bulbouts may also provide substantial greening opportunities, including raingardens

- ✓ *Supports numerous project and citywide goals, from traffic safety to placemaking and sustainability*
- ✓ *Possible in "Phase One" Neighborway segment due to availability of developer impact fees*

Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping / habitat opportunities

Infill Street Trees to be explored in conjunction with Public Works and Friends of the Urban Forest (FUF) in the project's detailed design phase

296 Public Feedback Summary

Documented Support

- Hayes Valley Neighborhood Association
- Market-Octavia CAC
- John Muir Elementary School
- Hayes Valley Apartments (focus group)
- WalkSF
- SF Bicycle Coalition
- 65+ email petitions (in support) from various individuals
- Previous open house comments/indications of support
- June 1 public hearing

Known Concerns

- Impacts of diverter on:
 - Webster Street traffic
 - Page Street (upstream)
 - Access to parking on Page Street
 - Oak Street
 - Haight Street
- Parking loss in difficult “Area S” residential permit zone
- Bulbouts “won’t help” calm traffic
- Project “not enough” to make Page Street walkable/bikeable

PAGE STREET NEIGHBORWAY - Webster to Buchanan Streets

Proposed Changes



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1 Widened sidewalks at the corners (called "bulbouts") to help slow turning vehicles, improve walkability by shortening crossing distances, and provide room for landscaped raingardens and rest areas.

Bulbouts with raingardens help capture and treat stormwater, and can provide seating and other landscaping/habitat opportunities.



2 Traffic-calmed or "raised" intersection to slow vehicles and bicycles where it's most needed (at pedestrian crossings); also provides neighborhood gateway opportunity with special paving and other features.

Raised intersections help calm traffic, prioritize pedestrians, and provide unique neighborhood character. (Image: NACTO)



3 Eastbound traffic diverter to force vehicles off Page Street at (or prior to) Webster Street, which would cut traffic volumes by more than half between Koshland Park and John Muir Elementary School – reducing noise, air pollution, and conflict while maintaining two-way circulation for parking and bicycles.



www.sfmta.com/PageStreet

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



Prop K Project Information Form			
Project Name:	Short-term Bike Parking		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	39-Bicycle Circulation/Safety		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	TBD		
Supervisorial District(s):	Citywide		
Project Manager:	Jennifer Molina		
Phone Number:	415.646.2526		
Email:	jennifer.molina@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	Site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The project will site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations. Project will meet or exceed the SFMTA's goal of installing at least 600 new bicycle racks per year. Installation will be performed by SFMTA Shops using existing inventory of racks.</p> <p>Short-term bicycle parking is defined as simple bicycle rack fixtures for parking durations of two hours or less, according to the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store). Additionally, bicycle racks provide a large quantity of bicycle storage in relation to the funding amount it costs to install them and they serve as a very cost-effective solution to support the increased usage of non-polluting transportation modes.</p> <p>SFMTA maintains a list of public requests for short-term bicycle parking locations. SFMTA currently receives 20-30 new bike rack requests each month via email, 311, and phone. These requests are for sites throughout the city, with the vast majority near San Francisco businesses and along transit routes. SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip. Bicycle racks help meet this need by providing a secure parking location at trip destinations. In order to better serve businesses and people who bicycle</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	SFMTA maintains a list of public requests for short-term bicycle parking locations. SFMTA currently receives 20-30 new bike rack requests each month via email, 311, and phone.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>No</td> <td>https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack</td> </tr> </table>	No	https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack
No	https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack		



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)			Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2023/24
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2024/25

Comments/Concerns



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

Project Name: Short-term Bike Parking

Phase	Cost	Funding Source		
		Prop K	Other	
Planning/Conceptual Engineering	\$ -	\$ -	\$ -	-
Environmental Studies (PA&ED)	\$ 2,560,000	\$ 1,990,000	\$ 570,000	570,000
Right of Way	\$ -	\$ -	\$ -	-
Design Engineering (PS&E)	\$ -	\$ -	\$ -	-
Construction	\$ 930,000	\$ -	\$ 930,000	930,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
Total Project Cost	\$ 3,490,000	\$ 1,990,000	\$ 1,500,000	
Percent of Total		57%		43%

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	Cash Flow Total	
Transportation Fund for Clean Air (County Program Manager Fund)		Environmental Studies (PA&ED)	Planned	2019/20	\$ 570,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	39- Bicycle Circulation/Safety	Environmental Studies (PA&ED)	Planned	2019/20	\$ 1,990,000	\$ -	\$ 398,000	\$ 398,000	\$ 398,000	\$ 398,000	\$ 398,000	\$ 1,990,000	
Transportation Fund for Clean Air (County Program Manager Fund)		Construction	Planned	2019/20	\$ 930,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total By Fiscal Year					\$ 3,490,000	\$ -	\$ 398,000	\$ 398,000	\$ 398,000	\$ 398,000	\$ 398,000	\$ 1,990,000	

Comments:
 Annual program



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

Prop K Project Information Form			
Project Name:	Valencia Bikeway Improvements		
Implementing Agency:	San Francisco Municipal Transportation Agency		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	39-Bicycle Circulation/Safety		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	Valencia Street from Market to 15th Street.		
Supervisory District(s):	District 06, District 08, District 09		
Project Manager:	Kimberly Leung		
Phone Number:	701-4653		
Email:	kimberly.leung@sfmta.com		
Brief Project Description for MyStreetSF (80 words max):	This project will plan, design, and construct protected bikeways on Valencia Street from Market Street to 15th Street. This project will be informed by the Valencia Bikeway Implementation Plan [NTIP Planning]		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Project will implement near and long-term safety improvements on Valencia Street between Market and Mission Streets. Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and commercial vehicles are frequently double-parking in the bike lane, posing safety concerns.</p> <p>The Valencia Bikeway Improvements project will identify opportunities to upgrade the existing bike lanes given the high volume of cyclists on Valencia Street, history of bicycle-motor vehicle crashes, and evidence suggesting that illegal parking and loading within the bike lane is prevalent. The project will design protected bikeways in conjunction with community outreach, including extensive analysis of curb management and turn restrictions to ensure that Valencia St works for all users. The early phase of this effort includes the District 8 Neighborhood Transportation Improvement Program (NTIP)-funded Valencia Bikeway Implementation Plan, the results of which will inform subsequent phases.</p> <p>Project goals include: Improve safety for all who travel on Valencia Street Provide an improved bikeway along the corridor Improve passenger loading, commercial loading and curb management Reduce the number of conflicts between those who walk, bike and drive on the corridor</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>Project will work with the community in developing near-and-long recommendations to improve safety on Valencia. The community engagement process will include outreach to local businesses, public meetings, workshops and other forums for community input. Since March 2018, the project team has spoken with close to 30 community organizations and reached out to over 200 local merchants on the corridor about the project. In parallel, the team has also had conversations about traffic safety with community members at neighborhood events and forums.</p> <p>Project will implement recommendations from the SF Planning Market Street Hub Plan.</p>		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-TBD		
Type of Environmental Clearance Required:	Categorically Exempt		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>No</td> <td>https://www.sfmta.com/projects/valencia-bikeway-improvements</td> </tr> </table>	No	https://www.sfmta.com/projects/valencia-bikeway-improvements
No	https://www.sfmta.com/projects/valencia-bikeway-improvements		

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

Comments/Concerns



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

Project Name:	Valencia Bikeway Improvements
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Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 145,000	\$ 145,000	
Environmental Studies (PA&ED)	\$ 400,000		\$ 400,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 2,776,000	\$ 1,000,000	\$ 1,776,000
Construction	\$ 10,700,000		\$ 10,700,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 14,021,000	\$ 1,145,000	\$ 12,876,000
Percent of Total		8%	92%

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	39-Bicycle Circulation/Safety	Planning/Conceptual Engineering	Allocated	Previous	\$ 145,000	\$ 145,000	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Environmental Studies (PA&ED)	Programmed	Previous	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Design Engineering (PS&E)	Programmed	2019/20	\$ 1,776,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	39-Bicycle Circulation/Safety	Design Engineering (PS&E)	Planned	2019/20	\$ 1,000,000	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
General Fund		Construction	Planned	2020/21	\$ 591,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Construction	Planned	2020/21	\$ 1,319,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CCSF-IPIC-Market-Octavia		Construction	Programmed	2020/21	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD-FundingNeed		Construction	Planned	2020/21	\$ 4,790,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total By Fiscal Year	\$ 14,021,000	\$ 145,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -

Comments
Potential sources for TBD funding include new local revenue measures.

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PROJECT BACKGROUND



Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, posing safety concerns for all traveling on Valencia Street.

Over the next nine months, the SFMTA will work with the community to assess and recommend safety improvements for Valencia Street between Market and Mission streets. The public engagement process will include outreach to local businesses, public meetings, design workshops and other forums for community input.

This planning process will result in:

- Proposed designs to upgrade the existing bike lanes
- An evaluation of enforcement and curb management needs
- Traffic flow and safety recommendations

KEY FACTS

- Valencia Street is on the city's **High-Injury Network**, the 13 percent of city streets that account for 75 percent of severe and fatal collisions.
- **2100 cyclists commute** along Valencia on an average weekday.
- From January 2012 to December 2016, there were **204 people injured and 268 reported collisions**, of which one was fatal.
- **Dooring is the most frequent crash type** along the entire corridor.



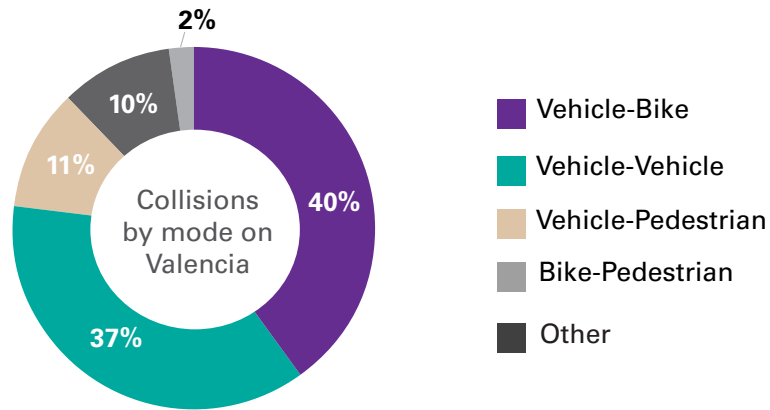


Valencia Bikeway Improvements

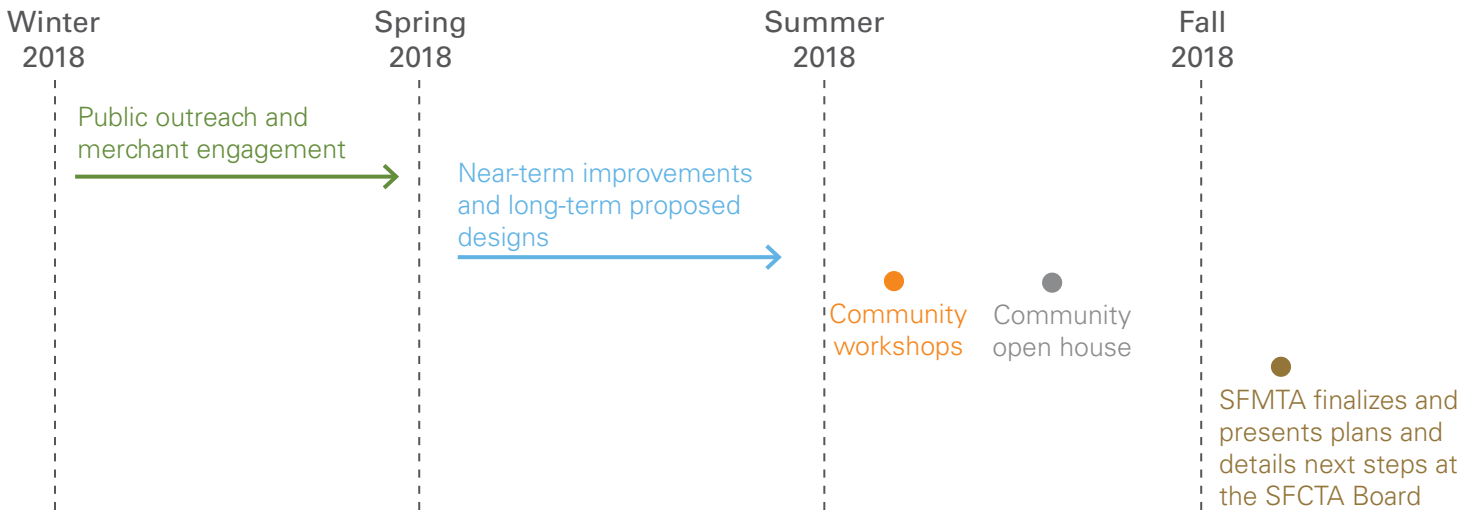
Fact Sheet - February 2018

COLLISIONS AT A GLANCE

This pie graph represents the total reported collisions between 2012-2016, broken down by transportation mode.



PROJECT TIMELINE



PROJECT UPDATES

Visit the project webpage to learn more about the project and to sign up for project updates: sfmta.com/Valencia

You can also contact project manager, Kimberly Leung, at Kimberly.Leung@sfmta.com

PROJECT FUNDING

The implementation plan is funded by Prop K funds. The total amount for the Planning & Conceptual Engineering phase is \$145,000.

SFMTA.COM/VALENCIA



311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / Libreng tulong para sa wikang Filipino / การช่วยเหลือทางด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

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



Prop K Project Information Form	
Project Name:	YBI Hillcrest Road/Treasure Island Road Bike Path
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	39-Bicycle Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Yerba Buena Island (YBI) and Treasure Island - along Hillcrest Road and Treasure Island Road from the existing San Francisco Oakland Bay Bridge (SFOBB) East Span Bicycle/Pedestrian landing on YBI to the proposed new Ferry Terminal on Treasure Island.
Supervisory District(s):	
Project Manager:	Mike Tan
Phone Number:	(415) 522-4826
Email:	mike.tan@sfcta.org
Brief Project Description for MyStreetSF (80 words max):	New bicycle/pedestrian facility that extends from the existing SFOBB East Span Bike/Ped landing on YBI to the proposed new Ferry Terminal on Treasure Island. This path would also tie into the planned SFOBB West Span Bike/Ped facility that BATA/MTC is currently developing.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>PROJECT GOALS</p> <p>The Project proposes to provide contiguous bicycle and pedestrian facilities on YBI and Treasure Island that will connect the SFOBB East Span, SFOBB West Span and Treasure Island Ferry Terminal. In combination with other planned projects, this Project will ultimately enable bike/ped commuters and recreational users the opportunity to travel between the East Bay and San Francisco, and it will also allow Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the SFOBB East and West spans.</p> <p>BACKGROUND /COORDINATION</p> <p>At present, Bike/Ped facilities on YBI are limited to the SFOBB East Span landing and adjacent Vista Point. However, agency stakeholders for YBI and Treasure Island have been coordinating extensively to prepare a comprehensive Bike/Ped circulation plan. Stakeholders include SFCTA, SFMTA, SFDPPW, MTC/BATA, Treasure Island Development Authority (TIDA), Treasure Island Community Development (TICD), Caltrans and the U.S. Coast Guard.</p> <p>Some of the agency stakeholder projects include bike/ped facilities within the Project limits along Treasure Island Road and Hillcrest Road; these projects are in various stages of project development.</p> <p>CURRENT PROPOSED SCOPE</p> <p>The objective of the current scope is to prepare a cohesive Project Concept Plan for Bike/Ped facilities within the Project limits. An initial evaluation will be performed to identify the segments within the Project limits that are already planned and/or underway, and to identify the gaps. In coordination with the stakeholder agencies, preliminary Bike/Ped concepts will be developed for portions of the project that have not previously been addressed. The various segments will be evaluated and adjusted as appropriate for consistency. All of the segments within the Project limits will be combined into a composite Project Concept Plan. This Concept Plan will enable the Project to move forward into the Environmental Planning and Approval phase.</p> <p>PRIORITY</p> <p>The Project is considered a high priority because it will facilitate alternate modes of travel to the very congested SFOBB. Traffic queues on YBI are expected to be extensive due to vehicles waiting to enter the SFOBB on-ramps. This Project will serve bicycle and pedestrian commuters and recreational users.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Coordination has been on-going between the agencies and partners involved with YBI transportation and development projects. Coordination has involved SFCTA, SFMTA, SFDPPW, MTC/BATA, TIDA, TICD, Caltrans and the U.S. Coast Guard. A YBI bicycle/pedestrian circulation concept has been developed as a product of this coordination. The bicycle/pedestrian facilities proposed in this PIF are consistent with the coordinated circulation concept.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA Eric Cordoba; MTC/BATA: Andrew Fremier TIDA: Bob Beck SFMTA: Adam Smith and Mike Sallaberry



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

Type of Environmental Clearance Required:	TBD	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.		Plan view and cross sections are attached

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 and Contracted	Q1-Jul-Aug-Sep	2018/19	Q1-Jul-Aug-Sep	2019/20
Environmental Studies (PA&ED)	0%					
Right of Way	0%					
Design Engineering (PS&E)	0%					
Advertise Construction	0%					
Start Construction (i.e. Award Contract)	0%					
Operations (i.e. paratransit)	0%					
Open for Use	0%					
Project Completion (means last eligible expenditure)	0%					

Comments/Concerns
 Project team would like to seek allocation in FY18/19, if possible.

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



Prop K Project Information Form	
Project Name:	Folsom-Howard Streetscape
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	40-Pedestrian Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	Howard between 3rd Street and 11th Street. Folsom between 2nd Street and 11th Street.
Supervisorial District(s):	District 06
Project Manager:	Paul Stanis
Phone Number:	415.701.5396
Email:	Paul.Stanis@sfmta.com
Brief Project Description for MyStreetsSF (80 words max):	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading. Project will redesign street couplet that are the cornerstone of the growing SoMa neighborhood. Improvements will include protected bicycle facilities; new corner bulbs and transit islands at intersections reducing pedestrian crossing distances and improving Muni service; transit-only lanes; new signals at midblock locations or alleyways; and construction of raised crosswalks at alleyways.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The EN TRIPS effort and the Central Corridor/Central Soma Plan, included robust community outreach and led to recommendations in the project area. While outreach for the project is ongoing, it has already been some of the most extensive ever done on an SFMTA streetscape project. For both the long-term and near-term components, three series of open houses were held comprising six total public meetings attended by over 300 people. Together with online responses and in-person outreach in conjunction with community groups, those efforts generated 1,300 survey responses, many of which were collected in Filipino. The team canvassed the corridor's local businesses, knocking on all 165 doors that were identified as business locations. The team has met with over 75 businesses and 20 different community groups since the beginning of the project.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW - Kelli Rudnick
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes Fact sheet; https://www.sfmta.com/projects/folsom-howard-streetscape-project



**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	Q2-Oct-Nov-Dec	2015/16	Q3-Jan-Feb-Mar	2016/17
Environmental Studies (PA&ED)	90%	In-house and Contracted	Q2-Oct-Nov-Dec	2016/17	Q2-Oct-Nov-Dec	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q2-Oct-Nov-Dec	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	Q2-Oct-Nov-Dec	2020/21		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2022/23
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns



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

Project Name: Folsom-Howard Streetscape

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 251,000	\$ 48,000	\$ 203,000
Environmental Studies (PA&ED)	\$ 1,097,000	\$ -	\$ 1,097,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 6,217,800	\$ -	\$ 6,217,800
Construction	\$ 27,299,037	\$ 900,963	\$ 26,398,074
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 34,864,837	\$ 948,963	\$ 33,915,874
Percent of Total		3%	97%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
IPIC - Eastern Neighborhoods		Planning/Conceptual Engineering	Allocated	Previous	\$ 203,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	44-Transportation/Land	Planning/Conceptual Engineering	Allocated	Previous	\$ 48,000	\$ 48,000	\$ -	\$ -	\$ -	\$ -	\$ -
IPIC - Eastern Neighborhoods		Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,097,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IPIC - Eastern Neighborhoods		Design Engineering (PS&E)	Allocated	Previous	\$ 6,217,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IPIC - Eastern Neighborhoods		Construction	Programmed	2020/21	\$ 15,202,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Construction	Programmed	2020/21	\$ 5,215,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned	2020/21	\$ 5,980,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	40-Pedestrian	Construction	Planned	2020/21	\$ 900,963	\$ -	\$ -	\$ -	\$ -	\$ 900,963	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 34,864,837	\$ 48,000	\$ -	\$ -	\$ -	\$ 900,963	\$ -

Comments

IPIC - Interagency Plan Implementation Committee (development impact fees).
 TBD sources may include ATP, HSIP, AHSC, non-IPIC developer fees, or new local revenue sources such as sales tax or general obligation bond funds.



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

Prop K Project Information Form	
Project Name:	Lake Merced Pedestrian Safety
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	40-Pedestrian Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Lake Merced Boulevard between Font Boulevard and Sunset Boulevard
Supervisorial District(s):	District 07
Project Manager:	Chava Kronenberg
Phone Number:	
Email:	chava.kronenberg@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. Recommendations from the planning phase could include new traffic signals or beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Improve pedestrian crossings across Lake Merced Boulevard between Font and Sunset Boulevards. This segment is part of the High Injury Network, and would improve access to a major recreational site. Scope of planning phase will include community outreach to understand current walking patterns and barriers, as well as collision and traffic patterns and an assessment of requirements to update the transit stops up to or beyond minimum standards. Recommendations from the planning phase could include new traffic beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.</p> <p>As required by Community Based Transportation Plan guidelines, the planning phase includes the formation of a community steering committee, outreach activities focused on the communities of concern that are served by the project area, establishing baseline conditions, performing a needs assessment, and developing a prioritized list of projects and implementation plan.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	As required by Community Based Transportation Plan guidelines, the planning phase includes the formation of a community steering committee and outreach activities focused on the communities of concern that are served by the project area.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Q3-Jan-Feb-Mar	2018/19	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q3-Jan-Feb-Mar	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	Q2-Oct-Nov-Dec	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2022/23
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2023/24

Comments/Concerns

Legislation and environmental determination included in planning phase. This work is ineligible for reimbursement by the \$50,000 in CBTP funds or the required \$6,000 local match, but may be reimbursed with other local funding above the required local match.

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



Prop K Project Information Form	
Project Name:	Leavenworth Livable Street
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	40-Pedestrian Circulation/Safety
Other EP Line Number/s:	44-Transportation/Land Use Coordination
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Leavenworth Street from McAllister to Post Streets
Supervisory District(s):	District 03, District 06
Project Manager:	Chava Kronenberg
Phone Number:	
Email:	chava.kronenberg@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades,
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Plan, design, and implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Project includes robust community engagement process, and will implement recommended safety countermeasures along the corridor, including near-term (paint and sign) and long-term (constructed) improvements, with a focus on safety and livability. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades, a new bikeway, and landscaping.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Corridor is included in Tenderloin-Little Saigon Neighborhood Transportation Plan with recommended traffic circulation and pedestrian safety improvements.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2019/20	Q4-Apr-May-Jun	2021/22
Environmental Studies (PA&ED)	0%	In-house and Contracted	Q4-Apr-May-Jun	2019/20	Q4-Apr-May-Jun	2021/22
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q3-Jan-Feb-Mar	2022/23	Q2-Oct-Nov-Dec	2024/25
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q3-Jan-Feb-Mar	2024/25		
Operations (i.e. paratransit)						
Open for Use					Q2-Oct-Nov-Dec	2026/27
Project Completion (means last eligible expenditure)						

Comments/Concerns



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

Prop K Project Information Form	
Project Name:	Mission Street Excelsior Safety
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	40-Pedestrian Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street
Supervisory District(s):	District 11
Project Manager:	Dan Provence
Phone Number:	701-4448
Email:	Dan.Provence@sfmta.com
Brief Project Description for MyStreetsSF (80 words max):	Improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Coordinate with the Planning Department-led Outer Mission/ Excelsior Strategy to develop feasible plans to improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street. Project will implement pedestrian safety, Muni reliability, and business enhancements based on a robust community engagement process. Potential improvements may include signals, corner bulbs, transit bulbs, boarding islands, spot bike improvements, loading zone/parking changes.</p> <p>Through near-term and long-term improvements, the project will make it safer and more pleasant to walk, shop, and live along these corridors. This project includes some scope elements previously included in the 14 Mission Outer Mission Muni Forward project.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>Project will build on previous TEP and MuniForward planning efforts on the Mission and Geneva corridors.</p> <p>Between August 2017 and May 2018, the Mission Street Excelsior Safety Project team held nine one-on-one stakeholder interviews, gathered feedback at four neighborhood group monthly meetings and one PTA meeting, participated in three neighborhood walkthroughs with community groups and residents, represented the project at four Excelsior & Outer Mission Neighborhood Strategy Mobility subgroup meetings and held six meetings with interagency partners. Additionally, the team conducted door-to-door loading surveying between November 2017 and January 2018 and tabled the October 2017 Excelsior Sunday Streets.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFPW-
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p align="center">No</p> <p>https://www.sfmata.com/projects/mission-street-excelsior-safety-project</p>

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	30%	In-house and Contracted	Q1-Jul-Aug-Sep	2017/18	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	30%	In-house and Contracted	Q1-Jul-Aug-Sep	2017/18	Q4-Apr-May-Jun	2018/19
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q1-Jul-Aug-Sep	2021/22		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2022/23
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2023/24

Comments/Concerns

Planning and PA&ED phases included in single phase for the Cost and Funding Plan.

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



Prop K Project Information Form	
Project Name:	Monterey Street Safety Improvements
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	40-Pedestrian Circulation/Safety
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	Monterey Boulevard between Miramar Avenue and I-280.
Supervisory District(s):	District 07, District 08
Project Manager:	Chava Kronenberg
Phone Number:	
Email:	chava.kronenberg@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The project will plan, design and construct safety improvements to Monterey Boulevard, which is on the city's high injury network and serves as an important bicycle connection. The project will use an extensive community-based planning process to determine context-appropriate safety treatments for the corridor and may include both near-term and long-term recommendations. Improvements installed will respond to specific crash factors on the Monterey corridor, specifically the portion of Monterey that is on the Vision Zero High Injury Network, and may include paint- and post-based improvements to improve safety for people on bikes and crossing Monterey, as well as curb extensions to reduce crossing distances. Specific improvements will be developed during the extensive planning process.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2019/20
Environmental Studies (PA&ED)	0%	In-house	Q2-Oct-Nov-Dec	2018/19	Q3-Jan-Feb-Mar	2019/20
Right of Way						
Design Engineering (PS&E)	0%	In-house	Q4-Apr-May-Jun	2019/20	Q2-Oct-Nov-Dec	2020/21
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	Q1-Jul-Aug-Sep	2021/22		
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**

Prop K Project Information Form	
Project Name:	Curb Ramps
Implementing Agency:	Department of Public Works
Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iv. Bicycle and Pedestrian Improvements
EP Line (Primary):	41-Curb Ramps
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Marcia Camacho
Phone Number:	415-558-4015
Email:	marcia.camacho@sfdpw.org
Brief Project Description for MyStreetSF (80 words max):	Prop K funds will be used to construct and reconstruct accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Curb ramp construction meets the City's obligations under federal and state accessibility statutes, regulations and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.</p> <p>A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. The U.S. Department of Justice (USDOJ) ADA Handbook states: "The legislative history of Title II of the ADA makes it clear that, under Title II, local and state governments are required to provide curb cuts on public streets... (and)... the employment, transportation, and public accommodation sections of ... [the ADA] would be meaningless if people who use wheelchairs were not afforded the opportunity to travel on and between streets." ADA Section 35.151(e) establishes accessibility requirements for new construction and alterations, requiring all newly constructed and altered streets, roads, or highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. Paragraph (d)(2) clarifies the application of the general requirement for program accessibility to the provision of curb ramps at existing crosswalks.</p> <p>The scope of this work is the construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. Based on historical cost data and condition assumptions, Public Works anticipates the work funded by \$5,421,494 in Prop K sales tax funds will construct approximately 320 curb ramps. Public Works will use funds from Fiscal Year 2018/19-Fiscal Year 2023/24 Transportation Development Act, Article 3 funds for planning and design of these curb ramps. The average cost per ramp has increased since 2016/17 because of topographic and infrastructure obstacles.</p> <p>Topographic and infrastructure obstacles include high slopes on steep streets that require extensive roadway and sidewalk modifications, conflicts between ADA compliant slopes and proper storm water drainage that requires catch basin and culvert relocation and construction, and utility relocations like fire hydrants, water valves and meters, and street light pull boxes that need to be out of the curb ramp slopes. Sub-sidewalk basements and narrow sidewalks may require additional sidewalk widening or bulb-outs to provide proper access. As more ramps are constructed throughout the city, the more difficult locations remain, which increases the average cost.</p> <p>Public Works, the San Francisco Municipal Transportation Agency (SFMTA), and the Mayor's Office on Disability (MOD) will develop a list of curb return locations requiring curb ramp upgrades during the planning phase of the project. The list primarily includes locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni. No coordination issues or external deadlines are likely to affect this year's curb ramp installation.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Citizens can request curb ramps through the City's 311 customer service line, which provides translators in multiple languages. In conjunction with the Mayor's Office on Disability, community outreach includes distribution of trilingual postcards mailed to paratransit riders, provided to each Supervisor's office, distributed at key public events and workshops, and handed out by Public Works employees during regular field work.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



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

Comments/Concerns

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

Project Name: Curb Ramps

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 102,690	\$ -	\$ 102,690
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 650,360	\$ -	\$ 650,360
Construction	\$ 6,163,134	\$ 6,163,134	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 6,916,184	\$ 6,163,134	\$ 753,050
Percent of Total		89%	11%

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	2024/25	2025/26
Prop K	41-Curb Ramps	Construction	Planned	2019/20	\$ 1,183,090	\$ -	\$ 25,000	\$ 750,000	\$ 408,090	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Design Engineering (PS&E)	Planned	2019/20	\$ 130,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Planning/Conceptual Engineering	Planned	2019/20	\$ 20,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	41-Curb Ramps	Construction	Planned	2020/21	\$ 1,189,076	\$ -	\$ -	\$ 25,000	\$ 750,000	\$ 414,076	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Design Engineering (PS&E)	Planned	2020/21	\$ 130,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Planning/Conceptual Engineering	Planned	2020/21	\$ 20,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	41-Curb Ramps	Construction	Planned	2021/22	\$ 1,228,022	\$ -	\$ -	\$ 25,000	\$ 750,000	\$ 453,022	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Design Engineering (PS&E)	Planned	2021/22	\$ 130,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Planning/Conceptual Engineering	Planned	2021/22	\$ 20,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	41-Curb Ramps	Construction	Planned	2022/23	\$ 1,263,517	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 750,000	\$ 488,517	\$ -
Transportation Development Act Article 3		Design Engineering (PS&E)	Planned	2022/23	\$ 130,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Planning/Conceptual Engineering	Planned	2022/23	\$ 20,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	41-Curb Ramps	Construction	Planned	2023/24	\$ 1,299,429	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 750,000	\$ 524,429
Transportation Development Act Article 3		Design Engineering (PS&E)	Planned	2023/24	\$ 130,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transportation Development Act Article 3		Planning/Conceptual Engineering	Planned	2023/24	\$ 20,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 6,916,184	\$ -	\$ 25,000	\$ 775,000	\$ 1,183,090	\$ 1,189,076	\$ 1,228,022	\$ 1,238,517	\$ 524,429

Comments

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



Prop K Project Information Form			
Project Name:	Tree Planting and Establishment		
Implementing Agency:	Department of Public Works		
Prop K Expenditure Plan Information			
Category:	C. Street & Traffic Safety		
Subcategory:	iv. Bicycle and Pedestrian Improvements		
EP Line (Primary):	42-Tree Planting & Maintenance		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20, 2020/21, 2021/22, 2022/23, 2023/24		
Project Information			
Project Location:	TBD		
Supervisory District(s):	TBD		
Project Manager:	Chris Buck		
Phone Number:	415-641-2677		
Email:	chris.buck@sfdpw.org		
Brief Project Description for MyStreetSF (80 words max):	With the passage of Proposition E in November of 2016, Public Works has guaranteed funding to care for all street trees in the public right-of-way. As a result, Public Works requests to use all Prop K Tree Planting and Maintenance category funds programmed in FY19-20 to FY 23-24 to plant and establish trees, which Prop E explicitly does not fund. Public Works and its community partners will plant and water 3,975 trees over the next five years, focusing on existing empty basins, with these funds. Long-term maintenance of these trees will be funded by Prop E.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>San Francisco Public Works, in partnership with the San Francisco Planning Department, recently completed a comprehensive street tree census. This census identified all street trees in the public right-of-way, as well as existing empty basins and potential new planting sites. The census indicates that the neighborhoods in the southeast area of San Francisco such as the Bayview, Excelsior, the Portola, Outer Mission, Visitacion Valley, and Crocker Amazon, have the fewest amount of street trees (canopy cover) compared to other neighborhoods. The Sunset and Richmond neighborhoods also have far fewer street trees than other neighborhoods. These are also the neighborhoods that have the greatest number of potential planting site locations. Regarding existing empty tree basins (missing trees) that need to be replanted, attached is a list that shows that SFPW has over 1,000 confirmed locations that are in need of planting. There are many more empty tree basins/missing trees throughout the City, but these have been inspected and free of utility conflicts. SFPW's Urban Forestry Ordinance, Article 16 of the Public Works Code, requires that a replacement tree be planted in place of trees that have been removed.</p> <p>Public Works will use the tree census data to identify priority planting sites throughout San Francisco, focusing on districts with the greatest number of existing empty tree wells and the lowest canopy coverage. With these funds, on an annual basis, Public Works and our community partners will plant approximately 3,975 24" box trees and water them for three years to ensure successful establishment. Once established, these trees will be maintained with Prop E funding.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Data shows that the current number of trees sequesters over 19 million pounds of carbon dioxide and filters more than 100 million gallons of stormwater every year. Replacing trees in empty tree basins will add to this public good, as well as improve walkability of streets, calm traffic, and raise property values. Residents can request tree planting by calling 311.		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.			
Type of Environmental Clearance Required:	N/A		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1"> <tr> <td>Yes</td> <td>Updated list of existing empty tree basins (as of May 2018)</td> </tr> </table>	Yes	Updated list of existing empty tree basins (as of May 2018)
Yes	Updated list of existing empty tree basins (as of May 2018)		



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

Project Delivery Milestones (Annual Program Schedule)	Status	Work	Start Date		End Date		
	Phase	% 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)	0%	In-house	Q1-Jul-Aug-Sep	2019/20			
Operations (i.e. paratransit)							
Open for Use					Q4-Apr-May-Jun	2019/20	
Project Completion (means last eligible expenditure)							

Comments/Concerns

SFPW's annual allocation requests will include the locations proposed for tree planting that year. SFPW will provide the number and locations of trees planted as part of the project progress reports.



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

Project Name: Tree Planting and Establishment

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	\$ 7,475,127	\$ 7,475,127	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 7,475,127	\$ 7,475,127	\$ -
Percent of Total		100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	42-Tree Planting & Maintenance	Construction	Planned	2019/20	\$ 1,408,424	\$ -	\$ 1,408,424	\$ -	\$ -	\$ -	\$ -
Prop K	42-Tree Planting & Maintenance	Construction	Planned	2020/21	\$ 1,438,936	\$ -	\$ -	\$ 1,438,936	\$ -	\$ -	\$ -
Prop K	42-Tree Planting & Maintenance	Construction	Planned	2021/22	\$ 1,493,064	\$ -	\$ -	\$ -	\$ 1,493,064	\$ -	\$ -
Prop K	42-Tree Planting & Maintenance	Construction	Planned	2022/23	\$ 1,542,397	\$ -	\$ -	\$ -	\$ -	\$ 1,542,397	\$ -
Prop K	42-Tree Planting & Maintenance	Construction	Planned	2023/24	\$ 1,592,306	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,592,306
Total By Fiscal Year					\$ 7,475,127	\$ -	\$ 1,408,424	\$ 1,438,936	\$ 1,493,064	\$ 1,542,397	\$ 1,592,306

Comments



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

Prop K Project Information Form			
Project Name:	Emerging Mobility Pilots		
Implementing Agency:	San Francisco County Transportation Authority		
Prop K Expenditure Plan Information			
Category:	D. TSM/Strategic Initiatives		
Subcategory:	i. TDM/Parking Management		
EP Line (Primary):	43-Transportation Demand Mgmt		
Other EP Line Number/s:			
Fiscal Year of Allocation:	2019/20		
Project Information			
Project Location:	San Francisco COC's, San Francisco Treasure Island, District 10, and / or Golden Gate Park		
Supervisory District(s):	Citywide		
Project Manager:	Rachel Hiatt		
Phone Number:	415-522-4809		
Email:	rachel.hiatt@sfceta.org		
Brief Project Description for MyStreetsSF (80 words max):	The proposed funding is a placeholder for up to two emerging mobility pilots. These pilots will be used to collect data from emerging mobility companies to fully evaluate how well emerging mobility services are aligned with our Guiding Principles; pilots which increase access for people underserved by public transit; analyzing safety effects; and effects on vehicle trip-making.		
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The proposed funding is a placeholder for up to two emerging mobility pilots. The 2018 Emerging Mobility Evaluation Report screened, prioritized, and recommended several pilots to better incorporate innovative service types and new companies into the city's permitting and planning systems. These pilots include developing a framework for emerging mobility services and technologies pilots: a standardized process to proactively conduct pilots and incorporate innovative service types and new companies into the city's permitting and planning systems; collecting data from emerging mobility companies to fully evaluate how well emerging mobility services are aligned with our Guiding Principles; pilots which increase access for people underserved by public transit; analyzing safety effects; and effects on vehicle trip-making.</p> <p>Prop K funding would be used to develop pilot opportunities with private partners, evaluate pilot concepts and results, and implement pilot projects.</p> <p>Potential pilot projects will be selected based on their ability to reduce single occupancy vehicle trips, increase mobility in Communities of Concern and leverage private partner funds.</p> <p>Please see attached for descriptions of potential pilot projects identified in the 2018 Emerging Mobility Evaluation Report.</p>		
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	<p>In January 2018, the Transportation Authority and the SFMTA facilitated a design-thinking workshop with agency staff. The purpose of the workshop was to gain a greater understanding about the challenges and opportunities related to managing emerging mobility in San Francisco, and to brainstorm pilot project ideas for emerging mobility. Stakeholders identified a series of challenges, constraints and opportunities. Following this round of engagement, stakeholders provided high-level and in-depth concepts for potential pilot projects that may serve as testing opportunities to partner with private companies to resolve conflicts and improve transportation options.</p> <p>In March 2018, Transportation Authority staff and SFMTA staff facilitated executive director workshops to develop prioritization criteria for screening and implementing pilot projects and other policies/strategies. Executive leadership prioritized pilots that provide data to city agencies about how companies align with the 10 Guiding Principles.</p>		
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA, OCH, Office of City Administration (OCA), Recreation and Parks Department.		
Type of Environmental Clearance Required:	N/A		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<table border="1" style="width: 100%;"> <tr> <td style="width: 30%; text-align: center;">Yes</td> <td>Detailed Scope</td> </tr> </table>	Yes	Detailed Scope
Yes	Detailed Scope		

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	0%	In-house and Contracted				
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

Proposed funds are a placeholder, most likely for the planning and/or construction (implementations phases).

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Detailed Scope

In the District 10 pilot, SFCTA would partner with Shipyard developer Fivepoint to partner with AV operator Easymile (electric AV) to provide trips between Shipyard residential center and Third Street light rail. Fivepoint and SFCTA partner to scope data collection strategy. Core goals would be to reduce emissions through reduction in vehicular trips. Fivepoint AV operator would apply for SFMTA PTV permit to operate the publicly available AV pilot. Partner with SFMTA's curb management team as opportunity for curb management pilot (part of curb management strategy pilots). SFCTA would evaluate how this service provided trips to transit as TDM and reduced emissions by reducing vehicle trips

Prioritization Criteria

Vehicular Trip Reduction: The objective of a D10 pilot is to reduce vehicle driving to and from the Shipyard residential neighborhood, neighborhoods adjacent to Innes Avenue, and Third Street light rail, in District 10.

Community Support: The D10 Mobility Study, currently underway, has identified through outreach so far a strong community demand for east-west microtransit services.

Cost Effectiveness: AV Shuttle pilots test the cost-effectiveness of supplementing and complementing Muni transit service with smaller-scale electric shuttles that can be operated with on-board custodians.

Readiness/Urgency: The Shipyard is currently accepting new residents and tenants. We seek to have the Shuttle available as new residents locate in the neighborhood, so that new area residents form their travel behavior habits with the Shuttle service as an available option.

Leveraging Other Funds: Shipyard developer, Fivepoint, will fund the bulk of the cost of the pilot.

For a list of potential other federal, state, and regional funds for AV Shuttle services, see the main PIF form Comments section.

Increase Safety: A key purpose of the pilot is to develop and test local safety standards and requirements for autonomous transit services in the city. Autonomous vehicle technologies hold the promise to operate more safely than human-operated vehicles.

Benefit Communities of Concern: The pilot area proposed within District 10, the Shipyard / Innes Avenue / Bayview, is a community of concern. Moreover, the pilot would develop partnerships between the local community and new technology providers, supporting ladders of opportunity.

Prior Community Engagement / Support:

An AV Shuttle pilot in a number of locations advances the work of several planning efforts: Treasure Island Transportation Implementation Plan (TITP); Emerging Mobility Services and Technologies Evaluation (EMST) Report; and the District 10 Mobility Study.

TITIP: Calls for an on-Island circulating shuttle to provide a first-last mile connection between the central intermodal transit hub, and YBI and the other on-Island residential neighborhoods. In 2016, TIMMA was awarded partial funding from federal ATCMTD grants to pilot an autonomous shuttle on-Island.

EMST Evaluation Report: The 2018 EMST Evaluation Report screened, prioritized, and recommended several pilots to better incorporate innovative service types and new companies into the city's permitting and planning systems. These pilots include developing a framework for emerging mobility services and technologies pilots: a standardized process to proactively conduct pilots and incorporate innovative service types and new companies into the city's permitting and planning systems; collecting data from emerging mobility companies to fully evaluate how well emerging mobility services are aligned with our Guiding Principles; pilots which increase access for people underserved by public transit; analyzing safety effects; and effects on vehicle tripmaking.

District 10 Mobility Study: The D10 Mobility Study, currently underway, will recommend non-infrastructure pilots that can be deployed as partnerships between the community, developers, private transportation providers, and agencies. Through outreach conducted to date, staff has heard significant interest in more east-west transit, especially microtransit, services.

Emerging Mobility Pilot Summaries

The following are summaries of Emerging Mobility pilots identified during the Emerging Mobility Evaluation Report workshops. Draft evaluation metrics are also provided for each pilot. These pilot

Pilot Mobility as a Service Application

The Transportation Authority and the SFMTA should pilot opportunities to aggregate transit and emerging mobility service information into a mobile application to provide a more seamless travel experience. This pilot application could coordinate with incentives and discount programs. Results of this pilot should inform future research and transit incentives programs. The SFMTA should also upgrade the Muni Transit Rider mobile application to provide discounts to users who allow mobile tracking and travel diary surveying. The upgraded mobile application should also allow mobile application users to groundtruth bus time arrivals and bus tracking to better inform bus riders of bus schedules.

Metrics:

- Community Outreach: Number of outreach events conducted for CoCs, neighborhood groups, advocacy groups, and other city stakeholders
- User Data Compliance: Compliance with providing aggregated and anonymized user data to local planning agencies
- Service VMT: Net changes in VMT during AM peak, PM peak, and daily VMT on a long and/or short term basis
- Average Vehicle Occupancy (by mode): People miles traveled divided by Vehicle Miles Traveled for the service type
- Service Emissions: Net increase/decrease in GHG
- Increasing Access and Mobility for People with Disabilities: Total trips provided to people with disabilities
- User Statistics: Percentage of service users who identify as people with disabilities
- Increasing Access and Mobility: Availability of service on weekends, availability between 9pm-5am, and coverage in underserved areas

Single Payment Platform

There are a couple ways the Transportation Authority could support a single payment platform or the availability of single payment platforms in the marketplace. First, MTC could, as part of C2 or as part of C1 continued development, develop a modern API that allows payment aggregator platforms to integrate Clipper accounts. Second, agencies could work with private organizations such as employers, institutions, etc., to pilot platforms that aggregate payment, transportation choices, and include built in financial incentives to discourage automobile use including car buy-back program, company TDM plans, a point reward system, credit donation and trading, local hire programs/platforms. The public sector's role could be to subsidize an initial launch, provide promotion or incentives such as transit fare value, or marketing and promotion. The public sector could also pilot a TDM program educating employers and institutions about the aggregator platforms available in the marketplace and comparisons of features etc. The Treasure Island Mobility Management Program will include a TDM plan managed by TIMMA, who could perform this role as part of a pilot. TMAs throughout the city could consider including these tools as a feature in their TDM plans.

Metrics:

- Transit Discounts: Service provides discounted fares to transit hubs
- User Statistics: Percentage of service users who identify as people with disabilities
- Transit Competition: Net change in transit revenue due to the emerging payment platform
- Service VMT: Net changes in VMT during AM peak, PM peak, and daily VMT on a long and/or short term basis
- Service Emissions: Net increase/decrease in GHG
- First and Last Mile: Total trips provided to transit stations and as a share of all trips.

Pilot a 3rd Party Data Collaborative

MTC, the Transportation Authority and the SFMTA could pilot a third-party data collaborative. Public agencies should identify what research questions they have and should share them with a non-governmental, third-party research institution. Private emerging mobility companies would share data with the third-party researchers. Together, the researchers could answer key questions for San Francisco public agencies without disclosing company-specific information.

Metrics:

- User Data Compliance: Number of entities in compliance with providing aggregated and anonymized user data to local planning agencies
- User Statistics: Percentage of service users who identify as people with disabilities

Pilot Late Night Transportation Options

The city should develop opportunities for emerging mobility services to provide shared mobility options during late night hours, 9 p.m. to 5 a.m., that complement the regional all-nighter transit network while helping meet the need areas identified in the 2015 report.

Late-Night Transportation

In 2015, the San Francisco Late Night Transportation Working Group released *The Other 9-to-5*, the final report of its first phase of work to evaluate transportation needs during the period from 9 p.m. to 5 a.m.³¹ The report identified five need areas to address in the transportation system: availability and coverage; speed and reliability; safety and security; awareness and comfort; and cost and equity, as well as recommendations to begin to address each area. The second phase of the Late Night Transportation Study has implemented the major recommendations from the first phase, including a reevaluation of the regional all-nighter bus network. The final report from this second phase of the study, a draft of which was endorsed by the Working Group on February 6, 2018,³² identifies the need to “consider whether some form of public-private partnership with taxis, transportation network companies, carpooling systems, shuttle providers or other services might boost access to local transit hubs or better address first or last mile challenges to increase use of the existing AllNighter system.”

Metrics:

- Increasing Access and Mobility: Availability of service on weekends, availability between 9pm-5am, and coverage in underserved areas
- Access Time: Average access times for trips originating from CoCs (compared to the average access time for trips not originating in a CoC)
- Traffic Speeds: Net change in vehicle and traffic speeds due to this P3 process
- Transit Competition: Net change in transit revenue (as applicable) due to a P3 with another service provider (e.g. taxi, TNC, etc.)
- Operational Safety: Number of collisions per 100,000 service miles
- First and Last Mile: Total trips provided to transit stations and as a share of all trips.
- Fiscal Impact: Net marginal roadway maintenance cost due to the emerging mobility service

Pilot First and Last Mile Connections to Transit

The Transportation Authority and the SFMTA should explore methods to incentivize traveling to major transit hubs such as BART stations, Caltrain among others. This pilot should consider curb management strategies adjacent to these transit hubs that may facilitate pickups and drop offs. Additionally, this pilot should identify methods of discouraging competition with mass transit within, to and from San Francisco.

Metrics:

- First and Last Mile: Total trips provided to transit stations and as a share of all trips.
- Transit Competition: Total and percentage of trips shifted to/from transit to an emerging mobility service.
- Increasing Access and Mobility: Total trips provided to people with disabilities
- User Statistics: Percentage of service users who identify as people with disabilities
- Access Time: Average access times for trips using accessible vehicles compared to the average access times for all San Francisco trips
- Fiscal Impact: Net marginal roadway maintenance cost due to the emerging mobility service

School Transportation

The Transportation Authority, San Francisco Department of Rec and Parks, and San Francisco Unified School District could develop opportunities for emerging mobility services to provide shared mobility options for San Francisco youth to travel to and from home, school, and after school programs.

Many emerging mobility services do not serve minors because this required an additional permit and license and that is another cost. The public sector could subsidize a pilot based on the incremental cost associated with opening up an emerging mobility service to minors, such as for school and recreational / extracurricular travel needs. The public sector could help support the incremental cost of additional training and licenses associated with transporting minors, seniors, etc.

Metrics:

- First and Last Mile: Total trips provided to transit stations and as a share of all trips.
- Transit Competition: Total and percentage of trips shifted to/from transit to an emerging mobility service.
- Increasing Access and Mobility: Total trips provided to people with disabilities
- Local Hire: Percent of employees with Bay Area residency 7+ years

-Fiscal Impact: Net marginal roadway maintenance cost due to the emerging mobility service

Develop a Curb Management Strategy

The SFMTA and the Transportation Authority should develop an inventory of curb space and curb use throughout the city in addition to demand for curb space by user and mode type. The results of this study will inform potential pilot programs to test with emerging mobility companies and ultimately produce a curb management strategy.

The SFMTA could identify locations throughout San Francisco's retail and business districts where innovative curb management strategies may be employed. This curb management pilot could test opportunities during the most congested period of the day (e.g. a.m. and p.m. peaks) during which on-street parking may be restricted to allow for passenger pick-up, loading and goods delivery. The pilot could also consider how to improve safety and access for vulnerable roadway users including people walking and bicycling, as well as access for people with disabilities. The pilot could also measure person throughput gained or lost by increasing loading zones in place of on-street parking. Lastly, the pilot could be used to develop a data driven process for understanding curb space demand in near real time.

The results of the curb management study and pilot would shape the final curb management strategy. This strategy should prioritize outcomes identified in the City's Guiding Principles for Emerging Mobility Services and Technologies. Furthermore, the strategy should aim to reduce conflicts between vehicle loading needs behavior and vulnerable roadway users including people walking and bicycling.

Metrics:

- Fiscal Impact: Net marginal roadway maintenance cost due to the emerging mobility service
- Traffic Speeds: Net change in vehicle and traffic speeds due to this emerging mobility service, OR net change in vehicle and transit delay due to this emerging mobility service
- Access Time: Average access times for trips using accessible vehicles, compared to average access times for all San Francisco trips
- User Statistics: Percentage of service users who identify as people with disabilities
- State of Good Repair: Service's total vehicular VMT on San Francisco's roadways on a typical weekday (or total reduction VMT due to curb management)

Autonomous Transit Service

The SFMTA could support transit line service with autonomous shuttle service along core transit routes to improve transit frequency and reliability. Pilot program could also test what labor implications a blended or completely autonomous transit service may look like. This pilot could also work to understand how to improve mobility in the city's parks, recreation facilities and visitor destinations. Lastly, such a pilot could be implemented as part of a TDM solution for planned unit developments.

Metrics:

- Operational Safety: Number of collisions per 100,000 service miles
- First and Last Mile: Total trips provided to transit stations, and as a share of all trips
- Increasing Access and Mobility: Percentage of trips provided to and from CoCs (compared with all vehicle trips)
- Increasing Access and Mobility #2: Total trips provided to people with disabilities
- Employee/Contractor Earnings and Benefits: Mobility service operator net hourly median earnings minus job-related expenses; net value of mobility service operator benefits, including medical, dental, and retirement benefits for employees and/or contractors.
- Local Hire: Percent of employees with Bay Area residency 7+ years
- Traffic Speeds: Net change in vehicle and traffic speeds due to this emerging mobility service, OR net change in vehicle and transit delay due to this emerging mobility service

Affordability Pass

The Transportation Authority, the SFMTA and MTC could test a low-income subsidy for emerging mobility services that align with the Guiding Principles. This pilot could also serve as an opportunity to test innovative community outreach that targets specific low-income communities and works to understand how these services may improve mobility for them. Treasure Island is a potential location to pilot an affordable fare or rate for emerging mobility.

Metrics:

- Transit Discounts: Percentage of riders that the pass provides discounted fares to compared to the overall share of riders
- Increasing Access and Mobility: Percentage of trips provided to CoCs (compared with all vehicle trips)
- User Statistics: percentage of service users who identify as people with disabilities and/or low income (compared with the general population)

Smart Mobility Kiosks

The SFMTA and other City agencies could test mobility kiosks similar to those implemented in New York City and Chicago to aggregate transportation options, wayfinding and emerging mobility service. Pilot should evaluate how kiosks increase mobility options for people without smartphones and in areas identified as Communities of Concern.

- Metrics:**
- User Statistics: Percentage of users who are defined as low income (compared with the general population)
 - User Statistics: Percentage of users who identify as people with disabilities
 - Increasing Access and Mobility: Total services provided to people with disabilities.
 - Increasing Access and Mobility: Total services provided to people who live within CoCs

Sustainable Trip Competition

Similar to BART Perks, the Transportation Authority, the SFMTA, MTC and SF Environment could incentivize travelers during a pilot period to track their mobility habits and gain “points” towards some reward for choosing the most sustainable trip options. This pilot could also provide data insights into how people chain trips, connect to transit using emerging mobility, and other behavior study indicators.

- Metrics:**
- Transit Competition: Total and percentage of trips shifted to and from transit to an emerging mobility service
 - User Statistics: Average access times for trips originating from CoCs (compared to the average access time for trips that do not originate from CoCs)
 - Increasing Access and Mobility: Total trips provided to people with disabilities
 - User Statistics: Percentage of service users who are defined as low income (compared with the general population)
 - Average Vehicle Occupancy: People Miles Traveled divided by Vehicle Miles Traveled for the service type

Curb Management and Color Curb Program

The SFMTA’s Color Curb Program currently allows adjacent businesses to apply for loading zones outside of their storefronts. The SFMTA could test how emerging mobility companies may apply for loading zones throughout the city through the color curb program. This pilot could encourage emerging mobility companies to work with local business communities to develop curb management strategies that support commercial areas. Similarly, it could allow emerging mobility companies to identify the locations throughout the city where they have the greatest demand for access points/pickup and drop off needs.

- Metrics:**
- Fiscal Impact: Net marginal roadway maintenance cost due to the emerging mobility service
 - Traffic Speeds: Net change in vehicle and traffic speeds, OR net change in vehicle and transit delay due to this program
 - Access Time: Average access times for trips using accessible vehicles, compared to average access times for all San Francisco trips
 - User Statistics: Percentage of service users who identify as people with disabilities
 - State of Good Repair: Service’s total vehicular VMT on San Francisco’s roadways on a typical weekday (or total reduction VMT due to curb management)

Data Collaborative

MTC, the Transportation Authority and the SFMTA could pilot a third-party data collaborative. San Francisco Public agencies could identify what research questions they have and share them with a third-party research institution. Then, private emerging mobility companies could share data with the third-party researchers. Together, the researchers could answer key questions for San Francisco public agencies without disclosing company-specific information.

- Metrics:**
- User Data Compliance: Number of entities in compliance with providing aggregated and anonymized user data to local planning agencies
 - User Statistics: Percentage of service users who identify as people with disabilities

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



Prop K Project Information Form	
Project Name:	Mobility as a Service Pilot
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	16-Other Transit Enhancements
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	San Francisco Treasure Island, District 10, and / or Downtown/SOMA
Supervisorial District(s):	District 03, District 06, District 10
Project Manager:	Rachel Hiatt
Phone Number:	415-522-4809
Email:	rachel.hiatt@sfceta.org
Brief Project Description for MyStreetSF (80 words max):	The Transportation Authority and TMMMA seek to design and pilot an aggregated mobility services pilot on Treasure Island, Downtown/SOMA, and/or District 10. The objective is to aggregate the area public and private
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	See Attached.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See Attached.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA, MTC/Clipper, Treasure Island public and private transportation service providers (WETA, Prop SF, AC Transit, shuttle operator, carshare vendor, bikeshare vendor)
Type of Environmental Clearance Required:	N/A
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



**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	0%	In-house and Contracted				
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

For placeholder purposes, Planning is the only phase mentioned. However, we request that funds be available for any phase.
 Leveraging Opportunities:
 Federal – MOD Sandbox (FTA), ATCMTD (FHWA), Multimodal Payment Integration (New; FTA); State – TIRCP (CalSTA); Caltrans Planning (Caltrans);
 Strategic Growth Council Transformative Climate Communities (SGC); Regional / Local – BAAQMD (TFCA Pilot Trip Reduction, Climate Protection Innovative Strategies); MTC (Climate Initiatives); Bay Bridge Forward; Prop K Transit Enhancements; TIDA (for match only)

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Detailed Scope

The Transportation Authority and TIMMA seek to design and pilot an aggregated mobility services pilot on Treasure Island. The objective is to aggregate the Island's public and private transit operators (water taxi, ferry, AC Transit, and Muni); tolls; parking; and emerging mobility service information into a single user interface for trip planning, booking, payment, and navigation. This pilot application could coordinate with incentives and discount programs. Results of this pilot could inform future research, transit incentives programs, and citywide expansions.

In a downtown or D10 version, the Transportation Authority and the SFMTA would pilot opportunities to aggregate transit, parking, road user charges, and emerging mobility service information into a single user interface, such as a mobile application, to provide a more seamless travel experience. Functions to integrate could encompass trip planning, booking, payment, and navigation / wayfinding. This pilot application could coordinate with incentives and discount programs. Results of this pilot could inform future research, transit incentives programs, and updates to other local and regional transportation software applications, such as Clipper or the Muni mobile application. The SFMTA could also upgrade the Muni Transit rider mobile application to provide discounts to users who allow mobile tracking and travel diary surveying. The upgraded mobile application could also allow mobile application users to verify bus time arrivals and bus tracking against estimated data to better inform bus riders of bus schedules.

This request covers the Planning / Conceptual design phase. The scope of work includes:

1. Project Management and TAC Involvement
2. Concept Exploration
3. Preliminary Design (Concept of Operations)
4. Outreach

Prioritization Criteria

Vehicular Trip Reduction: The objective is to reduce vehicle driving on and off of Treasure Island, and/or downtown/SOMA and District 10. All trip types, or a mix, could be targeted through this tool. Research from the MaaS application WHIM in Helsinki, Finland, has shown reductions in driving from 40% mode share to 20% mode share of participants' trips.

Community Support: The 2016 Treasure Island Preliminary Toll Policies call for: a) toll credits for frequent transit use; and b) a Transportation Affordability Program that can provide travel incentives and rewards. The 2011 TITIP calls for TIMMA to administer a comprehensive TDM program that integrates all the public and private mobility choices available to the island, and also calls for a multi-agency mandatory transit pass. Outreach conducted by TIMMA since 2016 indicates that residents strongly prefer a transit pass that integrates all operators. In addition, residents and community groups seek to integrate public transit mobility options with other private and public mobility options, such as carshare, ridehailing, and ferry, as well as with other on-Island services provided by the One Treasure Island umbrella organization. Finally, outreach and Board sentiments conveyed in 2016 indicate strong

desire for a transportation affordability program that supports low income users of all modes and offers rewards and cash incentives for sustainable travel choices.

Cost Effectiveness: MaaS platforms increase transit uptake without requiring investments in physical infrastructure or capital capacity. In addition, the MaaS platform will raise toll revenue from SOV drivers, to provide the incentives and rewards for travelers who choose sustainable modes.

Readiness/Urgency: We seek to have the MaaS platform available at the time of the launch of the overall TIMM Program, or July 2021. This is the milestone when tolls and other driving fees, as well as expanded public and private transit services, will be available. We seek for new TI residents moving on to the Island to form their travel behavior habits with the MaaS application in-hand.

Additionally, this timeframe parallels the design of second generation Clipper (C2). Conducting the work in this timeframe will allow San Francisco agencies to provide essential input to the C2 design process to ensure that it can accommodate MaaS features.

Leveraging Other Funds: Many additional sources of funding are available to be matched by this Prop K request, and to provide primary funding support for final design, implementation, ongoing operation, and incentives. Moreover, future TIMMA toll revenues will provide a source of ongoing operations funding and incentives for the MaaS platform. However, those funds will not be available until 2021-2022.

For a list of potential other federal, state, and regional funds for MaaS, see the main PIF form Comments section.

Increase Safety: Lack of real-time travel information is a well-documented safety concern for Treasure Island residents. Muni shelters on-Island lack real time transit arrival information. In addition, ride sharing information is unreliable, according to reports from community outreach. The lack of information and unreliability of services contribute to a sense of safety concerns among TI travelers.

The MaaS app will primarily benefit users of multiple modes, especially at the point of inter-modal connections.

Benefit Communities of Concern: Treasure Island is a community of concern. Moreover, the MaaS platform would be part of the Island Transportation Affordability Program, targeted to the very low income and below market rate households currently living on-Island, and who will move on in future. The MaaS platform will, however, be available to all TI residents, employees, and visitors.

Prior Community Engagement / Support:

This project advances the work of several planning efforts: Treasure Island Transportation Implementation Plan (TITP); Emerging Mobility Services and Technologies Evaluation (EMST) Report; and the District 10 Mobility Study.

TITIP: Calls for a comprehensive suite of TDM programs. Requires integration of multiple transit operators, local, regional, public, and private. Supports a broader tolling program that depends on mode shift. The TIMMA Board in 2016 called for staff to develop a Transportation Affordability Program (TAP) to reduce transportation cost burdens for low income TI households. In addition, the Board called for staff to explore the idea of providing toll credits for frequent transit use, in lieu of direct toll

discounts for all low income travelers. Since then, staff have developed draft TAP proposals. These concepts include a MaaS tool to support TI households' trip planning, payment, and navigation needs, and which would incorporate incentives and rewards for sustainable transportation choices.

EMST Evaluation Report: The 2018 EMST Evaluation Report screened, prioritized, and recommended several pilots to better incorporate innovative service types and new companies into the city's permitting and planning systems. These pilots include MaaS components: a mobile application pilot that studies traveler choices and factors that inform them; and a decongestion pricing and incentives system, which could be delivered through a MaaS tool.

District 10 Mobility Study: The D10 Mobility Study, currently underway, will recommend non-infrastructure pilots that can be deployed as partnerships between the community, developers, private transportation providers, and agencies. Through outreach conducted to date, staff has heard interest in MaaS applications.

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



Prop K Project Information Form	
Project Name:	Commuter Benefits Ordinance Update
Implementing Agency:	Department of the Environment
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Citywide
Supervisorial District(s):	Citywide
Project Manager:	Margaret McCarthy
Phone Number:	415-355-3734
Email:	margaret.r.mccarthy@sfgov.org
Brief Project Description for MyStreetSF (80 words max):	Review and consider amendments to the San Francisco Commuter Benefits Ordinance (CBO) which applies to businesses and nonprofits that have 20 or more employees nationwide and a location in San Francisco. Project will 1) engage stakeholders 2) consider effects of amending the ordinance on SF employers and employees 3) engage in best-practice research to offer increased resources to employers in supporting their employees in commuting sustainably 4) revising, creating and translating guidance materials and employee communication templates, 5) revising CBO language as needed, and 6) providing guidance to businesses subject to the Bay Area program.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The purpose of this project is to review and consider amendments to the the San Francisco Commuter Benefits Ordinance (CBO) in light of the 2017 update to Federal Tax Code, and information gathered on the needs and concerns of San Francisco businesses and nonprofits. This project will coordinate with the Bay Area Commuter Benefits Program. CBO applies to businesses and nonprofits that have 20 or more employees nationwide and a location in San Francisco. Since the launch of the Bay Area program, businesses that have 50 or more employees report directly to the Bay Area program. The project will 1) engage stakeholders impacted by the CBO 2) consider effects of amending the ordinance on SF employers and employees 3) engage in best-practice research to offer increased resources to employers in supporting their employees in commuting sustainably 4) revising, creating and translating guidance materials and employee communication templates, 5) revising CBO language as needed, and 6) providing guidance to businesses subject to the Bay Area program.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	As part of introducing the CBO, outreach was conducted to the San Francisco business community, including the Chamber of Commerce and the Building Owners & Managers Association (BOMA). Also, "Review the Commuter Benefits Ordinance and consider amendments" is a Key Action under Strategy 7 of the San Francisco TDM Plan (2016-2020).
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA: John Knox White
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



**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			Q1-Jul-Aug-Sep	2019/20	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns



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

Prop K Project Information Form	
Project Name:	Comprehensive Employee TDM Program
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21, 2022/23
Project Information	
Project Location:	TBD
Supervisorial District(s):	
Project Manager:	John Knox White
Phone Number:	415.701.4473
Email:	John.KnoxWhite@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This project will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on evaluation of the pilot program, roll out an employer-based information and education outreach program. The program will target areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit and/or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Proposed funds are a placeholder for a multi-year program. This project will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on evaluation of the pilot program, roll out an employer-based information and education outreach program. The program will target areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit and/or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Working with San Francisco's TDM partners, "Develop programs for employer communities to ensure employees are fully aware of their transportation options." was identified as a key strategy. A "Implement neighborhood-specific TDM programs that help employers know and understand how to navigate the travel options available in their community." was identified in the SF Transportation Demand Management Plan approved by the SFCTA, SFMTA, SFE and SF Planning boards/committees.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Department of the Environment: Margaret McCarthy (415) 355-3734
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	0%	In-house	Q1-Jul-Aug-Sep	2020/21	Q4-Apr-May-Jun	2022/23
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		In-house				
Project Completion (means last eligible expenditure)					Q2-Oct-Nov-Dec	2023/24

Comments/Concerns

This is a placeholder for the subject program with funds proposed in FY 2020/21 and FY 22/23 in the 2019 5YPP period. The schedule above is for the FY 2020/21 funding and will be updated as needed when SFMTA provides a detailed scope, schedule, budget and funding plan to support allocation of Prop K funds.



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

Project Name: Comprehensive Employee TDM Program

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
Planning/Conceptual Engineering		\$ 953,000	\$ 953,000	\$ -
Environmental Studies (PA&ED)		\$ -	\$ -	\$ -
Right of Way		\$ -	\$ -	\$ -
Design Engineering (PS&E)		\$ -	\$ -	\$ -
Construction		\$ -	\$ -	\$ -
Operations (i.e. paratransit)		\$ -	\$ -	\$ -
Total Project Cost		\$ 953,000	\$ 953,000	\$ -
Percent of Total			100%	0%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	43-Transportation Demand Mgmt	Planning/Conceptual Engineering, Consstruction	Allocated	Previous	\$ 388,000	\$ 175,000	\$ 220,000	\$ -	\$ -	\$ -	\$ -
Prop K	43-Transportation Demand Mgmt	Planning/Conceptual Engineering, Consstruction	Planned	2020/21	\$ 440,000	\$ -	\$ -	\$ 220,000	\$ 220,000	\$ -	\$ -
Prop K	43-Transportation Demand Mgmt	Planning/Conceptual Engineering, Consstruction	Planned	2022/23	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 62,500	\$ 62,500
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 953,000	\$ 175,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 62,500	\$ 62,500

Comments
Proposed programming is a placeholder. The SFMTA will provide a detailed scope, schedule, cost and funding plan as a prerequisite for allocation of funds. This should include adequate leveraging which may be considered both on a project by project basis and in the TDM category as a whole. The Prop K Expenditure Plan expects leveraging of 54% (roughly dollar for dollar match) for the TDM category. Possible sources of matching funds include: XXXXXX

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



Prop K Project Information Form	
Project Name:	ConnectSF Modal Study Follow On
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2021/22
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	Linda Meckel
Phone Number:	(415) 522-4823
Email:	linda.meckel@sfcta.org
Brief Project Description for MyStreetSF (80 words max):	ConnectSF is the multi agency long range transportation planning program. Studies and projects proposed under the program umbrella, including the Streets and Freeways Study (SFS) and the Transit Corridors Study (TCS) are
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The 50-year vision seeks to achieve objectives in five goal areas: Equity, Economic Vitality, Environmental Sustainability, Safety and Livability and, Accountability and Engagement. The Streets and Freeways Study (SFS) and the Transit Corridors Study (TCS) will identify projects and policies that will help San Francisco work towards the 50-year vision. The result of these studies will be a screened, preliminarily phased list of potential projects and operational strategies and polices for further planning, refinement, and consideration for inclusion in the SFTP 2050. The intent of the ConnectSF Modal Study Follow on will be to take projects, operational strategies and preliminary policies identified in the SFS and TCS and develop them further for implementation. ConnectSF takes into account a broad base of existing projects such as Vision Zero, Muni Forward, as well as existing and planned projects through Prop K.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The 50-year vision was developed with broad public engagement at the citywide level throughout its year long development. This included focus groups, online surveys, targeted outreach and the use of a Futures Task Force. The phase 2 studies (TCS and SFS) will additionally involve community outreach, which, will feed into work funded through the ConnectSF Modal Study Follow on effort(s). More information on outreach to date can be found on the ConnectSF website (https://connectsf.org/).
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Planning (Doug Johnson); SFMTA (Graham Satterwhite)
Type of Environmental Clearance Required:	N/A
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



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

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

Comments/Concerns



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

Prop K Project Information Form	
Project Name:	Curb Management Strategy
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	Hank Willson
Phone Number:	415-646-2341
Email:	Hank.Willson@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Develop a curb management strategy that emphasizes access for people and goods rather than private car storage, and determines how to allocate curb space both across time and physical space, where to allocate space (proximity) for different users, and how to manage curb space across physical space and time. Scope includes Phase 1: development of a policy framework, Phase 2: development of tools, procedures and strategies, informed by pilot projects, and Phase 3: implementation and evaluation.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Please see attached word document for the project scope. The SFMTA has identified as an action item in the agency's Strategic Plan the development of a Curb Management Strategy under the Strategic Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	No outreach has been done yet as we are in the initial stages of this work. The project is not included in any existing plans.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA - Warren Logan SF Planning - Manoj Madhavan
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	yes scope of work

Curb Management Strategy – Scope of Work

In support of the SFMTA’s Strategic Plan, the Parking and Curb Management group is proposing to develop a Curb Management Strategy. The project is envisioned to consist of three phases; 1) Curb Management Framework; 2) Curb Management Strategy and Pilot Projects; and 3) Implementation and evaluation. In addition, the Parking and Curb Management group will also be participating in and overseeing several pilot projects as part of this work, which serve to inform the Curb Management Strategy.

Purpose and Goals

Curb space is a limited resource serving a wide range of users with competing desires and varying levels of demand. Currently, the lack of available curb space contributes to double parking resulting in:

- Congestion
- Safety concerns
- Conflicts between users
- Equity issues

The purpose of this work is to; 1) provide a data driven framework/metrics by which curb access is allocated and prioritized between a diverse set of users; 2) ensure that decision making process and prioritization is data driven and transparent to the public; and 3) make curb allocation decisions with the context of a larger neighborhood/district rather than only on a block by block basis.

The development of a Curb Management Strategy will prioritize curb users and provide direction on how curb allocation decisions can support the SFMTA’s and City of San Francisco’s larger goals:

- Improve safety and support Vision Zero
- Support Transit First by reducing congestion and delays to transit
- Access for all modes
- Reduce greenhouse gas emissions
- Support for adjacent and surrounding land uses
- Equity

Phase 1 - Framework

The objective of the first phase is to create a framework documenting how the SFMTA “allocates” curb space. It is imagined that this document will be similar to the Strategic Plan or the Guiding Principles for Emerging Mobility Services and Technology in that it aims to clearly state what the SFMTA’s vision and goals around curb allocation and management are at a high level.

The purpose of this document is to provide a high level policy framework that outlines how curb access is allocated and prioritized between a diverse set of users in different contexts. It will be a brief document that strives to shift the role of curb away from private car storage to a flexible space that enables access by all modes.

Contents of the framework include:

- Identification of the issue
- Purpose of the document
- Goals
- Hierarchy/process for allotting curb space in different contexts

Key questions that this document will address are:

- How is space prioritized?
- How do these priorities change throughout the city?

The document is viewed primarily as an internal SFMTA document that will be developed with input from SFMTA divisions and then shared with other city agencies for their input and feedback. By focusing on internal stakeholders in the first phase the hope is to gain consensus within the SFMTA on how the agency prioritizes and allocates curb space across a wide range of users, before conducting external outreach during Phase 2.

Phase 2 – Strategy & Pilot Projects

Phase 2 focuses on developing tools/procedures for allocating curb space and strategies for how the SFMTA “manages” curb space once it has been allocated. The purpose of this document is to evaluate current processes and tools, identify gaps, and based on the gaps analysis provide data and tools for determining how to allocate space both across time and physical space, where to allocate space (proximity) for different users, and how to manage curb space across physical space and time.

The objective of the second phase is to: 1) clearly understand the needs and gaps in the system of allocating and managing the curb as well as future needs that may emerge as a result of our changing transportation landscape, 2) use the gaps and needs analysis findings to develop legislation, policies, work flow processes, and tools that can address them. The types of recommendations would be wide ranging looking at topics such as the pricing of the curb, curb typologies, communication and legibility of the curb, internal SFMTA structural changes and workflow changes, new legislation, data collection standards, and curb metrics, and 3) provide guidance how to approach curb management and allocation at the project level since each project context will be unique. For example, what types of data should be collected? How should that data be analyzed? How is that data applied to curb allocation decisions? What tools are available to manage different issues that are identified?

In addition, during this phase the SFMTA will use pilot projects to test out strategies and tools and collect data. Findings/lessons learned from the pilots will inform the curb management strategy.

Potential examples include:

- Caltrain at 4th and King – how to manage space around a transit hub with many different users
- Hayes Valley loading zone – neighborhood commercial district attracting customers, deliveries, longer-term parkers
- Valencia – collect data to inform longer term planning effort for the corridor
- Loading pilot – work with businesses in a district to define loading needs and placement

Phase 3 - Implementation & Evaluation

Based on the outreach done in Phase 2 and the findings of the Curb Management Strategy, an implementation plan would be created. The purpose of the implementation plan is to prioritize the

tools/recommendations/policies/work flow processes and changes that are identified in the Curb Management Strategy and determine which measures will be implemented and in what order. The implementation strategy will identify who internally and externally will be responsible for the implementation of these measures and the timeline for implementation.

In addition, this phase will include making changes to legislation, signage, communications that are needed to support implementation of the prioritized changes. Lastly, there would be on-going data collection as part of projects that include curb changes to enable evaluation of new tools and polices that are being used.



**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	10%	In-house	Q3-Jan-Feb-Mar	2017/18	Q4-Apr-May-Jun	2019/20
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	TBD	Q1-Jul-Aug-Sep	2019/20		
Operations (i.e. paratransit)						
Open for Use					Q4-Apr-May-Jun	2019/20
Project Completion (means last eligible expenditure)		TBD			Q4-Apr-May-Jun	2020/21

Comments/Concerns

Planning/conceptual engineering and construction (implementation of pilots, evaluation, permanent implementation) will overlap given the proposed scope of work. SFMTA will refine the schedule and provide task-based schedule milestones when requesting allocation of the Prop K funds.

Prop K Project Information Form	
Project Name:	Pricing & Incentives
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	San Francisco County Transportation Authority
Supervisory District(s):	Citywide
Project Manager:	Colin Dentel-Post
Phone Number:	522-4836
Email:	colin.dentel-post@sfcta.org
Brief Project Description for MyStreetsSF (80 words max):	Placeholder for the following four potential pricing and incentive efforts 1) Decongestion Pricing and Incentives Study 2) Incentives Programs 3) Lombard Crooked Street Management System and 4) Freeway Managed Lanes
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This is a placeholder for a combination of the following pricing and incentive efforts intended to help reduce vehicle trips and encourage use of modes like bicycling, walking and transit:</p> <ul style="list-style-type: none"> - Decongestion Pricing and Incentives Study - Conduct a study and/or further development of potential pricing and incentive programs to reduce single-occupant vehicle trips and address traffic congestion in downtown San Francisco and SoMa. This would build on and update the recommendations in the 2010 Mobility Access and Pricing Study, which included implementation of a toll for vehicles crossing into and out of northeastern San Francisco during peak periods as well as a program of discounts for low-income and other disadvantaged populations and a program of investments to be funded by the toll revenue. The MAPS study found that the recommended cordon would reduce peak period auto trips by 12%, improve transit speeds by 20 to 25%, and reduce pedestrian collisions by 12% (notably, much of the city's Vision Zero Network includes downtown, SoMa, and Tenderloin streets that were included in the recommended cordon area). It also would generate \$60-80 million in annual net revenue to fund transit upgrades and increased service, pedestrian and bicycle infrastructure improvements, TDM measures, and incentive programs. This placeholder could also fund next steps toward implementation of a recommended pricing and incentives plan, including environmental analysis, system design, and construction. - Incentives Programs - This project would apply incentives to encourage behavior change with the goals of 1) mode shift away from drive alone to more sustainable modes and/or 2) efficient use of our transportation networks (as was the goal in BART Travel Incentives). Prop K previously provided funding for the BART Travel Incentives test program which demonstrated that small cash incentives can be used to change behavior. In that previous 6-month test program, incentives were used to get riders to shift the time they start their morning BART trips away from the peak hour. Using incentives to manage departure times and reduce peak crowding on transit has a secondary effect of making the transit experience more attractive, potentially resulting in more people choosing transit over driving. Successfully applying incentives to improve transit system efficiency can be a near-term solution to capacity issues which can help delay the need to seek much more expensive capital improvements that will take many more years to implement. - Lombard Crooked Street Management System - This project would be the implementation of one of the recommendations in the District 2 Managing Access to the Crooked Street Neighborhood Transportation Improvement Plan (SFCTA, 2017). The purpose of this project would be to decrease automobile congestion on the Lombard Crooked Street and surrounding neighborhood. It would involve completing final design, environmental

<p>Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).</p>	<p>The 2010 Mobility, Access, and Pricing Study (MAPS) included extensive community outreach to over 1,000 individuals through series of four public workshops and meetings with a wide variety of community and stakeholder groups. The idea of pricing remains downtown streets remains controversial, particularly because it has not been implemented in North America, but nevertheless a survey of outreach participants near the end of the MAPS study found that 60% supported pilot or permanent implementation of cordon pricing within three to five years.</p> <p>Incentives Programs - The previous BART Travel Incentives included outreach to San Francisco-based employers. Over a dozen employers partnered with the SFCTA to encourage their employees to sign-up for the program. Incentives programs are one of the strategies being considered as part of the District 10 Mobility Study. At the writing of this form, staff is conducting outreach in the district for this study. Implementation of an incentives program in District 10 would benefit Communities of Concern located in the Bayview and Hunter's Point neighborhoods.</p> <p>Lombard Crooked Street Management System - The previous Crooked Street NTIP involved outreach via two public open houses and an online survey through which community members gave feedback on solutions to identified transportation issues. Staff is currently in the process of conducting a follow-up effort called the Crooked Street Reservations and Pricing Study. The purpose of this follow-up study is to advance the reservation and/or pricing recommendation of the NTIP study and identify physical and operational details as well as determine the expected outcomes on automobile and pedestrian circulation on the Crooked Street and the surrounding neighborhood. Staff will be conducting outreach in and around the neighborhood to inform the reservations and pricing system alternatives being developed. Staff is seeking funding for the implementation of the final recommended system alternative that will emerge from this second study.</p> <p>- Freeway Managed Lanes - The FCMS study included meetings with community stakeholders and advocacy organizations and implementation next steps will include further community outreach. It was a recommendation of the 2017 San Francisco Transportation Plan update.</p>
<p>Partner Agencies: Please list partner agencies and identify a staff contact at each agency.</p>	<p>Decongestion Pricing - SFMTA Incentives Program - SFMTA (Staff TBD), BART (Ryan Greene-Roesel) Lombard Crooked Street Management System Implementation - SFMTA (Sarah Jones, Richard Olea) Freeway Managed Lanes - SFMTA, Caltrans, CAG, SMCTA, SamTrans</p>
<p>Type of Environmental Clearance Required:</p>	TBD
<p>Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.</p>	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

We left above blank since this project information form is a placeholder for multiple project ideas.

- Decongestion Pricing/Incentives Implementation Study and potential implementation next steps - The 2010 MAPS effort concluded that decongestion pricing would be a feasible way of meeting SF's goals for sustainability but additional study would be required before implementation. State elected officials are seeking

legislation to allow test implementation of decongestion pricing. Additional study would be useful in near future in order to ensure SF is ready to test a system if/when legislation passes.

- Incentives Programs - The BART Travel Incentives test program and evaluation finished in FY17/18. BART is currently conducting a second test phase which will conclude in Q2 of FY 19/20. Depending on findings from that test, there may be an opportunity to expand the program in FY19/20 and beyond. With lessons learned from these two BART test applications, there are opportunities to pilot incentive programs in other contexts (i.e. D10) and with other agencies (i.e. SFMTA) also after FY 19/20.

- Lombard Crooked Street Management System Implementation - The Planning/Conceptual Engineering phase for the project is currently in progress via the existing Crooked Street Reservations and Pricing Study. This study is expected to be complete by Q3 of FY 18/19. Pending the passage of enabling state legislation (as noted above for Decongestion Pricing Study), the project would be ready to move into the subsequent implementation phases as soon as FY 19/20.

- Freeway Managed Lanes Implementation - Next steps for the initial managed lane segment are to proceed with environmental review and design from 2019 through 2021, with construction to follow from 2021 to 2023.



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

Prop K Project Information Form	
Project Name:	Bicycle One-Stop Resource
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	John Knox White
Phone Number:	415.701.4473
Email:	John.KnoxWhite@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The approach will be to build on the branding developed in the bicycle outreach program in order to support the goal of bicycle ridership growth in SF.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The approach will be to build on the branding developed in the bicycle outreach program in order to support the goal of bicycle ridership growth in SF. The scope will include identification of goals and objectives for the project, evaluation metrics and a memo or report documenting the evaluation results.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Working with San Francisco's TDM partners, "Develop materials that provide information about services, products, and programs" was identified as a key strategy. A "Develop an integrated, customer-friendly website for the TDM program." was identified in the SF Transportation Demand Management Plan approved the SFCTA, SFMTA, SFE and SF Planning boards/committees. A one-stop bicycle resource was identified through discussions with the SF Bicycle Coalition during meetings held to identify how to provide education and outreach more effectively and more cost-effectively.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Department of the Environment: Margaret McCarthy (415) 355-3734
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)	0%	In-house and Contracted	Q2-Oct-Nov-Dec	2018/19		
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns

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



Prop K Project Information Form	
Project Name:	TDM for Tourists
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	John Knox White
Phone Number:	415.701.4473
Email:	John.KnoxWhite@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The goal will be to build on the branding developed in the bicycle outreach program in order to support bicycle ridership growth in SF.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The goal will be to build on the branding developed in the bicycle outreach program in order to support bicycle ridership growth in SF.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Working with San Francisco's TDM partners, "Strategy 6: Develop visitor-oriented and event-related TDM services to facilitate and encourage visitors' understanding and use of sustainable options when in San Francisco." was identified as a key strategy. A "Coordinate with SF Travel, Hotel Council, Concierge Council, Cruise Operators and major conferences to ensure that visitors to San Francisco are aware of all non-SOV options" and "Provide hotels with the information and materials that staff members need to inform and assist guests about local transportation options" were identified in the SF Transportation Demand Management Plan approved by the SFCTA, SFMTA, SFE and SF Planning boards/committees. This program will build on extensive outreach and research conducted by SFMTA in partnership with SF Travel, the Hotels Council, Concierge Council and other key stakeholders
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	Categorically Exempt
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



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

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering		In-house	Q2-Oct-Nov-Dec	2019/20	Q4-Apr-May-Jun	2019/20
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		In-house and Contracted			Q1-Jul-Aug-Sep	2020/21
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2024/25

Comments/Concerns

Project will begin in July 2019 and continue through June 2025 in this 5YPP.



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

Prop K Project Information Form	
Project Name:	TSP Evaluation Tool
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	i. TDM/Parking Management
EP Line (Primary):	43-Transportation Demand Mgmt
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19, 2019/20, 2020/21, 2021/22, 2022/23
Project Information	
Project Location:	Citywide
Supervisory District(s):	Citywide
Project Manager:	Joe Castiglione
Phone Number:	(415) 522-4810
Email:	joe.castiglione@sfcta.org
Brief Project Description for MyStreetSF (80 words max):	The Transportation Sustainability Program (TSP) Evaluation Tool will provide decision-makers with the ability to quantify the effectiveness of travel demand management (TDM) strategies included in the TSP program that are intended to shift travel behavior. The effort involves identifying the tool performance requirements based on user needs, collecting, warehousing and analyzing data, and implementing a tool that can easily be used by developers, planners, decision-makers and the public.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The Transportation Sustainability Program (TSP) seeks to improve and expand upon San Francisco's transportation system to help accommodate new growth by requiring new developments to provide on-site travel demand management (TDM) amenities that prioritize sustainable alternatives to driving. This project supports the guiding principles identified in the San Francisco TDM Plan and supports the TSP goal of prioritizing sustainable alternatives by providing comprehensive, systematic evaluation of the effectiveness of TDM strategies, allowing these strategies to be refined and expanded over time.</p> <p>Task 1: Identify Performance Requirements: Identify what types of strategies the tool will be sensitive to (e.g. free transit passes), the attributes of these strategies (e.g. who those passes are given to), and the related factors which may influence the effectiveness of these strategies (e.g. living in a transit-rich area). Strategies to be evaluated will likely include parking in addition to other strategies to be identified in coordination with the Planning Department and SFMTA.</p> <p>Task 2: Identify Methods and Required Data: Research the specific analysis methods, formulations and data needed to support development of a tool with the required sensitivities. Data to be collected through the MTC's Travel Decisions Survey, etc.</p> <p>Task 3: Collect, Warehouse and Analyze Data: Collect and analyze data to evaluate the effectiveness of an initial set of key TSP / TDM strategies, and to demonstrate the viability of on-going data collection methods.</p> <p>Task 4: Implement Tool: Implement the TSP Evaluation Tool so that it provides the required sensitivities using the data collected and methods identified. Tool will be web-based and available to the public.</p> <p>This effort will help fulfill principles of the San Francisco TDM Plan, including the "comprehensive, systematic evaluation and reporting on the effectiveness of city TDM programs," and will also help fulfill the implementation strategies within the San Francisco TDM Plan Strategy such as the requirement to "regularly evaluate the TDM program's effectiveness and recommend adjustments to the program based on the results in order to ensure increased effectiveness over time."</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	Prior public outreach was performed in support of the Transportation Sustainability Program (TSP).



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

Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Planning Department - Wade Wietgreffe (wade.wietgreffe@sfgov.org) San Francisco Municipal Transportation Agency - Carli Paine (carli.paine@sfmta.org)	
Type of Environmental Clearance Required:	N/A	
Attachments: 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 and Contracted	Q2-Oct-Nov-Dec	2018/19	Q4-Apr-May-Jun	2023/24
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns

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



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

Better Market Street Project Scope and Benefits

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

The program goals are to:

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

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

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

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

Figure 1: Current Accommodation for Bicycles is Inadequate



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

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

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

- Replacement and upgrade of traffic signals including provision of larger, more visible signal heads and bicycle signals where needed
- New traffic signals on Market at 11th and Steuart Streets
- Transit signal priority
- New CCTV cameras at intersections and center boarding islands
- Private vehicular restrictions to speed bus service and reduce conflicts with Muni
- Protected cycling facility along length of the corridor to attract bicyclists of all ages
- New striping to clearly define bicycle circulation including jug-handles and intersection markings
- Clearly marked pedestrian crossings
- Traction power upgrades to provide power for increased transit service on surface routes and in the Muni Metro
- New Overhead Contact System (OCS) installation to support changed geometries and increased service

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

- Replace streetcar tracks
- Replace Overhead Contact System (OCS) poles and wires
- Replace the sewer on the street and abandon century old existing brick sewer
- Replace aging water distribution infrastructure
- Replace conduit and wiring for streetlight service
- Add SFPUC Power Enterprises conduit for future electric distribution
- Add conduit for high-speed internet connectivity

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

Community and Regional Support

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

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

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

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

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

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

Eventually, elements of each of the three alternatives proved to be either fatally flawed or no longer consistent with City planning goals. As a result, a single alternative has been developed, which incorporates many of the viable elements of the previous alternatives into the only

alternative to effectively meet the projects various purposes in a way that maximizes safety and accessibility for all users and modes. City staff are now in the process of starting the next round of outreach, with a series of Open Houses about the project planned for Spring 2018.

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

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

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

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



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	50%	In-house	Q3-Jan-Feb-Mar	2010/11	Q4-Apr-May-Jun	2018/19
Environmental Studies (PA&ED)	45%	In-house and Contracted	Q3-Jan-Feb-Mar	2014/15	Q4-Apr-May-Jun	2018/19
Right of Way						
Design Engineering (PS&E)	13%	In-house	Q4-Apr-May-Jun	2018/19	Q3-Jan-Feb-Mar	2023/24
Advertise Construction	0%	In-house	Q4-Apr-May-Jun	2019/20		
Start Construction (i.e. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2019/20		
Operations (i.e. paratransit)						
Open for Use	0%	Contracted			Q4-Apr-May-Jun	2025/26
Project Completion (means last eligible expenditure)	0%	Contracted			Q4-Apr-May-Jun	2026/27

Comments/Concerns

Dates shown above are for the entire project extending from Octavia Boulevard to Steuart Street. Design and Construction will be delivered in phases. Construction of the first phase, anticipated to be from 6th to 8th streets, is tentatively scheduled to started June 2020 through June 2022.

Four other planned phases are tentatively scheduled to be designed and constructed as follows:

Phase 1: Design in FY 18-19 to FY 19-20, construction in FY 20-21 to FY 21-22

Phase 2: Design in FY 20-21, construction in FY 21-22 to FY 22-23

Phase 3: Design in FY 21-22, construction in FY 22-23 to FY 23-24

Phase 4: Design in FY 22-23, construction in FY 23-24 to FY 24-25

Phase 5: Design in FY 23-24, construction in FY 24-25 to FY 25-26

As of 8/28/2018, design for the overall project is 13% complete.

Better Market Street

FY 18-19 FY 19-20 FY 20-21 FY 21-22 FY 22-23 FY 23-24 FY 24-25 FY 25-26

PER 30% design full corridor	X							
Phase 1 Design	X	X						
Phase 1 Construction			X	X				
Phase 2 Design			X					
Phase 2 Construction				X	X			
Phase 3 Design				X				
Phase 3 Construction					X	X		
Phase 4 Design					X			
Phase 4 Construction						X	X	
Phase 5 Design						X		
Phase 5 Construction							X	X

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Possible Segments:

- Steuart-2nd
- 2nd-5th
- 5th-8th
- 8th-12th
- 12th-Octavia

Construction Cash Flow:

- Track Demo
- Sewer
- Water
- Tracrion Power Work
- New Track Installation
- Curbs and curb ramps
- Path of Gold Poles
- Sidewalks and tree wells
- Traffic Signals
- OCS work
- Paving
- Landscaping

**San Francisco OBAG 2 Application
Major Line Item Budget**

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

Notes:

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

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

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

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

Project Name: Better Market Street

Project Cost Estimate		Funding Source	
Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$ 12,754,000	\$ -	\$ 12,754,000
Environmental Studies (PA&ED)	\$ 9,474,000	\$ -	\$ 9,474,000
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 35,075,000	\$ 17,230,000	\$ 17,845,000
Construction	\$ 446,400,000	\$ -	\$ 446,400,000
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 503,703,000	\$ 17,230,000	\$ 486,473,000
Percent of Total		3%	97%

Funding Plan - All Phases						Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)					
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
General Fund		Planning/Conceptual Engineering	Allocated	Previous	\$ 2,480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Planning/Conceptual Engineering	Allocated	Previous	\$ 10,274,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund		Environmental Studies (PA&ED)	Allocated	Previous	\$ 2,620,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Octavia Land Sales		Environmental Studies (PA&ED)	Allocated	Previous	\$ 3,050,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Market Octavia Impact Fees		Environmental Studies (PA&ED)	Allocated	Previous	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Environmental Studies (PA&ED)	Allocated	Previous	\$ 2,804,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K OBAG 2 Exchange - Proposed	22U-Guideways - Discretionary	Design Engineering (PS&E)	Programmed	2019/20	\$ 15,980,000	\$ 7,990,000	\$ 7,990,000	\$ -	\$ -	\$ -	\$ -
Transit Center Impact Fees		Design Engineering (PS&E)	Programmed	2019/20	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Design Engineering (PS&E)	Programmed	2019/20	\$ 8,627,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PUC (Non Participating)		Design Engineering (PS&E)	Programmed	2019/20	\$ 7,218,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	44-Transportation/Land Use Coordination	Design Engineering (PS&E)	Planned	2019/20	\$ 1,250,000	\$ -	\$ 625,000	\$ 625,000	\$ -	\$ -	\$ -
PUC (Non Participating)		Construction	Planned	2019/20	\$ 28,939,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop A GO Bond		Construction	Planned	2019/20	\$ 75,041,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BUILD		Construction	Planned	2019/20	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MTA Prop B General Fund Setaside		Construction	Programmed	2019/20	\$ 10,055,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5337 Fixed Guideway		Construction	Programmed	2019/20	\$ 11,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA 2021 Revenue Bond		Construction	Planned	2019/20	\$ 18,870,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SFMTA CIP		Construction	Planned	2019/20	\$ 7,073,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SB1 (STIP/ "ATP+"/GHG funding)		Construction	Planned	2019/20	\$ 30,665,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3		Construction	Planned	2019/20	\$ 56,142,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OBAG 3		Construction	Planned	2019/20	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New (VLF, Bonds, sales tax, potential TTFH)		Construction	Planned	2019/20	\$ 46,610,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5309 (New Starts, Small Starts, Core Capacity)		Construction	Planned	2019/20	\$ 60,951,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TBD		Construction	Planned		\$ 70,354,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Total By Fiscal Year	\$ 503,703,000	\$ 8,615,000	\$ 8,615,000	\$ -	\$ -	\$ -

Comments

From July 2018 TTP Update: For segment 1, anticipated to be from 6th Street to 8th Street, construction is scheduled for June 2020 - June 2022. The funding plan for segment 1 as submitted for the federal BUILD program includes \$50.221 million in Prop A General Obligation Bond funds, \$15 million in planned BUILD funds, and \$6.3 million in SF PUC funds.

Additional funding sources will be identified prior to completion of design for each phase, and will depend on the final scope of work included in the project. Possible sources may include federal, state, or local funds such as bond revenues, SFMTA General Fund set-aside, FTA SOGR funds, or other sources as they become available.

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



Prop K Project Information Form	
Project Name:	Housing Incentive Pool Local Match
Implementing Agency:	
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	
Project Information	
Project Location:	TBD
Supervisory District(s):	
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	This funding provides a local match placeholder to the MTC's Housing Incentive Program (HIP). MTC created the HIP program to better integrate the region's federal transportation program with California's climate law (SB 375,
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The Housing Incentive Pool (HIP) challenge grant program for the production of affordable housing was adopted as a part of MTC's One Bay Area Grant (OBAG) program, Cycle 2. The purpose of HIP is to reward jurisdictions that permit or preserve the most housing units at the very low, low, and moderate income housing units from 2015 through 2020, based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-23. The target for the challenge grant period is approximately 80,000 units. At the end of the challenge cycle, MTC will distribute transportation funding to the jurisdictions that contribute the most toward reaching the regional production target. Based on initial data, we expect San Francisco will do very well for this program, thus we are recommending funding for a placeholder for local matching funds. Priority for limited Prop K OBAG local match funds will be given to projects that have no or limited alternate sources of matching funds (including other Prop K categories and non-Prop K funds).
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	TBD
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	no



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

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

Comments/Concerns

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



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

Prop K Project Information Form	
Project Name:	Neighborhood Transportation Improvement Program Planning Placeholder
Implementing Agency:	
Prop K Expenditure Plan Information	
Category:	D. TSM/Strategic Initiatives
Subcategory:	ii. Transportation/Land Use Coordination
EP Line (Primary):	44-Transportation/Land Use Coordination
Other EP Line Number/s:	
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	TBD
Supervisory District(s):	Citywide
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors,
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The NTIP program came out of the San Francisco Transportation Plan's needs assessment that identified significant unmet demand for pedestrian and bicycle circulation projects and transit reliability initiatives. The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district (\$100,000 for each district over the next 5 years); and a capital component to provide local matching funds for two neighborhood-scale projects in each district in the next five years. Examples of NTIP planning projects include: traditional neighborhood transportation plan development; corridor plans; and project-level plans or smaller efforts. Transportation Authority staff developed NTIP planning guidelines in consultation with project sponsors and the guidelines were approved by the Transportation Authority Board in Fall 2014. This is the second cycle of the NTIP program.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	NTIP planning program is specifically designed to be community-based, with priority given to plans that address needs in communities of concern.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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



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

Comments/Concerns

This is a placeholder. Schedule will be determined once a specific NTIP plan proposal is developed.

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



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



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

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

Comments/Concerns



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

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

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



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

Comments/Concerns

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

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



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



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

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

Comments/Concerns

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



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

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

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



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

Comments/Concerns

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

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



Prop K Project Information Form	
Project Name:	NTIP Capital Placeholder
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	i. Major Capital Projects (transit)
EP Line (Primary):	1-Rapid Bus Network
Other EP Line Number/s:	13, 16, 30, 31, 38, 39, 40, 43, 44
Fiscal Year of Allocation:	
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	
Phone Number:	
Email:	
Brief Project Description for MyStreetSF (80 words max):	NTIP Capital Placeholder funds
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	(includes Elk/Sussex & 45th/Lincoln 18/19 allocations)
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	
Type of Environmental Clearance Required:	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	



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

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

Comments/Concerns



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

Project Name:	NTIP Capital Placeholder
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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	\$ -	\$ -	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ -	\$ -	\$ -
Percent of Total			

Any

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 NTIP	1-Rapid Bus Network	Any	Programmed	Previous	\$ 300,000	\$ 300,000		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	16-Other Transit Enhancements	Any	Programmed	Previous	\$ 1,000,000	\$ 1,000,000		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	30-Other Upgrades to Major Arterials	Any	Programmed	Previous	\$ 898,397	\$ 898,397		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	30-Other Upgrades to Major Arterials	Any	Planned	2019/20	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Prop K NTIP	31-New Signals and Signs	Any	Programmed	Previous	\$ 500,000	\$ 500,000		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	38-Traffic Calming	Any	Programmed	Previous	\$ 320,000	\$ 320,000		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	38-Traffic Calming	Any	Planned	2019/20	\$ 2,050,000	\$ -	\$ 2,050,000	\$ -	\$ -	\$ -	\$ -
Prop K NTIP	39-Bicycle	Any	Planned	Previous	\$ 564,000	\$ 564,000		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	39-Bicycle Circulation/Safety	Any	Planned	2019/20	\$ 1,000,000	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Prop K NTIP	40-Pedestrian Circulation/Safety	Any	Programmed	Previous	\$ 558,088	\$ 558,088		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	40-Pedestrian Circulation/Safety	Any	Planned	2019/20	\$ 825,000		\$ 825,000	\$ -	\$ -	\$ -	\$ -
Prop K NTIP	43-Transportation Demand Mgmt	Any	Programmed	Previous	\$ 240,000	\$ 240,000		\$ -	\$ -	\$ -	\$ -
Prop K NTIP	43-Transportation Demand Mgmt	Any	Planned	2019/20	\$ 100,000		\$ 100,000	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total By Fiscal Year					\$ 8,605,485	\$ 4,380,485	\$ 4,225,000	\$ -	\$ -	\$ -	\$ -

Comments

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