



Memorandum

AGENDA ITEM 11

DATE: October 20, 2023

TO: Transportation Authority Board

FROM: Carl Holmes - Deputy Director for Capital Projects
Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/14/2023 Board Meeting: Program \$2,601,000 in Senate Bill 1 Local Partnership Program Formula Funds for Construction of the Yerba Buena Island Hillcrest Road Improvement Project (Hillcrest Project) and Design of the Yerba Buena Island Multi-Use Pathway (YBI MUP); Approve Two Fund Exchanges, with Conditions, to Fully Fund the Hillcrest Project, Including Accommodations for a New Class 1 Multi-Use Pathway; and Appropriate, with Conditions, \$4,850,000 in Prop K Funds for Design and Construction of the Hillcrest Project

RECOMMENDATION

☐ Information ☒ Action

- Program \$2,601,000 in Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic funds to the following Transportation Authority projects:
 - Yerba Buena Island Hillcrest Road Improvement project (Hillcrest Project)
 - Yerba Buena Island Multi-Use Pathway (YBI MUP)
- Approve Two Fund Exchanges, with Conditions, to Fully Fund the Hillcrest Project, Including Accommodations for a New Class I Multi-Use Pathway:
 - Exchange \$750,000 in County Share One Bay Area Grant 3 (OBAG 3) funds from the Transportation Authority's YBI MUP project with an equivalent amount of Prop K funds from the San Francisco Municipal Transportation Authority's (SFMTA's) Light Rail Vehicle (LRV) Procurement Project
 - Exchange \$4,100,000 in Regional OBAG 3 funds from the YBI MUP project for an equivalent amount of Prop K funds allocated to the SFMTA's LRV project.
- Appropriate, with Conditions, \$4,850,000 in Prop K funds to for Design and Construction of the Hillcrest Project

- ☒ Fund Allocation
- ☒ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other:



SUMMARY

In September 2023, the Board approved an increase in the professional services contract with WMH Corporation for the design phase and Caltrans right-of-way approval for the Hillcrest project. As part of the item, we flagged that we were working closely with the Metropolitan Transportation Commission (MTC) and Treasure Island Development Authority (TIDA) to identify and secure an additional \$6.7 million to add scope to the Hillcrest project from our failed Senate Bill 1 Solutions for Congested Corridors application for the Yerba Buena Island Multi-Use Path (MUP). Instead of a 6-foot Class II bike lane along Hillcrest, the MUP envisions a 16-foot Class I bike/ped path. This requires a wider cross-section on Hillcrest and a taller and longer retaining wall built into the hillside (i.e., MUP Segment 2 accommodation). Building this now as part of the Hillcrest Project would achieve construction and cost efficiencies. The recommended actions include programming a total of \$2,601,000 in our LPP formula funds to the Hillcrest and MUP projects, along with a series of fund exchanges that will enable us to secure the \$6.7 million in additional funds needed to incorporate the MUP Segment 2 accommodations into the Hillcrest construction phase, as well as provide an additional \$750,000 to the Hillcrest project to complete design of the MUP accommodations. The fund exchanges (described in Attachment 1) are necessary to avoid placing federal funds on the Hillcrest project, which does not have federal environmental approval and is anticipating advertising construction in early 2024.

We are also requesting appropriation (Attachment 3), with conditions, of \$4,875,000 in Prop K (exchange) funds for design and construction of the Hillcrest Project Construction phase as part of this item. The fund exchanges and appropriation are conditioned upon MTC's approval of the corresponding actions, detailed in Attachment 1. We are very appreciative of MTC and SFMTA's support for the proposed actions, which will help advance delivery of the MUP's vision for a pedestrian and bicycle facility that will extend from the existing Bay Bridge East Span YBI bicycle landing to the new Treasure Island Ferry Terminal.

BACKGROUND

YBI Hillcrest Road Improvement Project. The California Department of Housing and Community Development awarded TIDA a \$30,000,000 Infill Infrastructure Grant (IIG) in the



Spring of 2020 for the widening of Hillcrest Road to improve safety and traffic circulation. TIDA requested that the Transportation Authority lead the design and construction effort for the Hillcrest Project because of the Transportation Authority's expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. In December 2021, TIDA and the State executed the agreement which allows work to start on the YBI Hillcrest Project.

The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Hillcrest Project will widen Hillcrest Road to provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. The Hillcrest Project will require close coordination and consultation with all stakeholders including the TIDA, Caltrans, Bay Area Toll Authority (BATA), San Francisco Public Works (SFPW), and the United States Coast Guard.

The Hillcrest Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvement Project on the east side. The Hillcrest Project connects these two projects and will provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. As originally envisioned, the Hillcrest Project would provide a total cross-section of 36-feet wide for the segment between the Westside Bridges project and over the I-80 Tunnel Portal, and up to 40-feet wide from south of the Portal to the Forest Road Intersection to meet SFPW standards. The project will also build a retaining wall south of the Portal to accommodate the Class II bike lane improvement.

Yerba Buena Island Multi-Use Pathway. The Transportation Authority is leading the YBI MUP project, a pedestrian and bicycle facility that will extend from the existing Bay Bridge East Span YBI bicycle landing to the new Treasure Island Ferry Terminal. The YBI Multi-Use Pathway has two phases. The Phase 1 Multi-Use Pathway is meant to be a high-quality, usable facility available in a shorter period of time. The Interim Phase 1 Multi-Use Pathway was identified in the Bay Skyway package of improvements developed by the BATA in the Fall of 2022. The ultimate Phase 2 Multi-Use Pathway will include a new, elevated causeway that includes a new structure over I-80, and connection to the West Span bike and pedestrian facility. Phase 2 is many years off.

The YBI Multi-Use Pathway Phase 1 is adjacent to four YBI Roadway Projects:

- Segment 1 - Southgate Project
- Segment 2 - Hillcrest Road Improvements Project [subject of this request]
- Segment 3 - West Side Bridges
- Segment 4 - Treasure Island Road

This memorandum focuses on Segment 2 of the Multi-Use Pathway and providing funding to expand the Hillcrest Project scope to accommodate Segment 2 of the future Phase 1 Multi-Use Pathway. Attachment 3 contains a map showing the relative locations of the Hillcrest and MUP projects on YBI.



SB 1 Local Partnership Program - Formulaic Funds. The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on August 17, 2022, that allocate 60% of the program funds through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The LPP Formulaic Program has broad project eligibility criteria which include capital projects that improve the state highway system, transit facilities, or expand transit services, local roads, bicycle and pedestrian safety, among others. Funds can be used for most project phases (i.e., environmental, right-of-way, design, construction) and require a dollar-for-dollar local match. The LPP Formulaic Program will only fund projects, or segments of projects, which are fully funded and have independent utility.

For this funding cycle covering Fiscal Years (FYs) 2023/24 - 2024/25, we will receive \$8.758 million based on Prop K, Prop AA, and the TNC tax revenues as well as a one-time \$5 million bump from LPP incentive funds to reward San Francisco for passing Prop L in November 2022. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately programs and allocates the funds, which are subject to strict timely use of funds requirements. For this funding cycle, we have until April 2026 to program LPP Formulaic funds.

DISCUSSION

As we signaled at the September 2023 Board meeting, we have been working to identify funding to incorporate accommodations for the future YBI MUP project into the Hillcrest Project, which is wrapping up the design phase and moving toward advertisement of construction in early 2024. The baseline Hillcrest Project, with a planned cross-section of 40 feet and a Class II bike lane, does not accommodate the width required for a Class I multi-use pathway. To accommodate the future YBI MUP, capitalize on economies of scale, and minimize construction disruption, we are seeking to expand the scope of the Hillcrest Project to widen it by 16 feet, to a total cross section of 56 feet, and include a wider shoulder area and a taller retaining wall built further into the hill. This requires an additional \$750,000 to finalize design of the Segment 2 MUP and \$6.7 million in construction funds to incorporate the Segment 2 MUP accommodations into the Hillcrest Project. If this work is not done as part of the Hillcrest Project, to build Segment 2 of the MUP we would need to return to the project site in the future to demolish the shorter retaining wall planned for the baseline Hillcrest project and build a taller retaining wall further into the hill at an estimated loss of \$9-\$10 million.

The Hillcrest project has state environmental clearance (received March 2023), but not federal environmental clearance since it was not planning on using federal funds. Therefore, the funding actions that are the subject of this memorandum would provide non-federal funds to expand the scope and budget of the YBI Hillcrest Project to accommodate the future YBI MUP. The three recommended Transportation Authority funding actions needed are



described below. The existing and proposed funding plans for the Hillcrest and YBI MUP projects are shown in Attachment 1, with notes detailing the various programming recommendations that are required. If approved, the recommendations would increase the cost of the Hillcrest design and construction phases from \$30.0 million to \$37.45 million.

Recommended LPP Formulaic Program Project Priorities. After considering LPP guidelines and the near-term timeline for Hillcrest construction, we recommend programming \$2.6 million of the \$8.758 million in LPP Formulaic funds available to the Transportation Authority to the Hillcrest Project. This project can readily meet the requirements of the LPP formula program, including strict timely use of funds requirements. The proposed LPP funds would help fund the construction phase of the Hillcrest Project with the expanded scope to accommodate the future YBI MUP.

We also recommend programming \$1,000 in LPP Formulaic funds to the design phase of the YBI MUP. This is required by the CTC to facilitate a transfer of LPP cost savings from the YBI MUP Project Approval & Environmental Document phase (PA&ED)(environmental) to the YBI MUP Plans, Specifications, and Estimates phase (PS&E or design). The Transportation Authority Board programmed \$1 million in LPP Formulaic funds to the YBI MUP PA&ED phase in May 2021. The project realized \$750,000 in cost savings since it was able to receive a Categorical Exemption for environmental clearance. To shift the \$750,000 in cost savings from PA&ED (environmental) to PS&E (design), the CTC informed us we must first program \$1,000 to YBI MUP PS&E.

Our funding priorities for the LPP Formulaic funds are summarized in Attachment 2. The funding need for Hillcrest Project and YBI MUP is urgent, which is why we are recommending these LPP funds now. We anticipate returning to the Board in 2024 with recommendations for programming the remaining LPP formula funds to other projects. We have until April 2026 to program the remaining LPP formula funds for this cycle. Each of the projects that we are considering for LPP funds are Board adopted priorities in our Annual Work Program and are being considered in concert with the Prop L 5 Year Prioritization Programs.

The required LPP Project Programming Request form for the YBI MUP Project is included in Attachment 4.

Proposed OBAG 3/Prop K Fund Exchange. There are two proposed fund exchanges which are necessary to complete the expanded Hillcrest Project funding plan with non-federal funds, as the project does not have federal National Environmental Policy Act (NEPA) clearance. The first would fund exchange \$750,000 in County OBAG 3 funds from the YBI MUP with an equivalent amount of Prop K funds previously allocated to the SFMTA's LRV Procurement Project, with conditions. This fund exchange will complete the funding plan for the expanded design phase of the Hillcrest Project to accommodate the YBI MUP.

The second proposed fund exchange would exchange \$4,100,000 in Regional OBAG 3 funds from the YBI Multi-Use Pathway with an equivalent amount of Prop K funds from the SFMTA's LRV Procurement Project, with conditions. This fund exchange, along with the recommended \$2.6 million in LPP formula funds mentioned above, will complete the funding plan for the construction phase of the Hillcrest Project to accommodate the YBI MUP. The project team expects to advertise Hillcrest construction in early 2024 and to bring the contract award recommendation to the Board by Spring 2024. Construction would begin Summer 2024. The



dollar-for-dollar fund exchange does not impact the SFMTA LRV project. The SFMTA and MTC support the proposed fund exchanges, which is conditioned upon the actions that will take place after our Board approval of this item, detailed in Attachment 1.

Prop K Appropriation Request. We are concurrently requesting appropriation of \$750,000 and \$4,100,000 in Prop K (exchange) funds for the Hillcrest Project design and construction phases, as described in the attached allocation request form (Attachment 3). The appropriation is conditioned upon the Transportation Authority Board approval of the proposed fund exchanges and subsequent MTC Commission approval of the fund exchange and Transportation Improvement Program (TIP) amendments for the OBAG 3 funds as described above. To ensure the SFMTA's LRV project is held harmless, the Prop K funds will not be available for reimbursement to the Hillcrest Project unless and until the MTC approves all the necessary actions.

Next Steps. Following Board approval, the MTC will consider the OBAG 3/Prop K fund exchange at their December 2023 meeting. We anticipate MTC approval of the fund exchange and corresponding TIP amendments by early 2024.

We will submit the LPP Formula project nominations to the CTC to be considered at their January 26, 2024, meeting. In 2024, we anticipate presenting programming recommendations for the remainder of LPP formula funds to the Board for approval.

FINANCIAL IMPACT

The recommended actions would, subject to approval of the various conditions, including the associated fund exchanges, would program \$2.61 million in LPP formula funds to the Hillcrest and MUP projects and appropriate \$4,850,000 in Prop K funds deobligated from the SFMTA's LRV project to the Hillcrest Project. These funds would be reflected in the mid-year FY 23/24 budget revision and in future year budgets to correspond to anticipated project cash flows. The appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Hillcrest Project Allocation Request Form (Attachment 3).

CAC POSITION

The Community Advisory Committee will consider this item at its October 25, 2023, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Yerba Buena Island Hillcrest Road Improvements Project and Multi-Use Pathway Project Funding Plans (Existing and Proposed)
- Attachment 2 - Proposed LPP Formulaic Program Priorities
- Attachment 3 - Yerba Buena Island Hillcrest Road Improvements Project Allocation Request Form
- Attachment 4 - Yerba Buena Island Multi-Use Pathway Project Electronic Project Programming Request (ePPR)

Attachment 1.

YBI Hillcrest Road Improvement Project and YBI Multi-Use Pathway Funding Plans (Existing and Proposed)

Yerba Buena Island (YBI) Hillcrest Road Improvement Project (Hillcrest)

Phase	Project	Source	Existing Funds (\$K)	Proposed Funds (\$K)	Change	Notes
PS&E	Hillcrest Base Project	IIG	\$ 3,200	\$ 3,200	\$ -	
PS&E	MUP Segment 2 Accommodation	Prop K	\$ -	\$ 750	\$ 750	- Cost increase due to additional work to design the MUP Segment 2 accommodation. - Local funds are from LRVs enabled by MUP PS&E OBAG 3 fund exchange ^{1,4}
PS&E Total			\$ 3,200	\$ 3,950	\$ 750	Cost increase is design for MUP Segment 2 accommodation scope
CON	Hillcrest Base Project	IIG	\$ 26,800	\$ 26,800	\$ -	
CON	MUP Segment 2 Accommodation	Prop K	\$ -	\$ 4,100	\$ 4,100	- Cost increase due to addition of wider road and retaining wall to accommodate the future MUP Segment 2 - Local funds are from LRVs enabled by MUP CON OBAG 3 fund exchange ^{1,2}
CON	MUP Segment 2 Accommodation	LPP-F (SFCTA)	\$ -	\$ 2,600	\$ 2,600	Pending SFCTA & CTC approval
CON Total			\$ 26,800	\$ 33,500	\$ 6,700	Cost increase is MUP Segment 2 accommodation scope
PS&E + CON Total			\$ 30,000	\$ 37,450	\$ 7,450	

YBI Multi-use Path (YBI MUP)

Phase	Project	Source	Existing Funds (\$K)	Proposed Funds (\$K)	Change	Notes
PA&ED	YBI MUP	PCA	\$ 1,000	\$ 1,000	\$ -	
PA&ED	YBI MUP	LPP-F (SFCTA)	\$ 1,000	\$ 250	\$ (750)	Cost savings due to Categorical Exclusion, no EIR required LPP savings move to MUP PS&E ³
PA&ED Total			\$ 2,000	\$ 1,250	\$ (750)	
PS&E	YBI MUP	ATP	\$ 3,800	\$ 3,800	\$ -	
PS&E	YBI MUP	OBAG 3	\$ 3,000	\$ 2,250	\$ (750)	Funds move to LRVs to enable local fund exchange to Hillcrest PS&E ⁴
PS&E	YBI MUP	LPP-F (SFCTA)	\$ -	\$ 1	\$ 1	LPP-F funds must be programmed directly to PS&E to enable the allocation adjustment to shift \$750k from PA&ED to PS&E ³
PS&E	YBI MUP	LPP-F (SFCTA)	\$ -	\$ 750	\$ 750	Gap is refilled by LPP-F savings from PA&ED to PS&E ³
PS&E Total			\$ 6,800	\$ 6,801		
CON	YBI MUP	OBAG 3	\$ 4,100	\$ -	\$ (4,100)	Funds move to LRVs to enable local fund exchange to Hillcrest CON ²
CON	YBI MUP	Local	\$ 3,100	\$ 3,100	\$ -	
CON	YBI MUP	Prop L	\$ 1,000	\$ 1,000	\$ -	Pending SFCTA Board approval as part of separate Prop L 5YPP item.
CON	YBI MUP	ITIP	\$ -	\$ 4,944	\$ 4,944	
CON	YBI MUP	LPP (BATA)	\$ -	\$ 1,000	\$ 1,000	Confirmation with BATA pending
CON	YBI MUP	TBD	\$ 82,996	\$ 82,996	\$ -	Federal (e.g. Solutions for Congested Corridors), state, regional, or local funds
CON Total			\$ 91,196	\$ 93,040	\$ 1,844	Delta is additional LPP + new ITIP, less OBAG 3
PA&ED + PS&E + CON Total			\$ 99,996	\$ 101,091		

Attachment 1.

YBI Hillcrest Road Improvement Project and YBI Multi-Use Pathway Funding Plans (Existing and Proposed)

¹ MTC Commission approval and subsequent TIP amendment needed to update the project name in the TIP. MTC Commission action expected in December 2023 and final TIP amendment approval expected February 2024.

² MTC Commission approval and subsequent TIP amendment to program \$4,100,000 in Regional OBAG 3 funds for the YBI Multi-Use Pathway one year earlier, moving them from FY 24/25 to FY 23/24, and to approve the OBAG 3/Prop K fund exchange with SFMTA's Light Rail Vehicle project. MTC Commission action expected in December 2023 and final TIP amendment approval expected in February 2024.

³ CTC and Caltrans require that SFCTA program \$1,000 in LPP-F funds to YBI MUP Design to enable the shift in funds from YBI MUP PA&ED to YBI MUP PS&E.

⁴ MTC Commission approval and subsequent TIP amendment needed to program \$750,000 in County OBAG 3 funds for the YBI Multi-Use Pathway one year later, moving them from FY 22/23 to FY 23/24, and to approve the OBAG 3/Prop K fund exchange with SFMTA's Light Rail Vehicle project. MTC Commission action expected in December 2023 and final TIP amendment approval expected in February 2024.

Acronyms: 5YPP - 5-Year Prioritization Program, BATA - Bay Area Toll Authority, CON - Construction, CTC - California Transportation Commission, EIR - Environmental Impact Report, IIG - Infrastructure Infill Grant, LPP - Local Partnership Program, LPP-F - LPP formula funds, ITIP - Interregional Improvement Program, LRV - Light Rail Vehicle, MTC - Metropolitan Transportation Commission, MUP - Multi-Use Path, One Bay Area Grant (OBAG), PA&ED - Project Approval & Environmental Document, PS&E - Plans, Specifications & Estimates (Design), SFCTA - San Francisco County Transportation Authority, SFMTA - San Francisco Municipal Transportation Authority, TBD - to Be Determined, YBI - Yerba Buena Island

Attachment 2.
Proposed Local Partnership Program (LPP) Formulaic Program Priorities

Fiscal Year	Sponsor ¹	Project Name	Project Description	Phase(s)	District(s)	Cost of Phase Requested	LPP-F Funds Requested
Proposed							
23/24	SFCTA	Yerba Buena Island Hillcrest Road Improvements Project	This project will widen Hillcrest Road providing two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Pathway (Class I), the scope of the Hillcrest project is proposed to be expanded to include a wider shoulder area and a taller retaining wall built further into the hill.	Construction	6	\$ 33,500,000	\$ 2,600,000
23/24	SFCTA	Yerba Buena Island Multi-Use Pathway	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority and Metropolitan Transportation Commission. The project area is a planned segment of the San Francisco Bay Trail.	Design	6	\$ 6,801,000	\$ 1,000
					Total	\$ 40,301,000	\$ 2,601,000

Total LPP Formulaic (LPP-F) Funds Available \$ 8,758,000

LPP-F Funds Remaining to Program² \$ 6,157,000

¹ Sponsor abbreviations include: the San Francisco County Transportation Authority (SFCTA).
² We anticipate returning to the Board in 2024 with recommendations for programming the remaining LPP Formulaic Funds to other projects, which will also be informed by our Prop L 5 Year Prioritization Program process. We have until April 2026 to program the LPP Formulaic Funds in this cycle. These funds require a dollar for dollar match.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plan	Vehicles
Current PROP K Request:	\$4,850,000
Supervisory District	District 06

REQUEST

Brief Project Description

The Hillcrest Road Improvements Project will widen Hillcrest Road and provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. To accommodate the future YBI Multi-Use Pathway, the scope of the Hillcrest project is expanded to include a wider shoulder area and a taller retaining wall built further into the hill.

Detailed Scope, Project Benefits and Community Outreach

Hillcrest Road Improvement Project Base Scope:

Treasure Island Development Authority (TIDA) was awarded a \$30,000,000 Infill Infrastructure Grant (IIG) by the California Department of Housing and Community Development in the Spring of 2020 for the widening of Hillcrest Road to improve safety and traffic circulation. TIDA requested that the Transportation Authority lead the design and construction effort for the Hillcrest Road Improvement Project because of the Transportation Authority's expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. In December 2021, TIDA and the State executed the standard agreement which allows work to start on the YBI Hillcrest Road Improvement Project (Hillcrest Project).

The Treasure Island/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Hillcrest Project will widen Hillcrest Road and provide two travel lanes, wider shoulders, improved sight distance, and a Class II bicycle lane. This is consistent with the Treasure Island/YBI Redevelopment EIR. The Hillcrest Project will require close coordination and consultation with all stakeholders including the TIDA, Caltrans, Bay Area Toll Authority (BATA), San Francisco Public Works, and the United States Coast Guard. See Map Attachment for the YBI project map.

The Hillcrest Project will improve the safety of the existing Hillcrest Road from Treasure Island Road and West Side Bridges Seismic Retrofit Project on the west side to the Southgate Road Realignment Improvement Project on the east side. The Hillcrest Project connects these two projects and will

provide improved vehicular access to the San Francisco-Oakland Bay Bridge (SFOBB). The improvements are a connecting segment located between the under-construction Westside Bridges Project and the recently opened Southgate Realignment Project. The project will provide a total cross-section of 36-feet wide for the segment between the Westside Bridges project and over the I-80 Tunnel Portal, and up to 40-feet wide from south of the Portal to the Forest Road Intersection to meet SFPW standards. The project will also build a retaining wall south of the Portal to accommodate the Class II bike lane improvement.

Hillcrest with expanded scope to accommodate the future Multi-Use Pathway (Segment 2):

The expanded project scope will widen Hillcrest Road by a total of 56 feet, about 18 feet more than the original design to accommodate a future Class I bike path for Segment 2 of the Multi-Use Pathway (MUP) that will ultimately enable connection from the bike landing next to Quarters 9 on YBI, and the future Bay Bridge West Span Skyway Project. The future YBI MUP will enable commuters, cyclists, and pedestrians to travel to/from downtown San Francisco. To accommodate the future YBI MUP and to capitalize on economies of scale and prevent less construction disruption, the scope of the Hillcrest project is expanded to include a wider shoulder area and a taller retaining wall built further into the hill. It will prevent the need to demolish the shorter retaining wall for the Class II bike lane and rebuild that retaining wall at a future date (a loss of \$9-\$10 million). As a result, the Hillcrest project design cost increased by \$750,000 and the construction cost increases by \$6.7 million. Design funds are needed to pay for retroactive expenses incurred in 2023.

Project Location

on Yerba Buena Island along Hillcrest Road, from the intersection of Hillcrest Road & Forest Road to 0.25 miles west, north of the I-80 on-ramp

Project Phase(s)

Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

We are recommending a multi-phase appropriation due to the short duration for the remaining design work (completion by December 2023) and planned advertising for the construction phase in early 2024.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	N/A
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	N/A

Justification for Necessary Amendment

Request is for \$4,850,000 in Prop K funds deobligated from the SFMTA's Light Rail Vehicle (LRV) Procurement project and reallocated to the subject project, as part of a fund exchange to avoid using federal funds on the subject project, which would result in significant project delays and a cost increase. LRV project will receive a like amount of federal One Bay Area Grant 3 funds programmed to the Yerba Buena Island Multi-Use Pathway.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2008	Jan-Feb-Mar	2010
Environmental Studies (PA&ED)	Jan-Feb-Mar	2008	Jan-Feb-Mar	2023
Right of Way	Oct-Nov-Dec	2022	Oct-Nov-Dec	2023
Design Engineering (PS&E)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2023
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2024		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2027
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

SCHEDULE DETAILS

The Hillcrest Project is working closely with the West Side Bridges Project to coordinate construction on Yerba Buena Island along Treasure Island Road and Hillcrest Road. City Departments including TIDA, SFPW, SFMTA, and SFPUC are all working on the project team and coordinating with YBI projects. The team also includes Bay Area Toll Authority, Caltrans and Coast Guard. The project is funded by a \$30 million Infill Infrastructure Grant which requires construction completion by June 2027 (pending approval of extension request). TIDA is the recipient of the IIG grant and must finish invoicing by March 2027. The team is working closely with BATA on the Bay Bridge West Span Skyway Project. Phase 1 of that project will implement the Yerba Buena Multi-use Path project (YBI MUP), a segment of which runs along the extents of the Hillcrest project. The Hillcrest project is being designed to accommodate the future YBI MUP project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
Prop K (exchange funds)	\$4,850,000	\$0	\$0	\$4,850,000
Infill Infrastructure Grant	\$0	\$0	\$3,200,000	\$30,000,000
LPP Formula	\$2,600,000	\$0	\$0	\$2,600,000
Phases In Current Request Total:	\$7,450,000	\$0	\$3,200,000	\$37,450,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$3,950,000	\$750,000	Engineer's Estimate
Construction	\$33,500,000	\$4,100,000	Engineer's Estimate
Operations	\$0		
Total:	\$37,450,000	\$4,850,000	

% Complete of Design:	100.0%
As of Date:	12/31/2023
Expected Useful Life:	50 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Hillcrest Roadway 100% PSE	\$ 3,200,000	
2. Multiuse Path Design	\$ 750,000	
TOTAL PHASE	\$ 3,950,000	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Hillcrest - Project Bid Items	\$ 17,800,000				\$ 17,800,000
Supplemental Work	\$ 2,152,000				\$ 2,152,000
Supplemental Work- Risk Related	\$ 3,000,000				\$ 3,000,000
Agency Furnished Materials	\$ 1,045,000				\$ 1,045,000
Contingency 10%	\$ 2,399,700				\$ 2,399,700
2. Construction Management	\$ 3,959,505	15%			
3. City Permits	\$ 1,050,000		\$ 1,050,000		
4 Design Service DC	\$ 791,901	3%			
5. Project Management DC	\$ 791,901	3%			
6. Agency support	\$ 527,934	2%			
TOTAL CONSTRUCTION PHASE	\$ 33,517,941		\$ 1,050,000	\$ -	\$ 26,396,700

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY2023/24	FY2024/25	FY2025/26	Fund Source Total		
PROP K	Design Engineering	\$750,000	\$0	\$0	\$0	\$0	\$750,000
PROP K	Construction	\$1,000,000	\$2,000,000	\$1,100,000	\$0	\$0	\$4,100,000
Total:		\$1,750,000	\$2,000,000	\$1,100,000	\$0	\$0	\$4,850,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$4,850,000	Total PROP K Recommended	\$4,850,000

SGA Project Number:		Name:	Hillcrest Road Improvement (OBAG Fund Exchange)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	12/31/2024
Phase:	Design Engineering	Fundshare:	18.99%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2023/24	Total
PROP K Muni Vehicles	\$750,000	\$750,000

Deliverables

- Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar).

Special Conditions

- Recommendation is conditioned SFCTA Board approval of a fund exchange of \$750,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated November 28, 2023).
- Recommendation is conditioned upon MTC approval of the project name change in the TIP and approval of a fund exchange of \$750,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, expected by February 2024.
- Recommendation is conditioned upon deobligation of Prop K funds from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

Notes

- Design funds may be used for retroactive expenses incurred in 2023.

SGA Project Number:		Name:	Hillcrest Road Improvement (OBAG Fund Exchange)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2028
Phase:	Construction	Fundshare:	12.24%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2024/25	FY2025/26	Total
PROP K Muni Vehicles	\$3,000,000	\$1,100,000	\$4,100,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. Recommendation is conditioned SFCTA Board approval of a fund exchange of \$4,100,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, with conditions (anticipated November 28, 2023).

2. Recommendation is conditioned upon MTC approval of the project name change in the TIP and approval of a fund exchange of \$4,100,000 in OBAG 3 funds from SFCTA's YBI Multi-Use Pathway and Hillcrest project with an equivalent amount of Prop K funds from SFMTA's Light Rail Vehicle Procurement Project, expected by February 2024.

3. Recommendation is conditioned upon deobligation of Prop K funds from the SFMTA's Light Rail Vehicle Procurement project and appropriated for the subject project as part of a Prop K/OBAG 3 fund exchange. See accompanying staff memo for fund exchange details, including conditions.

Metric	PROP AA	TNC TAX	PROP K
Actual Leveraging - Current Request	No PROP AA	No TNC TAX	87.05%
Actual Leveraging - This Project	No PROP AA	No TNC TAX	87.05%

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2023/24
Project Name:	Hillcrest Road Improvement Project (OBAG Fund Exchange)
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$4,850,000
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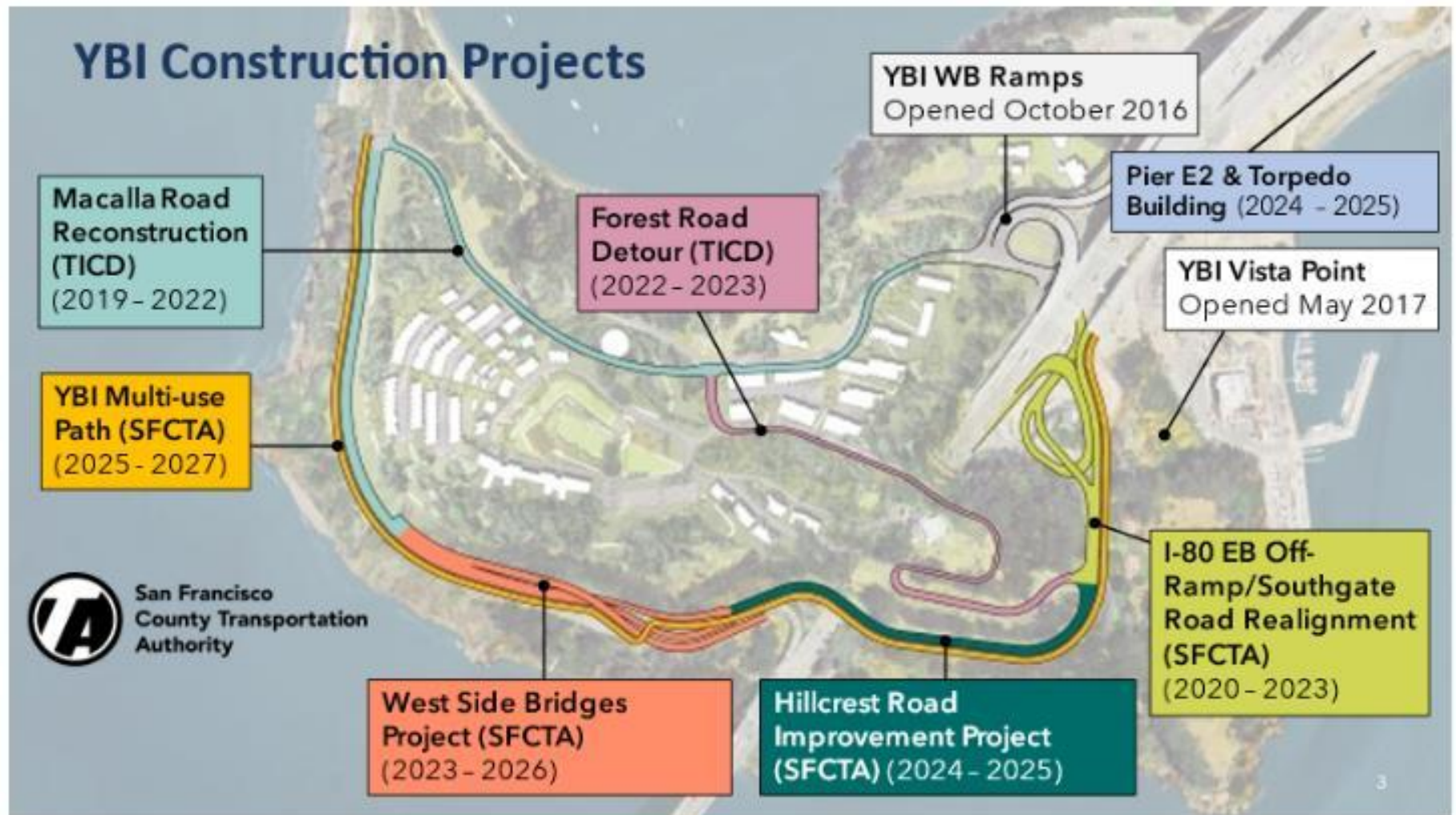
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Mike Tan	Nick Smith
Title:	Administrative Engineer	Senior Transportation Planner
Phone:	(415) 522-4826	
Email:	mike.tan@sfcta.org	nick.smith@sfcta.org

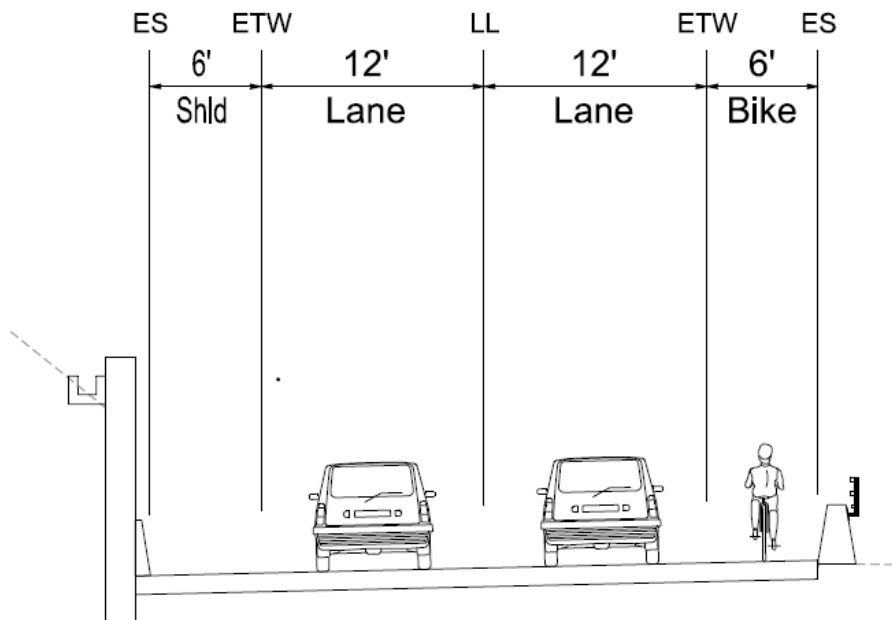
Yerba Buena Island Construction Projects



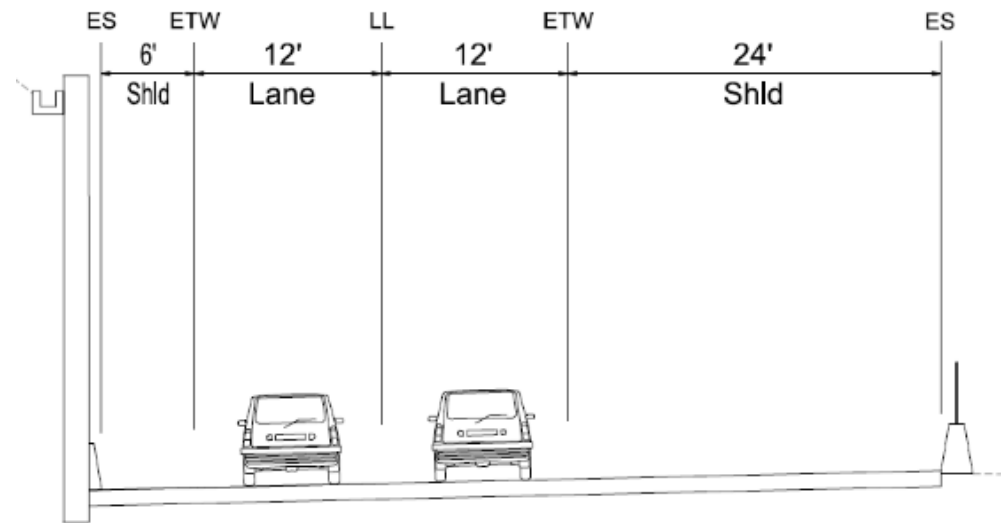
Yerba Buena Island Multi-Use Pathway Segments



Hillcrest Road Improvement Project Baseline Scope



Hillcrest Road Improvement Project with Accommodation for the Future YBI Multi-Use Pathway



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	10/20/2023 10:48:14
Programs <input type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input checked="" type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
04				Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
San Francisco Count				Metropolitan Transportation Commission		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Mike Tan			415-522-4826	mike.tan@sfcta.org		

Project Title

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path (Updated Funding Plan)

Location (Project Limits), Description (Scope of Work)

Bay Skyway Phase 1 is located in San Francisco, on I-80 / Bay Bridge corridor, from West Oakland and Treasure Island to downtown San Francisco. The Yerba Buena Island (YBI) Multi-Use Path connects the eastern touchdown of the East Span path on YBI with the Treasure Island ferry terminal located on Treasure Island. The YBI path will be located adjacent (on the water side) of Hillcrest and Treasure Island Roads.

The new path will divert active transportation users away from sharing Hillcrest and Treasure Island Roads with motorists. This separated multi-use bike/ped pathway connection will allow East Span path-users to safely walk, bike, and e-bike within the planned network of bikeways between Oakland and the Treasure Island ferry terminal on Treasure Island.

Component	Implementing Agency
PA&ED	San Francisco County Transportation Authority
PS&E	San Francisco County Transportation Authority
Right of Way	San Francisco County Transportation Authority
Construction	San Francisco County Transportation Authority

Legislative Districts

Assembly:	17	Senate:	11	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/26/2014	
Begin Environmental (PA&ED) Phase		01/01/2022
Circulate Draft Environmental Document Document Type CE/CE		12/01/2022
Draft Project Report		03/01/2023
End Environmental Phase (PA&ED Milestone)		12/31/2023
Begin Design (PS&E) Phase		04/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2025
Begin Right of Way Phase		01/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2025
Begin Construction Phase (Contract Award Milestone)		04/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2027
Begin Closeout Phase		01/01/2028
End Closeout Phase (Closeout Report)		06/30/2028

Date 10/20/2023 10:48:14

Purpose and Need

There are multiple objectives that the Project will support, benefiting the needs of the communities in the project area, the region, and State goals. California is dedicated to reducing CO2 emissions across the state. Transportation drives 50% of these emissions. Shifting trips to walking, biking, and e-bikes is the most effective way of reducing these emissions. Bay Skyway Phase 1 will offer 1.3 million people the choice of using bike/e-bike to cross this congested corridor, rather than relying on emitting transportation modes. Additionally, Bay Skyway Phase 1 includes a low-cost transit option for communities in the corridor.

Treasure Island and Yerba Buena Island (YBI) are currently being transformed from their current uses as a small residential community and former military base to a mixed-use, mixed-income, transit-oriented new neighborhood with 8,000 new residential units, 27% of them affordable, and about 2,200 jobs at full build out, according to the city's 2011 economic impact report. The Treasure Island Transportation Implementation Plan (TITIP) outlines a program of mobility improvements including expanded transit, congestion management, and transportation demand measures to achieve a goal of 50% of future island trips being made by walking, biking, or transit. The plan envisions a comprehensive network of bicycle and pedestrian pathways to provide access to all parts of the island.

The existing roadways connecting the East Span landing to the new Treasure Island Ferry Terminal are narrow and mostly without sidewalks. The YBI Multi-Use Path will connect the west end of the existing East Span path with the Treasure Island ferry and the rest of Treasure Island's planned biking and walking network, and will join the existing East Span path with the future one on the Bay Bridge West Span. The YBI Multi-Use Path will provide a safer, ADA-compliant space to walk and bike for those traveling between Oakland and San Francisco as well as the residents of Treasure Island. This Project will give Treasure Island residents access to Oakland jobs and other destinations and eventually to a multi-use path on the Bay Bridge West Span via Bay Skyway Phase 2.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.2

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	1,529,691	1,569,259	-39,568
			VMT per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	82,056	84,611	-2,555
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	5.13	-5.13
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.75	0	-0.75
			PM 10 Tons	-0.71	0	-0.71
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-88,873	0	-88,873
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-64.91	0	-64.91
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.78	0	-0.78
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-791.54	0	-791.54
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-67.53	0	-67.53
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	2.11	2.16	-0.05
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.55	0.55	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	174.67	178.83	-4.16
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	45.84	45.84	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,094.07	1,120.15	-26.08
	Optional	Accident Cost Savings	Dollars	33,100,000	0	33,100,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	8,230	0	8,230
	Optional	Number of Destinations Accessible by Mode	Number	8,230	0	8,230
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	52.3	52.3	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	2,211	0	2,211
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3	0	3

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	51,900,000	-51,900,000
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	526,700,000	539,900,000	-13,200,000

District	County	Route	EA	Project ID	PPNO
04	San Francisco County				

Project Title

Bay Skyway Phase 1 - Yerba Buena Island Multi-Use Path (Updated Funding Plan)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Francisco County Transportation
PS&E									San Francisco County Transportation
R/W SUP (CT)									San Francisco County Transportation
CON SUP (CT)									San Francisco County Transportation
R/W									San Francisco County Transportation
CON									San Francisco County Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			1,250					1,250	
PS&E					6,801			6,801	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							93,040	93,040	
TOTAL			1,250		6,801		93,040	101,091	

Fund #1:	Local Funds - New Fund Description Priority Conservation Area (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,000					1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			1,000					1,000	

Fund #2:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			250					250	SFCTA LPP-F funds. Reflects move of \$750k in PA&ED savings to PS&E; fills the funding gap from OBAG 3 fund exchange.
PS&E					750			750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			250		750			1,000	
Fund #3:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SFCTA LPP-F funds must be programmed directly to PS&E to enable the allocation adjustment to shift \$750k from PA&ED to PS&E
PS&E					1			1	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					1			1	

Fund #4:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									To be allocated March 2024
PS&E					3,800			3,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					3,800			3,800	
Fund #5:	Local Funds - OBAG 3 (STP/CMAQ) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									To be obligated March 2024. Reflects \$750k fund exchange with SFMTA LRV Procurement project which enables Prop K funding on Hillcrest project PS&E.
PS&E					2,250			2,250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					2,250			2,250	

Fund #6:	IIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,944	4,944	
TOTAL							4,944	4,944	
Fund #7:	Local Funds - Local Transportation Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Francisco County Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Reflects \$4.1M fund exchange between existing OBAG 3 CON funds and SFMTA LRV project to enable Prop K on Hillcrest project CON. Local funds fill gap, including \$1M Prop L subject to Nov 2023 approval.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							4,100	4,100	
TOTAL							4,100	4,100	

Fund #8:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									BATA LPP-F funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							1,000	1,000	
TOTAL							1,000	1,000	
Fund #9:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									These funds would be requested during the SB1 SCCP Cycle 4 application process
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							82,996	82,996	
TOTAL							82,996	82,996	