

2023 Prop L 5-Year Prioritization Program

Neighborhood Transportation Program

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**San Francisco
County Transportation
Authority**

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This report was prepared by the San Francisco County Transportation Authority in coordination with the San Francisco Municipal Transportation Agency.



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1. Introduction

In November 2022, San Francisco voters approved Proposition L (Prop L), extending the ½-cent sales tax to fund transportation improvements and approving a new 30-year Expenditure Plan, which superseded the prior Proposition K Expenditure Plan. The Prop L Expenditure Plan determines eligibility for sales tax funds through a list of 28 programs. It also sets caps for the maximum amount of Prop L funds that will be available for specific programs over the 30-year Expenditure Plan period, totaling up to an estimated \$2.6 billion (2020 \$'s). In order to fully fund the programs, the Expenditure Plan assumes that the Prop L dollars will leverage (or match) another \$23.7 billion (2020 \$'s) in other federal, state, regional, and local funds for a total program cost of \$26.3 billion (2020 \$'s). Some of those leveraged funds will be distributed to San Francisco through funding formulas. In other cases, San Francisco project sponsors will have to aggressively compete for discretionary funds in order to fully fund the Expenditure Plan programs.

The Expenditure Plan includes a number of requirements, including the development of 5-Year Prioritization Programs (5YPPs) as a condition for receiving allocations in each program in the Expenditure Plan. The 5YPPs are intended to provide a stronger link between project selection and expected project performance, to support on time, on-budget project delivery, and optimize use of federal, state and regional matching funds. Other major benefits of the 5YPPs include:

- Provide transparency about how Prop L projects are prioritized,
- Enable public input early and throughout the planning process, and
- Improve agency coordination within and across projects at the earlier stages of the planning process.

The desired outcome of the 5YPPs is the establishment of a strong pipeline of grant-ready transportation projects that can be advanced as soon as funds (including Prop L, federal, state, and other funds) are available. The 5YPPs are critically important to help achieve the leveraging needed to fully fund the Expenditure Plan programs.

As its centerpiece, each 5YPP contains a 5-year Program of Projects (or project list), ideally including project descriptions, schedule milestones, cost estimates, and full funding plans showing Prop L funds by fiscal year and other matching funds. The Program of Projects (project list) for the Neighborhood Transportation Program is contained in Section 7 of this document.

2. Eligibility and Expected Fund Leveraging

2.1 | ELIGIBILITY

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

“The Neighborhood Transportation Program (NTP) funds community-based neighborhood-scale transportation improvements. The NTP has a planning component to fund community-based planning efforts in each Supervisorial district, and a capital component intended to provide local match to help advance and implement capital investment and pilot recommendations stemming from NTP and other community-based planning efforts. Eligible project types are those that are eligible for other 2022 Transportation Expenditure Plan programs and result in public-facing benefits. Additional project types include: transportation policy studies, pilots, and projects to address climate change (e.g., electric vehicle charging infrastructure) and gaps in equitable access. Includes planning, project development, and capital costs. Sponsor Agencies: SFCTA, SFMTA, SFPW, Planning. Includes \$41M in Priority 1 and the remainder is Priority 2. Total Funding: \$191.2M; EP: \$46M.”

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

2.2 | EXPECTED FUND LEVERAGING

Leveraging Prop L funds against non-Prop L fund sources is necessary to fully fund the Expenditure Plan programs. Prop L sales tax funds will be used as seed funding for planning and project development to make projects competitive for discretionary fund sources, and to serve as local match needed to secure federal, state, regional, and other grant funding.

Based on Priority 1 (conservative forecast) funding levels, for the Neighborhood Transportation Program, the Prop L Expenditure Plan assumes that for every \$1 of sales tax revenue spent, on average it would be leveraged by about \$3.54 in non-Prop L funds. The Transportation Authority reviews leveraging at the project and project phase (e.g. planning, design, construction) level as well as for each Expenditure Plan program as a whole.

3. Public Engagement

Transportation Authority staff conducted public engagement to inform the development of the 5YPPs. This section summarizes feedback heard from that engagement, as well as information provided by project sponsors regarding public engagement and community support.

During the Prop L Expenditure Plan development, the Transportation Authority conducted a robust outreach process from Spring 2021 - Winter 2022. The New Expenditure Plan for San Francisco's Half-Cent Sales Tax for Transportation: Outreach Findings report can be found on the Transportation Authority website. Key themes emerged from this process including support for neighborhood-level projects that identify and address localized transportation barriers and solutions. That input led to the creation of a dedicated and expanded Neighborhood Transportation Program in the Prop L Expenditure Plan, along with two other new community-based programs: Equity Priority Transportation Program and Development Oriented Transportation. It also resulted in the elevation of recommendations stemming from community-based planning processes as a required part of the prioritization methodology for all Prop L programs.

As part of development of the 2023 5YPPs, the Transportation Authority conducted outreach and hosted public meetings to gather input about which specific projects and project types should be funded through Prop L in the next five years and to seek input on how to select projects for each Expenditure Plan program. The meetings included a virtual meeting for interested members of the former Expenditure Plan Advisory Committee who helped develop Prop L and representatives of equity-focused community-based organizations; a virtual town hall; and presentations at community group meetings, as requested. There was also an online multi-lingual survey and opportunities for public input through the Transportation Authority's website and at multiple Transportation Authority Community Advisory Committee and Transportation Authority Board meetings. The Transportation Authority website also includes a list of staff contacts to facilitate public engagement directly with project sponsors.

To learn more, visit sfcta.org/ExpenditurePlan. The findings from the 5YPP outreach process will be published on this webpage in September 2023.

4. Performance Measures

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

After reviewing San Francisco's Congestion Management Program and consulting with eligible sponsoring agencies, and in recognition of the intent of this program to help identify, support, and deliver a pipeline of neighborhood-scale, community-based projects, the Transportation Authority recommends that the following performance measures be applied to projects included in the Neighborhood Transportation Program 5YPP:

- For NTP Planning projects: Planning recommendations advancing/being implemented
- For NTP Capital projects: Capital improvements implemented

5. Project Delivery Snapshot

Since this is the inaugural Prop L 5YPP, we are looking to the prior Prop K sales tax program to assess project delivery trends for similar types of projects. Project delivery for previously-funded projects is one important consideration when we evaluate project sponsors' proposed requests for Prop L funding, particularly with respect to project readiness.

As required by the Prop L Expenditure Plan, the next 5YPP update will be informed by a citywide geographic distribution of sales tax project allocations and the distribution of projects located in Equity Priority Communities and/or benefiting disadvantaged populations.

Prop K Project Delivery

Prop K has funded the Neighborhood Transportation Program since 2014. Appendix A shows the Project Status of all Neighborhood Transportation Program grants under Prop K.

6. Project Prioritization

The intent of establishing and documenting a methodology to select proposed projects is to provide the Transportation Authority Board, the public, and project sponsors with a clear understanding of how projects are prioritized for funding within each Prop L program. Working in consultation with project sponsors and drawing upon the Transportation Authority's experience with prioritizing projects for grant funding, we developed a set of Prop L program-wide criteria to help select projects in each of the 28 Prop programs. In addition, most programs also have program-specific criteria to inform priorities such as improving transit reliability and travel time or replacing assets at the end of their useful lives. The Prop L program-wide criteria include:

- Project readiness
- Relative level of need or urgency
- Benefit to disadvantaged populations
- Level and diversity of community support
- Leveraging

The above criteria, along with any program-specific criteria, are scored for each proposed project. In addition, the evaluation process also considers a fair geographic distribution and cost-effectiveness.

San Francisco's [Equity Priority Communities](#) are an important factor in assessing projects and benefits to disadvantaged populations. See the map on the Transportation Authority's website: <https://epc-map.sfcta.org>

The Project Scoring Table in Section 7 shows the Prop L program-wide criteria, the program-specific criteria, criteria definitions, and maximum possible points for projects proposed for the Neighborhood Transportation Program 5YPP. For each proposed project, the project sponsors first scored the project and then Transportation Authority staff reviewed and refined the scoring, as needed, to ensure consistent application of the prioritization criteria.

Neighborhood Program Guidelines

Since 2014, the Prop K Neighborhood Transportation Program has provided funds for each district supervisor to direct funds to community-based, neighborhood-scale planning and capital efforts. Ultimately, the district supervisor (acting in their capacity as a Transportation Authority Board commissioner) recommends which project(s) will be funded with a Neighborhood Transportation Program grant.

Largely continuing the approach followed under Prop K, Appendix B includes the Prop L Neighborhood Program Guidelines that describe the types of planning and

capital projects that can be funded, and the process for developing a project proposal. When those projects are identified, they will be scored according to the aforementioned prioritization criteria. All projects must be consistent with the adopted guidelines.

7. Project List

This section shows how each project proposed for funding from the Neighborhood Transportation Program ranked based on the prioritization methodology described in Section 6; the 5-Year Program of Projects or Project List recommended for Prop L funds; and Anticipated Leveraging. The Project Information Forms with details on scope, schedule, cost, funding are included in Appendix C.

Given the approach to the Neighborhood Program where each district supervisor recommends projects to be fund for their allotment of funds, the proposed project list is primarily comprised of placeholder programming that will be updated when the Board takes action to approve specific Neighborhood Program projects for funding. The project list also includes funding for the SFCTA and SFMTA Neighborhood Program Coordinators who facilitate the identification and scoping of potential projects consistent with the program guidelines.

Transportation Authority staff has proposed advancement funds for the Neighborhood Transportation Program in this 5YPP period at over double the pay-go amounts in order to continue Prop K levels of funding for the program with \$700,000 available for each district supervisor to recommend for Neighborhood Program planning and capital projects. This is the result of Prop K carryforward financial obligations (remaining grant balances and 2017 sales tax revenue bonds debt) that cause low pay-go cash balances in the first five years of Prop L. At this time, staff does not anticipate recommending advancement of funds in the future 5YPP periods as pay-go amounts are expected to be sufficient to fund the program.

Prop L Project Submissions Evaluation - EP 25 Neighborhood Transportation Program

		Prop L-Wide Criteria					Program Specific Criteria	
District	Projects	Project Readiness	Relative Level of Need or Urgency (time sensitive)	Benefits to Disadvantaged Populations	Level and Diversity of Community Support	Leveraging	Safety	Total
Citywide	Neighborhood Program (NTP) Coordination	N/A						
Citywide	Neighborhood Program (NTP) Project Placeholder	Locations will be scored at the time of allocation. See program guidelines and Project Information Form for more details.						
Total Possible Score		5	4	5	5	4	4	27
<p>Project Scoring Key: Projects are assessed using Transportation Authority Board adopted Prop L-wide criteria and program specific prioritization criteria. In general, the better a project meets the criteria as defined, the more points the project is assigned.</p>								
<p>Project Readiness: Highest possible score is 5. Project is likely to need funding in the fiscal year proposed. Factors to be considered include, but are not limited to adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors pose a significant risk to project advancement, as proposed.</p>								
<p>Relative Level of Need or Urgency (time sensitive): Highest possible score is 4. Project needs to proceed in the proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. signal conduit installation coordination with a street resurfacing project) or to meet timely use of funds deadlines associated with matching funds.</p>								
<p>Benefits to Disadvantaged Populations: Highest possible score is 5. Project provides direct benefits to disadvantaged populations, including communities historically harmed by displacement, transportation policies, and projects that utilized eminent domain. Project directly impacts the ability of disadvantaged populations to access transportation (e.g. new or enhanced infrastructure, new service or improved service, improved safety, etc.), whether or not the project is directly located in an Equity Priority Community. Points are based on the description of benefits presented in the Project Information Form.</p>								
<p>Level and Diversity of Community Support: Highest possible score is 5. Project has clear and diverse community support, including from disadvantaged populations and/or was developed out of a community-based planning process.</p> <p>Five points for a project that 1) is in an adopted community based plan or with evidence of diverse (neighborhood level and citywide) community support and 2) has documented support from disadvantaged populations. Three points for a project not in an adopted community based plan, but with evidence of support from both neighborhood stakeholders and citywide groups. Project does not have documented support from disadvantaged populations. One point for a project not in an adopted community based plan, but with evidence of support from either neighborhood stakeholders or citywide groups. Project does not have documented support from disadvantaged populations. Zero points for a project that was not developed out of a community-based planning process or did not have other forms of demonstrated community support.</p>								
<p>Leveraging: Highest possible score is 4. Project demonstrates actual or potential leveraging of Prop L funds, as indicated in the funding plan. Factors to consider include the status of other fund sources and the likely competitiveness for securing non-Prop L funds from discretionary sources.</p>								
<p>Safety: Highest possible score is 4. Project addresses documented safety issue(s), reduces potential conflicts between modes, and/or increases security. Points are based on the safety information presented in the Project Information Form.</p>								

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
25- Neighborhood Transportation Program
Programming Year

Pending July, 2023 Board Meeting

Agency	Project Name	Phase	Fiscal Year of Allocation					Total
			2023/24	2024/25	2025/26	2026/27	2027/28	
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	\$200,000					\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering		\$200,000				\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering			\$200,000			\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering				\$200,000		\$200,000
SFCTA/ SFMTA	Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering					\$200,000	\$200,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD	\$3,850,000					\$3,850,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD		\$2,000,000				\$2,000,000
Any	Neighborhood Program (NTP) Project Placeholder	TBD			\$1,850,000			\$1,850,000
Funds Requested in 2023 5YPP			\$4,050,000	\$2,200,000	\$2,050,000	\$200,000	\$200,000	\$8,700,000
Cumulative Remaining Programming Capacity			(\$170,690)	(\$2,370,690)	(\$4,420,690)	(\$4,620,690)	(\$4,820,690)	(\$4,820,690)

2023 Prop L 5-Year Project List (FY 2023/24 - FY 2027/28)
25- Neighborhood Transportation Program
Cash Flow (Maximum Annual Reimbursement)

Pending July, 2023 Board Meeting

Project Name	Phase	Fiscal Year of Reimbursement					Total
		2023/24	2024/25	2025/26	2026/27	2027/28	
Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering	\$200,000					\$200,000
Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering		\$200,000				\$200,000
Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering			\$200,000			\$200,000
Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering				\$200,000		\$200,000
Neighborhood Program (NTP) Coordination	Planning/ Conceptual Engineering					\$200,000	\$200,000
Neighborhood Program (NTP) Project Placeholder	TBD	\$1,155,000	\$2,695,000				\$3,850,000
Neighborhood Program (NTP) Project Placeholder	TBD		\$1,000,000	\$1,000,000			\$2,000,000
Neighborhood Program (NTP) Project Placeholder	TBD			\$925,000	\$925,000		\$1,850,000
Cash Flow Requested in 2023 5YPP		\$1,355,000	\$3,895,000	\$2,125,000	\$1,125,000	\$200,000	\$8,700,000
Cash Flow in 2023 Draft Strategic Plan Baseline		\$431,034	\$862,069	\$862,069	\$862,069	\$862,069	\$3,879,310
Cumulative Remaining Cash Flow Capacity		(\$923,966)	(\$3,956,897)	(\$5,219,828)	(\$5,482,759)	(\$4,820,690)	(\$4,820,690)

Anticipated Leveraging

The table below compares Prop L Expenditure Plan assumptions with anticipated leveraging for the recommended projects based on the Project Information Forms. The comparison is not very meaningful at this time given that the proposed programming, other than to support the Neighborhood Program Coordinators, are placeholders with funding plans and leveraging to be determined. When project sponsors are ready to request allocation of funds for specific projects, Transportation Authority staff will again compare the anticipated leveraging to the expected leveraging.

Table 2. Prop L Leveraging: Expected vs. Proposed for Fiscal Years 2023/24 - 2027/28

PROGRAM	EXPECTED LEVERAGING IN EP (NON-PROP L FUNDS)	ANTICIPATED LEVERAGING (NON-PROP L FUNDS)
Neighborhood Transportation Program	78.0%	TBD

**Neighborhood Transportation Improvement Program (NTIP) Cycle 1
Planning Projects (as of 6/12/2023)**

District	Project Name	Lead Agency	NTIP Amount Allocated	Year of Allocation	Year Completed
1	District 1 NTIP Planning Project	SFMTA	\$100,000	14/15	2017
2	Managing Access to the "Crooked Street" (1000 Block of Lombard Street)	SFCTA	\$100,000	14/15	2017
3	District 3 Pedestrian Safety Improvements	SFMTA	\$100,000	15/16	2020
4	66 Quintara Reconfiguration Study	SFMTA	\$100,000	16/17	2018
5	Western Addition Community-Based Transportation Plan	SFMTA	\$100,000	14/15	2017
6	Pedestrian Safety in SOMA Youth and Family Zone - Folsom-Howard Streetscape Project	SFMTA	\$48,000	15/16	2019
6	Pedestrian Safety in SOMA Youth and Family Zone - Vision Zero Ramp Intersection Study	SFCTA	\$52,000	15/16	2018
7	Balboa Area TDM Study	Planning	\$100,000	15/16	2018
8	Valencia Street Bikeway Implementation Plan	SFMTA	\$50,000	17/18	2019
9	Alemany Interchange Improvement Study	SFCTA	\$100,000	14/15	2017
10	District 10 Mobility Management Study	SFCTA	\$100,000	17/18	2018
11	Geneva-San Jose Intersection Study	SFMTA	\$100,000	15/16	2020

**Neighborhood Transportation Improvement Program (NTIP) Cycle 1
Capital Projects (as of 6/12/2023)**

District	Project Name	Lead Agency	NTIP Amount Allocated	Year of Allocation	Year Completed
1	Arguello Blvd Near-Term Improvements	SFMTA	\$188,931	15/16	2018
1	Arguello Blvd Improvements	SFMTA	\$70,700	17/18	N/A Deobligated
1	Fulton Street Safety	SFMTA	\$82,521	18/19	2020
2	Lombard Street Corridor	SFMTA	\$400,000	15/16	2020
2	Lombard Crooked Street Reservation & Pricing System Development	SFCTA	\$200,000	16/17	2019
3	Portsmouth Square Community Based Transportation Plan	SFCTA	\$50,000	17/18	2020
3	Jefferson Street Improvements Phase 2	SFPW	\$200,000	17/18	2021
3	Battery and Sansome Bicycle Connections	SFMTA	\$200,000	18/19	2019
4	Sloat/Skyline Intersection Alternatives Analysis	SFMTA	\$250,000	16/17	2022
4	Lower Great Highway Pedestrian Improvements	SFMTA	\$250,000	17/18	2021
5	Frederick/Clayton Traffic Calming	SFMTA	\$175,000	18/19	2022
5	Divisadero Intersection Improvements	SFMTA	\$273,500	18/19	2021
6	Golden Gate Avenue Buffered Bike Lane	SFMTA	\$50,000	15/16	2019
6	Bessie Carmichael Crosswalk	SFMTA	\$28,000	15/16	2018
6	South Park Traffic Calming	SFMTA	\$30,000	16/17	2018
6	Howard Street - Embarcadero to 3rd Street	SFMTA	\$75,000	18/19	2021
6	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements	SFMTA	\$160,000	18/19	2021
7	Lake Merced Bikeway Feasibility	SFMTA	\$150,000	18/19	2021
7	District 7 FY19 Participatory Budgeting Priorities	SFMTA	\$255,000	18/19	Underway
8	Elk Street at Sussex Street Pedestrian Safety Improvements	SFMTA	\$405,000	16/17, 18/19	Underway
9	Alemany Interchange Improvement Project Phase 1	SFMTA	\$276,603	16/17	2021
9	Alemany Interchange Improvement Project Phase 2	SFPW	\$123,392	17/18	Design completed 2021. Construction underway.
9, 10	Hairball Segments F & G	SFPW	\$400,000	16/17, 17/18	2021

**Neighborhood Transportation Improvement Program (NTIP) Cycle 1
Capital Projects (as of 6/12/2023)**

District	Project Name	Lead Agency	NTIP Amount Allocated	Year of Allocation	Year Completed
10	Cesar Chavez/Bayshore/Potrero Intersection Improvements	SFMTA	\$100,000	14/15	2017
10	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	\$60,000	14/15	2022
11	District 11 Near-Term Traffic Calming	SFMTA	\$600,000	17/18	2022

**Neighborhood Transportation Improvement Program (NTIP) Cycle 2
Planning Projects (as of 6/12/2023)**

District	Project Name	Lead Agency	NTIP Amount Allocated	Year of Allocation	Year Completed
1	Golden Gate Park Stakeholder Working Group and Action Framework	SFCTA	\$60,000	20/21	2021
2	District 2 Safety Study	SFCTA/SFMTA	\$270,000	22/23	Underway
3	District 3 Pedestrian Safety Improvements	SFMTA	\$69,800	19/20	Underway
4	District 4 Mobility Improvements Study	SFCTA	\$100,000	19/20	2021
5	Octavia Boulevard Circulation and Accessibility Study Update	SFCTA	\$100,000	19/20	2023
6	Treasure Island Supplemental Transportation Study	SFCTA	\$100,000	21/22	Underway
6	Mission Bay School Access Plan	SFCTA/SFMTA	\$229,307	22/23	Underway
7	Ocean Avenue Mobility Action Plan	SFCTA	\$100,000	21/22	2023
8	Slow Duboce Triangle Study	SFCTA	\$7,000	22/23	2022
8	Jane Warner Plaza	SFPW	\$100,000	22/23	Underway
9	Alemanya Realignment Study	SFCTA/SFMTA	\$100,000	19/20	Cancelled
9	Valencia Long-Term Bikeway Study	SFMTA	\$210,000	22/23	Underway
10	District 10 15 Third Street Bus Study	SFCTA	\$30,000	19/20	2020
11	Alemanya Safety Project	SFMTA	\$100,000	19/20	2020

**Neighborhood Transportation Improvement Program (NTIP) Cycle 2
Capital Projects (as of 6/12/2023)**

District	Project Name	Lead Agency	NTIP Amount Allocated	Year of Allocation	Year Completed
1	Anza Bike Lanes	SFMTA	\$220,000	19/20	2022
1	Fulton Street Safety	SFMTA	\$236,215	20/21	Underway
1	District 1 Multimodal Transportation Study	SFCTA	\$300,000	22/23	Underway
1	38th and Geary Rectangular Rapid Flashing Beacons	SFMTA	\$212,000	22/23	Underway
2	District 2 Safety Study Implementation	SFCTA/SFMTA	\$430,000	22/23	Underway
3	District 3 Pedestrian Safety Improvements	SFMTA	\$819,800	19/20	Underway
4	District 4 Mobility Improvements Study Additional Funds [NTIP Planning]	SFCTA	\$60,000	20/21	2021
4	District 4 Microtransit Business Plan	SFCTA	\$310,000	22/23	Underway
4	Ortega Street Improvements	SFMTA	\$330,000	22/23	Underway
5	Buchanan Mall Bulbouts - Golden Gate and Turk	SFPW	\$751,000	20/21	2022
6	Tenderloin Traffic Safety Improvements	SFMTA	\$177,693	20/21	2021
6	Mission Bay School Access Plan	SFCTA/SFMTA	\$90,000	22/23	Underway
6	District 6 Traffic Calming & Sideshow Deterrence	SFMTA	\$360,000	22/23	Underway
7	District 7 FY20 Participatory Budgeting Priorities	SFMTA	\$132,600	20/21	Underway
7	Lake Merced Quick Build	SFMTA	\$250,000	20/21	2022
7	Ocean Avenue Mobility Action Plan	SFCTA	\$175,000	21/22	2023
7	District 7 Ocean Ave Safety & Bike Access	SFMTA	\$237,000	22/23	Underway
8	Upper Market Street Safety Improvements	SFMTA	\$500,000	20/21	2023
8	14th Street Road Diet	SFMTA	\$60,700	21/22	2023
8	Next Generation Sanchez Slow Street	SFMTA	\$277,300	22/23	Underway
9	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods	SFMTA	\$150,000	20/21	Underway
9	District 9 Traffic Calming	SFMTA	\$165,000	21/22	Underway
9, 10	Hairball Segments F & G - Additional Funds	SFPW	\$150,000	19/20	2021
10	Visitacion Valley & Portola CBTP Implementation	SFMTA	\$435,000	22/23	Underway
10	Minnesota and 25th St Intersection Improvements	SFPW	\$400,000	20/21	Underway
11	District 11 Traffic Calming Cycle 2	SFMTA	\$600,000	19/20	Underway



Neighborhood Program Guidelines



San Francisco County Transportation Authority

Neighborhood
program

Draft: June 2023

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The Neighborhood Program is made possible by the San Francisco County Transportation Authority through grants of Proposition L (Prop L) local transportation sales tax funds.

PHOTO CREDITS:

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Overview

WHY WAS THE NEIGHBORHOOD PROGRAM CREATED?

The Transportation Authority's Neighborhood Program (also known as the Neighborhood Transportation Program) is intended to focus on community-based neighborhood-scale transportation improvements. The Transportation Authority developed the Neighborhood Program in 2014 under Prop K, the predecessor to Prop L. It was created in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) 2040 and to the public and the Transportation Authority Board's desire for more focus on neighborhoods, especially in Equity Priority Communities and other underserved neighborhoods.¹ The SFTP 2050 (December 2022) reaffirmed the importance of the Neighborhood Program by including it in its investment plan, noting that neighborhood transportation plans establish a pipeline of grant-ready projects throughout the city that reflect community priorities, such as street safety, mode shift, transit accessibility, and mobility.

WHAT DO WE WANT TO ACHIEVE WITH THE NEIGHBORHOOD PROGRAM?

The purpose of the Neighborhood Program is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines and helping move individual projects more quickly toward implementation, especially in Equity Priority Communities and other neighborhoods with high unmet needs.

WHAT TYPE OF WORK DOES THE NEIGHBORHOOD PROGRAM FUND?

Neighborhood Program Planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Equity Priority Communities or other underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). Specifically, Neighborhood Program Planning funds can be used to support neighborhood-scale efforts that identify a community's transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. Neighborhood Program Planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high priority. Recommendations resulting from Neighborhood Program Planning projects should be eligible for Neighborhood Program Capital funds, other Prop L programs, and/or additional sources.

¹ <https://www.sfcta.org/policies/equity-priority-communities>

Neighborhood Program Capital funds can be used for implementation of Neighborhood Program Planning grant recommendations, or of other community-supported, neighborhood-scale projects that have already been identified.

All Neighborhood Program efforts must address one or more of the following SFTP priorities:

- Improve safety for pedestrians, cyclists and/or other street users
- Encourage walking, biking, and/or transit use
- Improve transit accessibility and/or reliability
- Improve mobility for Equity Priority Communities or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities)

Ultimately, Neighborhood Program efforts should prioritize and lead to the implementation of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop L transportation sales tax and/or other sources.

HOW MUCH FUNDING IS AVAILABLE? ARE THERE LOCAL MATCH REQUIREMENTS?

The Neighborhood Program provides \$700,000 in Prop L funding for each supervisorial district to use over the next five years (Fiscal Years 2023/24 - 2027/28). The Neighborhood Program includes funds for Planning efforts and Capital project development and implementation. There is no prescribed proportion of funds between Planning and Capital; however, historically, \$100,000 has been programmed for Planning and \$600,000 for Capital for each district. Planning funds can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is strongly encouraged.

The Neighborhood Program Capital program funds are intended as matching funds for implementation of Neighborhood Program Planning grant recommendations or to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years. Neighborhood Program Capital funds must leverage other non-Prop L funds to help achieve the Prop L leveraging assumptions for the Neighborhood Program. Exceptions may be granted on a case-by-case basis with consideration given to, among other factors, whether other funding options exist and the status of overall Neighborhood Program leveraging to date.

Eligibility

Eligible project types are community-based neighborhood-scale transportation improvements that are eligible for other 2022 Transportation Expenditure Plan programs and result in public-facing benefits. Examples of eligible Planning and Capital efforts are described below.

WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- Project-level plans or conceptual designs for smaller efforts (e.g. advancing conceptual design of a high priority project identified in a prior community planning effort, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Identification and advancement of design of low-cost enhancements (e.g. new crosswalks, sidewalk bulbouts) to coordinate their construction with paving projects.
- District-wide needs and prioritization processes (e.g. the District 1 Multimodal Transportation Study).
- Traditional neighborhood transportation plan development (e.g. Mission Bay School Access Plan, Western Addition Community-Based Transportation Plan).
- Corridor plans (e.g. Valencia Long-Term Bikeway Study, Alemany Realignment Study, Ocean Avenue Mobility Action Plan).

The expectation is that Neighborhood Program funds will be leveraged like other Prop L funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run \$300,000; a corridor plan could be much more expensive, depending on the scope). Without leveraging, a \$100,000 Neighborhood Program Planning grant could fund the smaller-scale planning efforts noted in the first three bullet points.

All Neighborhood Program Planning efforts must 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 or designs with them, and utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

WHAT TYPES OF CAPITAL EFFORTS CAN BE FUNDED?

Neighborhood Program Capital grants are intended to advance recommendations from Neighborhood Program Planning effort recommendations or other community-supported, neighborhood-scale plans and studies. For example, Neighborhood Program Capital funds could be used to fund design of a project that could then apply for construction funding from a competitive grant source.

Examples of eligible capital efforts include, but are not limited to, design and implementation of:

- Sidewalk bulbouts, crosswalks, and traffic calming measures (e.g. speed humps)
- New and upgraded bicycle lanes and paths
- New and upgraded traffic signals, including flashing beacons to improve safety for street users
- Bus stop improvements
- Transportation Demand Management pilots (e.g. to encourage walking, biking or transit use; to implement recommendations from a neighborhood parking management study)

The expectation is that Neighborhood Program funds will be leveraged like other Prop L funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above.

WHO CAN LEAD A NEIGHBORHOOD PROGRAM EFFORT?

Neighborhood Program efforts can be led by Prop L project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop L-eligible sponsors: the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), or the Planning Department. If a non-Prop L sponsor is leading the Neighborhood Program project, it will need to partner with a Prop L sponsor or request that a Prop L sponsor act as a fiscal sponsor.

HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for a Neighborhood Program grant, a project proposal must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop L project sponsors: SFCTA, SFMTA, SFPW, San Francisco Planning Department – or is a community-based organization partnering with a Prop L-eligible sponsor that is the grant recipient and fiscal sponsor.
- Project is eligible for funding from Prop L.

-
- If a project is seeking funds for planning/conceptual engineering phase, a modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
 - Cumulative Neighborhood Program requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., \$700,000 in each 5-year cycle).
 - Project will address at least one of the SFTP priorities: improve safety for pedestrians, cyclists and/or other street users; encourage walking, biking and/or transit use; improve transit accessibility and/or reliability; and improve mobility for Equity Priority Communities or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
 - Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.
 - Project must include or be recommended by a collaborative planning process with community stakeholders.
 - Planning projects shall be proposed to be completed within two years.

Note that all proposed capital projects will be evaluated in accordance with Prop L prioritization criteria, specifically: readiness, urgency, benefits to disadvantaged populations, leveraging, cost effectiveness, and safety.

WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

Eligible Neighborhood Program Planning costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings.

Eligible Neighborhood Program Capital costs include: final or 100% design drawings, construction-related activities, requests for contracting proposals, contracting bid selection, notice of construction, procurement of materials, and construction. Public engagement activities supporting the design and construction phases are also eligible costs.

Further details on eligible expenses are included in the Prop L Standard Grant Agreement that is executed by the Transportation Authority and the Prop L grant recipient.

Project Initiation and Scoping

WHERE DO NEIGHBORHOOD PROGRAM PROJECT IDEAS COME FROM?

The Neighborhood Program provides funds for each district supervisor to direct funds to community-based, neighborhood-scale planning and capital efforts. Ultimately, the district supervisor (acting in their capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with a Neighborhood Program grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with a Neighborhood Program grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the Neighborhood Program grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's Neighborhood Program Coordinator when they are interested in exploring Neighborhood Program proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, and/or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into Neighborhood Program grants.

HOW DOES AN IDEA DEVELOP INTO A NEIGHBORHOOD PROGRAM GRANT?

Initiating a request: The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's Neighborhood Program Coordinator with a planning or capital proposal, a request to help identify potential planning or capital project ideas, or to help with a formal or informal call for projects for their respective district.

The Transportation Authority and the SFMTA have designated Neighborhood Program Coordinators who will work collaboratively to implement the Neighborhood Program grant program. The Neighborhood Program Coordinators will work with the District Supervisor and any relevant stakeholders throughout the Neighborhood Program proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

Vetting Ideas and Scoping: Once contacted by a District Supervisor, the SFCTA and SFMTA Neighborhood Program Coordinators will establish a dialogue with the Supervisor and agency staff to develop an understanding of the particular neighborhood's needs and concerns that could be addressed through a Neighborhood Program project, to evaluate an idea's potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible Neighborhood Program proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

Neighborhood Program grant funds are modest, but a great deal can be accomplished depending on how the effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong Neighborhood Program proposal.

Agreement on Roles and Responsibilities: As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA Neighborhood Program Coordinators will assist with this effort, which requires consideration of multiple factors such as how well the Neighborhood Program proposal matches an agency’s mission and goals; current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with Neighborhood Program efforts if that is found to be a viable approach to a particular proposal.

Agreeing upon the lead agency and the timing of the effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that the implementing agency’s participation in the project initiation and scoping process and involvement in the effort in some form (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency’s work program.

Requesting allocation of funds: The designated grant recipient must complete a Prop L allocation

Table 1.
**Checklist for Developing a Strong
Neighborhood Program Grant Proposal**

Does your proposal have...?

- Clear purpose/need statement and goals
- Clear list of deliverables/outcomes
- Well-defined scope, schedule, and budget
- Clear and diverse community support
- Coordination with other relevant planning efforts
- Inclusive community engagement strategy
- Equity Priority Community or underserved community focus
- Appropriate funding/leveraging commensurate with proposed scope
- Implementation model (lead agency; agency and community roles defined)

request form that details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness and compliance with Prop L requirements. Once it is finalized, the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Community Advisory Committee and Transportation Authority Board.

Grant Award Terms

All Neighborhood Program projects must adhere to the Prop L Strategic Plan policies and the requirements set forth in the Prop L Standard Grant Agreement (available upon request). The sections below highlight answers to a few commonly asked questions.

ARE THERE TIMELY USE OF FUNDS DEADLINES?

Planning efforts must be completed within two years of the grant award.

If a planning or capital grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?

Neighborhood Program grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop L grants. Requirements are set forth in the Prop L Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. For Neighborhood Program Planning grants, the Board will accept or approve the project's final report.

For More Information

Visit the Transportation Authority's website at sfcta.org/policies/neighborhood-program or contact one of the Neighborhood Program coordinators:

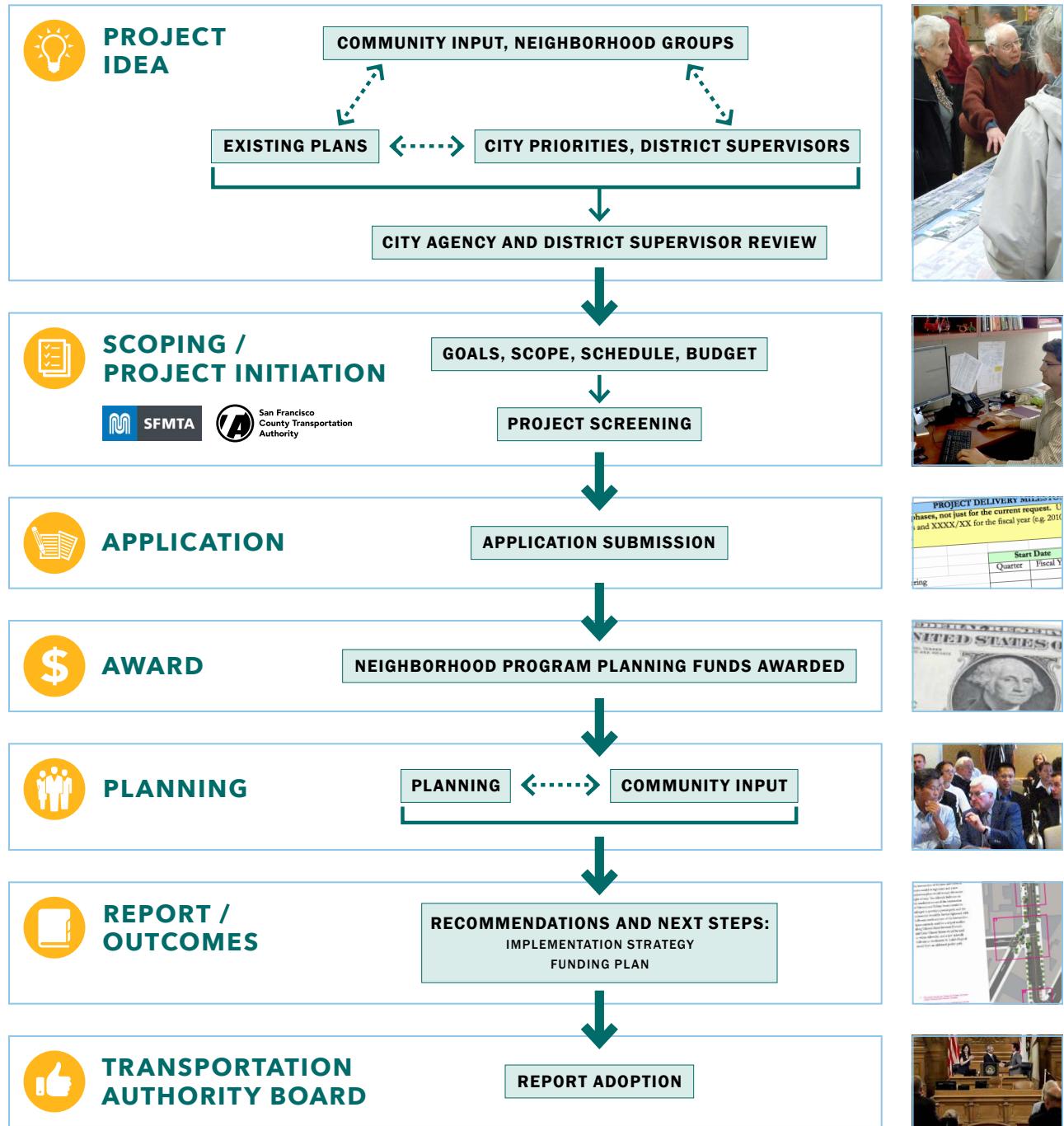
TRANSPORTATION AUTHORITY

Anna LaForte
415.522.4805
anna.laforte@sfcta.org





SFMTA

Jamie Parks
415-646-2121
jamie.parks@sfmta.com

Neighborhood Program Planning Grant Process Flow-chart



The Neighborhood Program is funded by grants of Proposition L local transportation sales tax funds.

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San Francisco County Transportation Authority

Neighborhood
program

Project Name and Sponsor			
Project Name:	Neighborhood Program (NTP) Coordination		
Implementing Agency:	SFCTA, SFMTA		
Prop L Expenditure Plan Information			
Prop L Program:	25- Neighborhood Transportation Program		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Transportation Authority's Neighborhood Transportation Program (also known as the Neighborhood Program or NTP) funds community-based neighborhood-scale transportation improvements. This programming request provides support for administering the NTP, including working with district supervisor offices, implementing agencies, and community stakeholders to identify, develop, and support delivery of NTP projects.		
Project Location and Limits:	Citywide		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)?	TBD
Which EPC(s) is the project located in?	TBD		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Current Request: The requested Prop L programming will enable the San Francisco Municipal Transportation Agency (SFMTA) and Transportation Authority staff to work with district supervisor offices, implementing agencies, and community stakeholders to support Transportation Authority Board members' efforts to identify potential NTP projects and to develop proposed scope, schedule, budget and funding information to support allocation of NTP grants, as well as project delivery oversight. It also includes ongoing support of the NTP including regular communications with the district supervisors' offices regarding progress on NTP projects.</p> <p>The NTP Guidelines are attached and provide additional detail on how NTP projects are identified and developed in collaboration between SFCTA, SFMTA, and District Supervisors.</p>		
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.			
Type of Environmental Clearance Required:	N/A		
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco County Transportation Authority (SFCTA), Mike Pickford San Francisco Municipal Transportation Agency (SFMTA), Jamie Parks		

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Phase	% Complete	In-house - Contracted - Both				
Planning/Conceptual Engineering	0%	In-house	Q1-Jul-Aug-Sep	2023/24	Q4-Apr-May-Jun	2027/28
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2027/28
Notes						

Prop L Supplemental Information Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Neighborhood Program (NTP) Coordination</i>
Relative Level of Need or Urgency (time sensitive)	
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The purpose of the NTP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Equity Priority Communities and other neighborhoods with high unmet needs. All NTP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, faithbased organizations, non-profit organizations, or other community-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs. NTP capital efforts advance recommendations stemming from NTP and other community-based planning efforts, including community-based transportation plans.
Benefits to Disadvantaged Populations and Equity Priority Communities	The NTP was developed in response to the San Francisco Transportation Plan's equity analysis conclusion that meeting pedestrian and bicycle transportation needs is an important way to improve mobility and to address socioeconomic and geographic disparities in San Francisco. Therefore, one of the priorities of the NTP is to improve mobility for EPCs or other underserved neighborhoods and vulnerable populations. The NTP prioritizes projects located in EPCs and those which benefit EPCs and disadvantaged populations by working with district supervisors to identify areas with high unmet needs and by building on findings of community-based plans.
Compatability with Land Use, Design Standards, and Planned Growth	Yes
<u>San Francisco Transportation Plan Alignment (SFTP)</u>	Equity, Environmental Sustainability, Accountability and Engagement, Safety and Livability

	<p>Equity: The NTP was developed in response to the 2014 SFTP's equity analysis conclusion that walking, biking, and transit reliability initiatives are important ways to improve mobility and to address socioeconomic and geographic disparities in San Francisco. Therefore, one of the priorities of the NTP is to improve mobility for EPCs or other underserved neighborhoods and vulnerable populations.</p> <p>Environmental Sustainability: Improving pedestrian and bicycle mobility reduces use of motorized modes.</p> <p>Accountability and Engagement: The NTP supports community-based planning processes and implementation of projects that result from community-based transportation plans.</p> <p>Safety and Livability: The NTP funds implementation of safety improvements. Additionally, improving pedestrian and bicycle mobility and transit reliability in neighborhoods contributes to the connectivity and livability of neighborhoods.</p>
<p>The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
<p>25- Neighborhood Transportation Program</p>	
Safety	<p>The NTIP under Prop K contributed funds to planning and implementation of safety improvements on the Vision Zero HIN. For example, the NTIP funded two phases of the Vision Sero Ramp Intersection Study, which recommended safety improvements at 15 freeway intersections in SoMa, and implementation of some of the recommendations. Under Prop L, NTP funds can be allocated to projects that address other documented safety issues, particularly those pertaining to pedestrian and bicycle safety, and transit access.</p>
Pilot Program Funding Plan	N/A

Project Name and Sponsor			
Project Name:	Neighborhood Program (NTP) Project Placeholder		
Implementing Agency:	TBD		
Prop L Expenditure Plan Information			
Prop L Program:	25- Neighborhood Transportation Program		
Prop L Sub-Program (if applicable):			
Other Prop L Programs (if applicable):			
Project Information			
Brief Project Description for MyStreetSF (80 words max):	The Transportation Authority's Neighborhood Transportation Program (also known as the Neighborhood Program or NTP) funds planning, development, and implementation of community-based neighborhood-scale transportation improvements. This placeholder includes \$700,000 per district for NTP planning and capital efforts in each supervisorial district over the next five years. NTP funds are intended to leverage other funding sources.		
Project Location and Limits:	TBD		
Supervisorial District(s):	Citywide		
Is the project located on the 2022 Vision Zero High Injury Network ?	TBD	Is the project located in an Equity Priority Community (EPC)?	TBD
Which EPC(s) is the project located in?	TBD		
Detailed Scope (may attach Word document): Please describe in detail the project scope, any planned community engagement, benefits, considerations for climate adaptation and resilience (if relevant), and coordination with other projects in the area (e.g. paving, Vision Zero).	<p>Current Request: The proposed NTP placeholders include a total of \$7.7 million or \$700,000 per district for planning and capital efforts in each supervisorial district over the next five years. This will be the third cycle of the Neighborhood Program.</p> <p>NTP Planning funds can be used for community-based, neighborhood-scale planning efforts, especially in Equity Priority Communities or other underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). Recommendations resulting from NTP planning projects should be eligible for NTP capital funds, other Prop L programs, and/or additional sources.</p> <p>NTP Capital funds can be used for implementation of NTP Planning grant recommendations, or of other community-supported, neighborhood-scale projects that have already been identified. The NTP Capital program funds are intended as matching funds for implementation of NTP Planning grant recommendations or to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years. NTP Capital funds must leverage other non-Prop L funds to help achieve the Prop L leveraging assumptions for the NTP. Exceptions may be granted on a case-by-case basis with consideration given to, among other factors, whether other funding options exist and the status of overall NTP leveraging to date.</p> <p>All NTP efforts must address one or more of the following SFTP priorities:</p> <ul style="list-style-type: none"> • Improve safety for pedestrians, cyclists and/or other street users • Encourage walking, biking, and/or transit use • Improve transit accessibility and/or reliability • Improve mobility for Equity Priority Communities or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities). <p>The NTP Guidelines are attached and provide additional detail on how NTP projects are identified and developed in collaboration between SFCTA, SFMTA, and District Supervisors.</p>		

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.

List with status of Neighborhood Program projects funded since 2014.

Type of Environmental Clearance Required:	TBD					
Coordinating Agencies: Please list partner agencies and identify a staff contact at each agency.	SFCTA, SFMTA, SF Planning, SFPW					
Project Delivery Milestones						
	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year (starts July 1)	Quarter	Fiscal Year (starts July 1)
Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						
Notes						
This is a placeholder. Schedule will be determined once specific NTP projects are identified by the district supervisors.						

Project Name: Neighborhood Program (NTP) Project Placeholder

Project Cost Estimate	Cost	Funding Source		Source of Cost Estimate
		Prop L	Other	
Planning/Conceptual Engineering	\$ -		\$ -	
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
Right of Way	\$ -	\$ -	\$ -	
Design Engineering (PS&E)	\$ -		\$ -	
Construction	\$ 7,700,000	\$ 7,700,000	\$ -	NTP Guidelines, same as prior cycles
Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
Total Project Cost	\$ 7,700,000	\$ 7,700,000	\$ -	
Percent of Total		100%	0%	

Funding Plan - All Phases - All Sources						Cash Flow for Prop L Only (i.e. Fiscal Year of Reimbursement)				
Fund Source	Prop L Program	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	2023/24	2024/25	2025/26	2026/27	2027/28
Prop L	25- Neighborhood Transportation Program	Construction	Planned	2023/24	\$ 3,850,000	\$ 1,155,000	\$ 2,695,000	\$ -	\$ -	\$ -
Prop L	25- Neighborhood Transportation Program	Construction	Planned	2024/25	\$ 2,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
Prop L	25- Neighborhood Transportation Program	Construction	Planned	2025/26	\$ 1,850,000	\$ -	\$ -	\$ 925,000	\$ 925,000	\$ -
Total By Fiscal Year					\$ 7,700,000	\$ 1,155,000	\$ 3,695,000	\$ 1,925,000	\$ 925,000	\$ -

Notes

This is a placeholder. Phase(s) will be determined once specific NTP projects are identified by the district supervisors. NTP projects are expected to include appropriate leveraging and/or to set up projects to compete for discretionary funds for implementation.

Prop L Supplemental Information	
Please fill out each question listed below (rows 2-8) for all projects.	
Project Name	<i>Neighborhood Program (NTP) Project Placeholder</i>
Relative Level of Need or Urgency (time sensitive)	TBD
Prior Community Engagement/Level and Diversity of Community Support (may attach Word document):	The purpose of the NTP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Equity Priority Communities and other neighborhoods with high unmet needs. All NTP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, faithbased organizations, non-profit organizations, or other community-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs. NTP capital efforts advance recommendations stemming from NTP and other community-based planning efforts, including community-based transportation plans.
Benefits to Disadvantaged Populations and Equity Priority Communities	The NTP was developed in response to the San Francisco Transportation Plan's equity analysis finding that meeting pedestrian and bicycle transportation needs is an important way to improve mobility and to address socioeconomic and geographic disparities in San Francisco. One of the priorities of the NTP is to improve mobility for EPCs or other underserved neighborhoods and vulnerable populations. The NTP prioritizes projects located in EPCs and those which benefit EPCs and disadvantaged populations by working with district supervisors to identify areas with high unmet needs and by developing and building on findings of community-based plans.
Compatibility with Land Use, Design Standards, and Planned Growth	Yes
San Francisco Transportation Plan Alignment (SFTP)	Equity, Environmental Sustainability, Accountability and Engagement, Safety and Livability

	<p>Equity: The NTP was developed in response to the 2014 SFTP's equity analysis conclusion that pedestrian and bicycle and transit reliability initiatives are an important way to improve mobility and to address socioeconomic and geographic disparities in San Francisco.</p> <p>Environmental Sustainability: Improving pedestrian and bicycle mobility and transit reliability reduces use of motorized modes.</p> <p>Accountability and Engagement: The NTP supports community-based planning processes and implementation of projects that result from community-based transportation plans.</p> <p>Safety and Livability: The NTP funds implementation of safety improvements. Additionally, improving pedestrian and bicycle mobility and transit reliability in neighborhoods contributes to the connectivity and livability of neighborhoods.</p>
<p>The next section includes criteria that are specific to each Expenditure Plan program. The questions that are required to be filled out for each program will auto-populate once the Prop L program is selected on the Scope & Schedule tab.</p>	
<p>25- Neighborhood Transportation Program</p>	
Safety	<p>NTP funds can fund to projects that address other documented safety issues, particularly those pertaining to pedestrian and bicycle safety.</p>
Pilot Program Funding Plan	N/A