



2019 PROPOSITION K  
5-YEAR PRIORITIZATION PROGRAM

## NEW SIGNALS AND SIGNS

Pending Board Approval: October 23, 2018

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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## Eligibility

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

“Programmatic improvements including new traffic signs and signals (including pedestrian and bicycle signals) implementation of transit priority systems on select corridors; and new pavement markings such as raised flashing pavement reflectors and transit lane markings (Priority 1). Installation of red light photo enforcement equipment; electronic parking meters including meters that accept credit or pre-paid debit cards; and relocation of traffic maintenance shop to a new location (Priority 2). Includes project development and capital costs. Sponsoring Agency: DPT; MUNI. The first \$36.1M is Priority 1 and the remainder is Priority 2. Total Funding: \$55.5M; Prop K: \$41.0M.”

DPT stands for Department of Parking and Traffic, and MUNI stand for San Francisco Municipal Railway. DPT and MUNI are now under the San Francisco Municipal Transportation Agency (SFMTA).

## Prioritization Criteria

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

community input highly. For the 2019 5YPP update we have not made any changes to the Prioritization Criteria and Scoring Table for this category.

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

The Expenditure Plan also requires consideration of geographic equity in terms of project distribution that takes into account the various needs of San Francisco's neighborhoods. While the primary prioritization factor for this category is safety, SFMTA considers equitable geographic distribution to the extent possible.

## Stretching Your Prop K Sales Tax Dollars Farther

Leveraging Prop K funds against non-Prop K fund sources (e.g., federal, state, other local funds) is necessary to fully fund the Expenditure Plan projects and programs. For the New Signals and Signs category, the Prop K Expenditure Plan assumes that every dollar of sales tax revenue spent would be leveraged by about \$0.35 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2014 5-year project lists.

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

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
New Signals and Signs	26%	12%

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

Leveraged funds in the 2014 5YPP were substantially higher (44%) than the Prop K Expenditure Plan assumptions for the category. As shown in Table 1 leveraged funds for the projects in the proposed 2019 5YPP are substantially lower the Expenditure Plan assumptions. Traffic signal project costs more than doubled during the 2014 5YPP due to a bidding environment with a limited number of contractors, rising labor costs, and increased complexity of traffic signal projects. There has been no commensurate increase in funding from non-Prop K sources, so SFMTA has proposed fewer New Signals projects for the 2019 5YPP, with smaller scopes and increased dependence on Prop K for full funding. SFMTA has also prioritized Prop K funds for new signals over new signs and roadway markers, which are also eligible for funding from this category.

## Performance Measures

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The purpose is to demonstrate the system performance

benefits of sales tax projects (e.g. reduced transit travel time) and to use the results to inform future project development, allocation of Prop K funds, and programming and prioritization of other funds by the Authority (e.g. Transportation Fund for Clean Air, state Regional Improvement Program funds). The performance measure data will also be critical to support and justify future sales tax reauthorizations, as well as other efforts to identify new revenue sources for transportation projects.

These performance measures apply to the installation of new traffic signal installations. The first six enumerate actual facilities installed. Some of these facilities are installed for safety reasons. Some of these facilities are mandated by state or national authorities. Others are installed in response to local demand, such as exclusive signal phases for bicycles. Finally, tracking signalization projects that are timed to coordinate with other construction measures the implementation efficiency of projects funded from the New Traffic Signals category. The effectiveness of a completed signalization project in improving safety at a particular location can be evaluated using reports or data available from the Statewide Integrated Traffic Records System.

1. Number of new traffic signals installed.
2. Number of new pedestrian countdown signals installed.
3. Number of new signals with high-visibility signal heads installed (i.e. 10" LED rather than 8" neon).
4. Number of new accessible (audible) pedestrian signals installed.
5. Number of ADA-compliant curb ramps installed at new signals.
6. Number of new signals with exclusive phases for bicycles and transit installed.
7. Projects coordinated with other projects in the same right-of-way. Coordination offers benefits such as construction efficiency (e.g. implementation under the same contract) and/or timing of excavation work to take place prior to an excavation moratorium.

**Table 2. Project Delivery Snapshot  
New Signals and Signs**

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Allocated (as of July 2018)	% Allocated
2005 5YPP (FYs 2004/05 - 2008/09)	\$ 6,744,590	\$ 6,269,713	93%
2009 5YPP (FYs 2009/10 - 2013/14)	\$ 7,306,971	\$ 5,254,339	72%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 11,912,486	\$ 9,196,628	77%
<b>Total</b>		\$ 20,720,680	

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

Table below shows percent complete as reported by project sponsors in July 2018.

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of July 2018)	% Complete
SFMTA	2004/05	New Traffic Signal Contract 57	Design	\$ 321,458	100%
SFMTA	2004/05	New Street Signs (FY04/05)	Construction	\$ 476,198	100%
SFMTA	2004/05	5-Year Prioritization Program - 2004	Planning	\$ 20,187	100%
SFMTA	2005/06	New Traffic Signal Contract 58	Planning	\$ 199,021	100%
SFMTA	2005/06	New Street Signs (FY05/06)	Construction	\$ 400,000	100%
SFMTA	2006/07	New Traffic Signal Contract 57	Construction	\$ 1,380,000	100%
SFMTA	2006/07	New Traffic Signal Contract 59	Design	\$ 365,054	100%
SFMTA	2007/08	New Truck for Sign Shop	Construction	\$ 64,548	100%
SFMTA	2007/08	New Traffic Signal Contract 58	Construction	\$ 1,394,229	100%
SFMTA	2008/09	New Traffic Signal Contract 59	Construction	\$ 1,398,242	100%
SFMTA	2008/09	New Traffic Signal Contract 59 - Additional Funds	Construction	\$ 157,877	100%
SFMTA	2008/09	New Signal at Skyline Blvd, Herbst Rd., and Lake Merced Blvd.	Construction	\$ 70,960	100%
SFMTA	2008/09	New Signal at Divisadero/Grove Sts-Conduit/Pull Boxes	Construction	\$ 21,938	100%
SFMTA	2009/10	New Traffic Signal Contract 60	Design	\$ 360,302	100%
SFMTA	2009/10	Raised Pavement Markings	Construction	\$ 135,594	100%
SFMTA	2010/11	Sunset Boulevard New Traffic Signals	Environmental	\$ 39,819	100%
SFMTA	2011/12	New Traffic Signal Contract 60	Construction	\$ 1,820,359	100%
SFMTA	2011/12	New Traffic Signal Contract 61	Design	\$ 260,475	100%
SFMTA	2011/12	Thermoplastic Truck	Construction	\$ 83,474	100%

**Table 2. Project Delivery Snapshot  
New Signals and Signs**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of July 2018)	% Complete
SFMTA	2012/13	Sunset Boulevard New Traffic Signals	Construction	\$ 155,696	100%
SFMTA	2012/13	Franklin Street Signal Upgrades - Conduit	Construction	\$ 12,553	100%
SFMTA	2012/13	Gough Street Signal Upgrades - Conduit	Design	\$ 49,657	100%
SFMTA	2012/13	New Pedestrian Signals	Construction	\$ 33,956	100%
SFMTA	2013/14	New Traffic Signal Contract 61	Construction	\$ 1,627,845	100%
SFMTA	2013/14	New Traffic Signal Contract 62	Design	\$ 165,000	100%
SFMTA	2014/15	New Traffic Signal Contract 62	Construction	\$ 150,000	100%
SFMTA	2014/15	New Traffic Signal Contract 63	Design	\$ 280,000	100%
SFMTA	2015/16	New Traffic Signal Contract 62 - Additional Funds	Construction	\$ 1,500,000	100%
SFMTA	2016/17	New Traffic Signal Contract 63	Construction	\$ 1,700,000	100%
SFMTA	2016/17	New Traffic Signal Contract 63 - Additional Funds	Construction	\$ 360,000	100%
SFMTA	2016/17	New Traffic Signal Contract 64	Design	\$ 126,514	100%

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of July 2018)	% Complete
SFMTA	2015/16	Traffic Signal Conduit	Construction	\$ 150,000	95%
SFMTA	2017/18	New Traffic Signal Contract 64	Construction	\$ 5,289,722	0%
SFMTA	2018/19	Aleman and Rousseau Traffic Signal Conduits	Design	\$ 20,000	0%
SFMTA	2018/19	Aleman and Rousseau Traffic Signal Conduits	Construction	\$ 130,000	0%

For more information about the projects funded by the Transportation Authority, as well as projects for which we help oversee in our role as the Congestion Management Agency for San Francisco, visit our interactive project map at [mystreetstf.sfcta.org](http://mystreetstf.sfcta.org).

Table 3 - Prioritization Criteria and Scoring Table  
New Signals and Signs (EP 31)

	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Benefits to Multiple Users	Supports Transit First	Total
<b>Total Possible Score</b>	4	3	3	4	3	3	20
<b>New Traffic Signals</b>							
New Signal Contract 65	2	0	1	4	3	3	13
New Signal Contract 66	Locations will be scored at the time of allocation. See text and Project Information Form for more details.						

**Prioritization Criteria Definitions:**

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

**Community Support:** Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program. Three points for a project in an adopted community based plan with evidence of diverse community support. Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups. One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

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

**Subcategories:**

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

**Provides Benefits to Multiple Users:** Project receives one point each for addressing the needs of pedestrians, bicyclists and/or transit users.

**Supports Transit First:** Project improves transit service and reduces delay for transit vehicles at intersections controlled by traffic signals.

Table 4. 2019 Prop K 5-Year Prioritization Program - Program of Projects  
 New Signals and Signs Category (EP 31)  
 Programming

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
<b>New Traffic Signals</b>									
SFMTA	New Signal Contract 65	CON	Planned	\$2,422,111					\$2,422,111
SFMTA	New Signal Contract 66	PS&E	Planned			\$300,000			\$300,000
SFMTA	New Signal Contract 66	CON	Planned				\$3,300,000		\$3,300,000
<b>Funds Requested in 2019 5YPP</b>									
				\$2,422,111	\$0	\$300,000	\$3,300,000	\$0	\$6,022,111
<b>Funds Programmed in 2019 Strategic Plan Baseline</b>				\$974,281	\$1,022,995	\$1,085,900	\$1,148,910	\$1,215,585	\$5,447,671
<b>Cumulative Remaining Programming Capacity</b>				(\$1,447,830)	(\$424,835)	\$361,065	(\$1,790,025)	(\$574,440)	(\$574,440)



**Table 4. 2019 Prop K 5-Year Prioritization Program - Program of Projects  
New Signals and Signs Category (EP 31)  
Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Fiscal Year					Total
		2019/20	2020/21	2021/22	2022/23	2023/24	
<b>New Traffic Signals</b>							
New Signal Contract 65	CON		\$1,211,056	\$1,211,055			\$2,422,111
New Signal Contract 66	PS&E			\$150,000	\$150,000		\$300,000
New Signal Contract 66	CON				\$500,000	\$1,700,000	\$1,100,000
<b>Cash Flow Requested in 2019 5YPP</b>							
		\$0	\$1,211,056	\$1,361,055	\$650,000	\$1,700,000	\$1,100,000
<b>Cash Flow in 2019 Strategic Plan Baseline</b>							
		\$974,281	\$1,022,995	\$1,085,900	\$1,148,910	\$1,215,585	\$0
<b>Cumulative Remaining Cash Flow Capacity</b>							
		\$974,281	\$786,220	\$511,065	\$1,009,975	\$525,560	(\$574,440)

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

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

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

**Comments/Concerns**



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

**Project Name:** New Signal Contract 65

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

Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24		
Prop K	31-New Signals and Signs	Design Engineering (PS&E)	Planned	Previous	\$ 300,000	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	31-New Signals and Signs	Construction	Planned	2019/20	\$ 2,422,111	\$ -	\$ -	\$ 1,211,056	\$ 1,211,056	\$ -	\$ -	\$ -	\$ -
Prop B General Fund		Construction	Programmed	2019/20	\$ 877,889	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total By Fiscal Year</b>					<b>\$ 3,600,000</b>	<b>\$ 150,000</b>	<b>\$ 150,000</b>	<b>\$ 1,211,056</b>	<b>\$ 1,211,056</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Funding Plan - All Phases**

**Comments**

**TABLE 1. New Signal Candidates – Contract 65**

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

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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	New Signal Contract 66
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	ii. System Operations, Efficiency and Safety
<b>EP Line (Primary):</b>	31-New Signals and Signs
<b>Other EP Line Number/s:</b>	
<b>Fiscal Year of Allocation:</b>	2021/22, 2022/23
<b>Project Information</b>	
<b>Project Location:</b>	TBD
<b>Supervisory District(s):</b>	TBD
<b>Project Manager:</b>	Geraldine De Leon
<b>Phone Number:</b>	415-701-4675
<b>Email:</b>	<a href="mailto:geraldine.deleon@sfmta.com">geraldine.deleon@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	JNew traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined. New traffic signals provide the benefits of improved right-of-way assignment and access across major streets. The new signals will improve pedestrian safety with accessible (audible) pedestrian signals for visually impaired pedestrians and Pedestrian Countdown Signals.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	New traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined. The project will include new controllers, foundations, vehicle and pedestrian countdown signals, poles, conduits, wiring, detection, signal interconnect and mast-arm signals as needed. Signal operations will also be evaluated for improved safety and visibility.  Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements).
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

**Comments/Concerns**



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

**Project Name:** New Signal Contract 66

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

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

**Comments**

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

<b>Prop K Project Information Form</b>	
<b>Project Name:</b>	Great Highway Signal Upgrade
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Prop K Expenditure Plan Information</b>	
<b>Category:</b>	C. Street & Traffic Safety
<b>Subcategory:</b>	iii. System Maintenance and Renovations (streets)
<b>EP Line (Primary):</b>	33-Signals and Signs
<b>Other EP Line Number/s:</b>	31-New Signals and Signs
<b>Fiscal Year of Allocation:</b>	2019/20
<b>Project Information</b>	
<b>Project Location:</b>	Great Highway between Lincoln Way and Vicente Street
<b>Supervisory District(s):</b>	District 01, District 04, District 07
<b>Project Manager:</b>	Geraldine De Leon
<b>Phone Number:</b>	415-701-4675
<b>Email:</b>	<a href="mailto:geraldine.deleon@sfmta.com">geraldine.deleon@sfmta.com</a>
<b>Brief Project Description for MyStreetSF (80 words max):</b>	Design and replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment.
<b>Detailed Scope (may attach Word document):</b> Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	Design and replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment. These signals are prone to corrosion and failure due to the proximity of the ocean and wind, water and sun exposure. This project will replace all existing signal infrastructure including poles, signal heads, conduits and controllers. The project will install new equipment including mast-arms, pedestrian countdown signals and accessible (audible) pedestrian-activated signals to improve signal visibility and pedestrian safety.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	PW, Steven T. Lee, 415-558-5226
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt
<b>Attachments:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

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

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

**Comments/Concerns**





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

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

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)													
		Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	Fiscal Year of Allocation (Programming Year)	Fund Source Status	Phase	Prop K Expenditure Line			
Prop K	33-Signals and Signs	\$ 154,394	\$ 77,197	\$ 77,197	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Planned	Design Engineering (PS&E)	
Prop K	31-New Signals and Signs	\$ 65,606	\$ 32,803	\$ 32,803	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Planned	Design Engineering (PS&E)	
Prop K	33-Signals and Signs	\$ 2,180,000	\$ -	\$ 726,667	\$ 726,667	\$ 726,666	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Planned	Construction	
Prop B General Fund: Transportation and Street Infrastructure Program (TSIP)		\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Programmed	Design Engineering (PS&E)	
<b>Total By Fiscal Year</b>		<b>\$ 2,500,000</b>	<b>\$ 110,000</b>	<b>\$ 836,667</b>	<b>\$ 726,667</b>	<b>\$ 726,666</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			

Comments
Prop K New Signals and Signs (EP-31) funds for new pedestrian signals only. Other scope elements are upgrades eligible for Prop K Signals and Signs (EP-33) funds.

**Table 4 - Prop K 5-Year Project List (FY 2014/15 - 2018/19)  
New Signals and Signs (EP 3I)  
Programming as Approved July 22, 2014**

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total	
				2014/15	2015/16	2016/17	2017/18	2018/19		
<b>New Equipment</b>										
SFMTA	New Equipment	PROC	Programmed		\$200,000				\$200,000	
<b>Follow-the-Paving</b>										
SFMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/PROC	Programmed	\$150,000					\$150,000	
SFMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/PROC	Programmed			\$150,000			\$150,000	
SFMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/PROC	Programmed					\$150,000	\$150,000	
<b>New Traffic Signals</b>										
SFMTA	New Traffic Signals (Contract 62)	CON	Programmed		\$1,535,000				\$1,535,000	
SFMTA	New Traffic Signals (5 Locations)	PS&E	Programmed	\$375,000					\$375,000	
SFMTA	New Traffic Signals (5 Locations)	CON	Programmed			\$1,500,000			\$1,500,000	
SFMTA	New Traffic Signals (5 Locations)	PS&E	Programmed			\$375,000			\$375,000	
<b>Safe Streets</b>										
SFMTA	Active Transportation Program Local Match	PS&E, CON	Programmed			\$975,000			\$975,000	
SFMTA	Active Transportation Program Local Match	PS&E, CON	Programmed					\$231,250	\$231,250	
SFMTA	New Pavement Markers	CON	Programmed			\$200,000			\$200,000	
SFMTA	New Pavement Markers	CON	Programmed					\$200,000	\$200,000	
SFMTA	New Pedestrian Countdown Signals	PS&E, CON	Programmed			\$868,473			\$868,473	
SFMTA	New Traffic Signs	CON	Programmed			\$300,000			\$300,000	
SFMTA	New Traffic Signs	CON	Programmed					\$300,000	\$300,000	
SFMTA	Neighborhood Transportation Improvement Program	PS&E, CON	Programmed		\$500,000				\$500,000	
				<b>Total Programmed in 5YPP</b>	\$525,000	\$2,235,000	\$4,368,473	\$0	\$881,250	\$8,009,723
				<b>Total Programmed in 2014 Strategic Plan</b>	\$525,000	\$2,235,000	\$4,368,473	\$0	\$881,250	\$8,009,723
				<b>Deobligated from Prior 5YPP Cycles **</b>	\$0	\$0	\$0	\$0	\$0	\$0
				<b>Cumulative Remaining Programming Capacity</b>	\$0	\$0	\$0	\$0	\$0	\$0

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)**  
**New Signals and Signs (EP 31)**  
**Programming and Allocations to Date**  
 Pending October 23, 2018 Board.

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>New Equipment</b>									
SEMTA	New Equipment	PROC	Programmed		\$0				\$0
<b>Follow-the-Paving</b>									
SEMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/ PROC	Programmed	\$0					\$0
SEMTA	Traffic Signal Conduit Contract	CON	Allocated		\$150,000				\$150,000
SEMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/ PROC	Programmed			\$0			\$0
SEMTA	Follow-the-Paving (New Pavement Markers and Conduits)	CON/ PROC	Programmed					\$0	\$0
SEMTA	Alemany and Rousseau Traffic Signal Conduits	PS&E/ CON	Allocated					\$150,000	\$150,000
<b>New Traffic Signals</b>									
SEMTA	New Traffic Signals (Contract 62)	CON	Programmed		\$0				\$0
SEMTA	New Traffic Signals (Contract 62)	CON	Allocated		\$1,500,000				\$1,500,000
SEMTA	New Signal Contract 62	CON	Allocated	\$150,000					\$150,000
SEMTA	New Traffic Signals (5 Locations)	PS&E	Programmed	\$0					\$0
SEMTA	New Signal Contract 63	PS&E	Allocated	\$280,000					\$280,000
SEMTA	New Traffic Signals (5 Locations)	CON	Programmed			\$0			\$0
SEMTA	New Traffic Signals (5 Locations)	CON	Allocated			\$1,700,000			\$1,700,000
SEMTA	New Traffic Signals (Contract 63) - Additional Funds	CON	Allocated			\$360,000			\$360,000
SEMTA	New Traffic Signals (5 Locations)	PS&E	Programmed			\$0			\$0
SEMTA	New Traffic Signals (Contract 64)	PS&E	Allocated			\$126,514			\$126,514
SEMTA	New Traffic Signals (Contract 64)	CON	Allocated				\$5,289,722		\$5,289,722
SEMTA	Great Highway Signal Upgrade - New Pedestrian Signals <sup>1</sup>	PS&E	Planned					\$65,606	\$65,606
SEMTA	New Traffic Signals (Contract 64) - Additional Funds <sup>1</sup>	CON	Planned					\$231,250	\$231,250
SEMTA	New Traffic Signals (Contract 65) <sup>1</sup>	PS&E	Planned					\$300,000	\$300,000

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

**New Signals and Signs (EP 31)**

**Programming and Allocations to Date**

Pending October 23, 2018 Board.

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Safe Streets</b>									
SEMTA	Active Transportation Program Local Match <sup>1</sup>	PS&E, CON	Planned			\$0			\$0
SEMTA	Active Transportation Program Local Match <sup>1</sup>	PS&E, CON	Planned					\$0	\$0
SEMTA	New Pavement Markers	CON	Programmed			\$0			\$0
SEMTA	New Pavement Markers <sup>1</sup>	CON	Programmed					\$0	\$0
SEMTA	New Pedestrian Countdown Signals	PS&E, CON	Programmed			\$0			\$0
SEMTA	New Traffic Signs	CON	Programmed			\$0			\$0
SEMTA	New Traffic Signs <sup>1</sup>	CON	Programmed					\$0	\$0
SEMTA	Neighborhood Transportation Improvement Program	PS&E, CON	Programmed	\$500,000					\$500,000
<b>Total Programmed in 5YPP</b>				\$430,000	\$2,150,000	\$2,186,514	\$5,289,722	\$746,856	\$10,803,092
<b>Total Allocated and Pending in 5YPPs</b>				\$430,000	\$1,650,000	\$2,186,514	\$5,289,722	\$150,000	\$9,706,236
<b>Total Deobligated in 5YPPs</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPPs</b>				\$0	\$500,000	\$0	\$0	\$596,856	\$1,096,856
<b>Total Programmed in 2014 Strategic Plan</b>				\$525,000	\$2,035,000	\$2,850,000	\$5,289,722	\$881,250	\$11,580,972
<b>Deobligated from Prior 5YPP Cycles **</b>				\$338,828					\$338,828
<b>Cumulative Remaining Programming Capacity</b>				\$433,828	\$318,828	\$982,314	\$982,314	\$1,116,708	\$1,116,708

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- <sup>1</sup> Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (resolution XX, approved YY).
- Active Transportation Program Local Match: Reduced from \$1,206,250 to \$0 in FY 16/17 and FY18/19. Local match to ATP grants has been met with non-Prop K sources.
- New Pavement Markers: Reduced from \$200,000 to \$0 in FY18/19. Funds needed to fund new traffic signal projects, for which costs have significantly increased during the 2014 5YPP period.
- New Traffic Signs: Reduced from \$300,000 to \$0 in FY18/19. Funds needed to fund new traffic signal projects, for which costs have significantly increased during the 2014 5YPP period.
- New Traffic Signals (Contract 64) - Additional Funds: Added project with \$231,250 in FY18/19 for construction. Funds needed to accommodate higher than expected bids.
- New Traffic Signals (Contract 65): Added project with \$300,000 in FY18/19 for design. Funds needed to advance design phase and prepare project for construction in FY 19/20 as proposed 2019 5YPP.
- Great Highway Signal Upgrade - New Pedestrian Signals: Added project with \$65,606 in FY18/19 for design.